

Question on Notice

Question No. 1

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

With reference to page 10 of the 2024-25 Budget Capital Statement (Budget Paper No.3) highlights the Queensland Government's \$2.75 billion commitment to build Direct Sunshine Coast Rail to Caloundra by 2032. Can the Minister outline why the line can't be built all the way to Maroochydore by 2032?

ANSWER:

I thank the Committee for the question.

The Australian and Queensland governments are jointly funding \$5.5 billion towards delivery of Stage 1 of the Direct Sunshine Coast Rail Line (DSC) project from Beerwah to Caloundra.

Delivery of Stage 1 by 2032 will support transport needs to efficiently move large volumes of people between the Sunshine Coast, Brisbane and beyond for the Brisbane 2032 Olympic and Paralympic Games, and help ease congestion on the Bruce Highway and local roads long after the Games – a legacy project for a growing region.

The DSC spanning 37.8 kilometres from Beerwah to Maroochydore will be the longest rail spur line ever built in South East Queensland. Over 17 kilometres of the line is proposed to be built on bridges and viaducts due to the ground conditions, flood mitigation and to avoid building new level crossings. Working in an area that is susceptible to impacts due to rainfall and tidal systems will be challenging and presents risks to the overall construction program for the project.

The DSC business case completed in late 2023 looked at options for constructing the rail line from Beerwah to Maroochydore and found that—even when working across multiple work fronts—it was not feasible to construct rail to Maroochydore by 2032.

The business case explored staging options, including first opening the rail line to Caloundra or Birtinya before continuing to connect rail to Maroochydore.

The business case found that delivery of the rail line between Birtinya and Maroochydore carried the highest risks to both program and cost due to unique challenges in this section. This stage between Birtinya and Maroochydore includes construction adjacent to the Mooloolah River National Park, crossing the Mooloolah River and over the Sunshine Motorway into the new Maroochydore City Centre, requiring kilometres of structure to be installed in highly sensitive environmental areas.

Further, a 600-metre tunnel is required beneath the Buderim–Mooloolaba interchange. Geotechnical investigations and construction in close proximity to a National Park and crossing a sensitive river system is anticipated to extend the time required to obtain environmental approvals before construction can commence. This limits options to accelerate the program through this section.

The section of corridor between Birtinya and Maroochydore also contains the highest amount of public utility plant infrastructure when compared to other sections of the rail corridor. Essential power, water, and telecommunications infrastructure for the region requires relocation prior to rail being constructed in the corridor. In this section alone, a 132kv sub-transmission, major trunk sewers, pump stations and water distribution networks all require relocation – each with long lead times that span over multiple years. Learning from other major projects demonstrates that these activities could take up to four years alone to plan and deliver, prior to rail works commencing in the corridor.

Construction of rail between Birtinya and Maroochydore also includes the construction of dual track rail over a landfill site at Mountain Creek. This site will require remediation prior to construction, increasing the risk to environmental approvals, and construction timeline.

In addition to these construction risks, the business case also assessed market capacity, capability, affordability and community impacts when reviewing delivery options. Risks such as the nationally recognised skills shortages in construction and engineering were considered, along with supply chain risks including availability of key materials such as precast products, cement and fill. Although the business case recommended delivery to Birtinya by 2032, it also recognises the significant construction risks between Caloundra and Birtinya. Such as a tunnel at Little Mountain as well as extensive bridges and viaducts due to the number of creek crossings and low-lying terrain.

Based on this analysis and consideration of the business case, the Australian and Queensland governments committed to delivering Stage 1 to Caloundra, while seeking further market input to test the risk of construction timeframes and costs for the section from Caloundra to Birtinya.

The Queensland Government remains committed to delivering the DSC project in stages through to Maroochydore. However, based on rigorous analysis and technical investigations undertaken during the business case phase, it acknowledges that delivery to Maroochydore by 2032 is not feasible.

Delivering this project in progressive stages will allow the community to start using the rail line sooner. It creates a pipeline of thousands of local jobs and helps ease construction impacts on the local area.

Delivering more public transport solutions sooner across South East Queensland will support greater access to employment, education, social services and recreational opportunities for everyone. It will also drive local economic growth, ensuring the Sunshine Coast remains an attractive place to live, work and visit.

Question on Notice

Question No. 2

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2024-2025 to 2027-2028 (QTRIP), referenced on page 8 of Budget Paper 3, will the Minister provide an update on global cost pressures for transport infrastructure and how this has impacted on projects in Queensland and across Australia?

ANSWER:

I thank the Committee for the question.

Queensland continues to be impacted by cost and supply chain issues. Extraordinary escalation in construction costs, limited labour supply and nationwide record levels of infrastructure investment are consistently impacting on project budgets through various stages of the project lifecycle.

In Queensland, this is further impacted by recent natural disasters and increased demand associated with population growth.

The Department of Transport and Main Roads (TMR) has observed extraordinary escalation in construction costs, on average, from March 2020 to March 2024. These include:

- gravel increasing by 62 per cent
- bitumen increasing by 28 per cent
- asphalt increasing by 31 per cent
- concrete increasing by 36 per cent
- precast bridge deck units increasing by 40 per cent
- fuel increasing by 60 per cent
- steel reinforcing increasing by 40 per cent.

I made a commitment to provide more details around the increase in cost of construction of major transport and road projects, at least twice a year, during Budget and around the timing of the mid-year Budget update. Additionally, outside of the Budget cycle, for some individual projects, the Government will make cost increases public at major project milestones such as contract award.

On 22 December 2023, I released an itemised list detailing the increase in the cost estimate to 32 transport and road infrastructure projects jointly-funded with the Australian Government.

Releasing cost estimate updates on transport and road infrastructure projects is part of the Miles Government renewed plan for transparency with Queenslanders. On 7 June 2024, I released a further list of major projects with increases to budgets.

Among ongoing market, industry and economic uncertainty, Queensland continues to be impacted by cost escalations in construction. Accordingly, we will continue to take a disciplined, responsible, and sustainable approach to our investment strategy to ensure we successfully deliver Queensland's most important transport priorities.

The Queensland Government will continue to work with the Australian Government and our other funding partners towards delivering the projects committed in the *Queensland Transport and Roads Investment Program (QTRIP) 2024–25 to 2027–28*.

QTRIP 2024–25 to 2027–28 outlines a steady and sustainable pipeline of road and transport infrastructure with \$37.4 billion of investment programmed for the State over the next four years, estimated to support an average of 28,000 direct jobs over the life of the program.

This is a value-for-money QTRIP, with a significant focus on where it matters – safety, reliability, resilience, accessibility, and regional connectivity.

Question on Notice

Question No. 3

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2024-25 to 2027-28 (QTRIP), referenced on page 9 of Budget Paper 3. Will the Minister outline the Government's plan to upgrade the Bruce Highway?

ANSWER:

I thank the Committee for the question.

The Bruce Highway is the backbone of Queensland, moving freight, commuters, and tourists up and down the state. From Caboolture to Cairns, the Miles Government has a strong record on the Bruce Highway.

This year's *Queensland Transport and Roads Investment Program (QTRIP) 2024–25 to 2027–28* includes an investment of approximately \$4 billion over the next four years for the Bruce Highway Upgrade Program (BHUP).

Some key major projects being delivered under BHUP include:

- Rockhampton Ring Road Project (jointly funded with the Australian Government)
- Bruce Highway (Cooroy to Curra) Section D (jointly funded with the Australian Government)
- Bruce Highway (Brisbane – Gympie), Gateway Motorway to Dohles Rocks Road upgrade (Stage 1) (jointly funded with the Australian Government)
- Funding commitment for Bruce Highway, Anzac Avenue to Uhlmann Road upgrade (jointly funded with the Australian Government)
- Bruce Highway (Mackay – Proserpine), O'Connell River to Proserpine (Goorganga Floodplain), upgrade flood immunity (jointly funded with the Australian Government)
- Bruce Highway (Gympie – Maryborough), Tiaro Bypass (jointly funded with the Australian Government)
- Bruce Highway (Brisbane – Gympie), Dohles Rocks Road to Anzac Avenue upgrade (Stage 1) (jointly funded with the Australian Government).

The Miles Government has also increased its annual BHUP funding commitment to \$250 million per annum from 2027–28 onwards, with the priorities outlined in the 15-year Vision and Action Plans for the Bruce Highway to inform future Federal and State governments investment decisions.

The Vision and Action Plans for the Bruce Highway and this increased funding commitment build on the great work already completed through BHUP over the last decade, which has focused on improving capacity, safety, and flood resilience along the full length of the Bruce Highway.

The Miles Government is delivering its ninth record transport and roads infrastructure program in a row, as detailed in the QTRIP 2024–25 to 2027–28, which outlines \$37.4 billion in investment over the four financial years and is estimated to support an average of 28,000 direct jobs over the life of the program.

Question on Notice

Question No. 4

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

With reference to page 57 of the Queensland Transport and Roads Investment Program 2024-28 highlights the Queensland Government's \$105 million commitment to upgrading train stations from Fairfield to Salisbury. Can the Minister advise how many stations, and how much money has been spent since 2015 upgrading train stations throughout Queensland, are in the process of being upgraded or due for upgrades over the forward estimates?

ANSWER:

I thank the Committee for the question.

Since 2015, the Queensland Government has invested or committed more than \$1.5 billion in upgrading infrastructure at over 80 stations in South East Queensland. This investment ranges from improvements, to partial and full upgrades.

There are six Queensland Rail stations that are currently being upgraded through the Station Accessibility Upgrade Program (SAUP), which includes:

- Lindum
- Morningside
- Banyo
- Buranda
- Bundamba
- Burpengary.

This is the largest number of stations that Queensland Rail has upgraded simultaneously. These stations will re-open to the public, fully modernised, in the coming months (Buranda is due to re-open in the first half of 2025).

In addition to the upgrades currently underway, Queensland Rail has completed 12 station accessibility upgrades including:

- Alderley
- Newmarket
- Graceville
- Nambour
- Dinmore
- Morayfield
- Boondall
- Strathpine
- East Ipswich
- Dakabin
- Cannon Hill
- Auchenflower.

South Bank Platform 1 has also been completed.

These works include life-changing accessibility upgrades like lifts, new overpasses, platform raising and resurfacing, car parks, public toilets, augmented hearing loops and ramps.

In addition to accessibility upgrades, the Queensland Government is investing in improving customers' comfort and security on the Queensland Rail network through:

- partial platform raising
- lighting upgrades
- enhanced closed circuit television (CCTV) coverage
- bike lockers to promote active travel
- new customer information screens
- the construction of Queensland Police Service Railway Squad outposts and hubs.

This investment in security complements the 94-officer strong Police Railway Squad, which is supported by more than 12,000 CCTV cameras located across the rail network.

Queensland Rail's Station Accessibility Upgrade Program is complemented by the Cross River Rail Delivery Authority (Delivery Authority) delivering 15 new and upgraded stations including:

- Roma St Underground
- Woolloongabba
- Albert Street
- Boggo Road
- Dutton Park
- Fairfield
- Yeronga
- Yeerongpilly
- Moorooka
- Rocklea
- Salisbury
- a new, year-round Exhibition station.
- and three new Gold Coast stations at Pimpama, Hope Island and Merrimac.

Cross River Rail will truly transform the way the SEQ Rail Network operates, creating a second river crossing, unlocking service capacity and connecting parts of inner Brisbane to rail for the first time, including Albert Street and Woolloongabba Station.

The Queensland Government is also investing in rail upgrades throughout regional Queensland. Station improvements have been completed at Freshwater to improve the tourist experience through upgraded parking facilities, while Howard and Townsville now have airconditioned waiting rooms and the station building at Tully has been refurbished.

Community consultation and concept designs for upgrades to Queensland Rail's Maryborough West, Rockhampton and Bundaberg stations have commenced, with studies for Townsville and Cairns railway stations also underway.

Question on Notice

Question No. 5

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2024-25 to 2027-28 (QTRIP), referenced on page 8 of Budget Paper 3, will the Minister advise of the governments record road investment, including maintenance funding and how this is set to benefit regional Queenslanders?

ANSWER:

I thank the Committee for the question.

Queensland is embarking on the biggest decade of infrastructure delivery in our history.

The *Queensland Transport and Roads Investment Program (QTRIP) 2024–25 to 2027–28* was released on 11 June 2024. It outlines \$37.4 billion in investment for road and transport infrastructure in Queensland over the next four years, supporting an average of 28,000 direct jobs over the life of the program.

Queensland has the largest road network of any state in Australia, and now we have the biggest ever road and transport investment in the State's history. QTRIP is not just about building roads, rail and transport infrastructure – it's about creating jobs in every community, across the state.

From this record investment, \$9.895 billion is programmed for rural and regional Queensland (outside South East Queensland), which is estimated to support an average of 8130 jobs over the life of the program. Highlights include:

- \$1.73 billion for Rockhampton Ring Road (jointly funded with the Australian Government)
- \$1.162 billion for Bruce Highway (Cooroy to Curra) Section D (jointly funded with the Australian Government)
- \$1 billion funding commitment for the Inland Freight Route (Charters Towers to Mungindi) (jointly funded with the Australian Government)
- \$500 million funding commitment for Queensland Beef Corridors (jointly funded with the Australian Government)
- \$470 million for Bruce Highway (Mackay–Proserpine) O'Connell River to Proserpine (Goorganga Floodplain) (jointly funded with the Australian Government).
- \$336 million for the Bruce Highway (Gympie–Maryborough) Tiaro Bypass (jointly funded with the Australian Government).
- \$303.8 million four-year funding commitment for the Transport Infrastructure Development Scheme providing funding for local government road and transport related initiatives
- \$275.63 million for the Peninsula Developmental Road, including \$131.3 million for the Archer River Crossing (jointly funded with the Australian Government), connecting remote Cape York communities to greater economic and training opportunities and essential services.

QTRIP 2024–25 to 2027–28 not only outlines \$22.362 billion in road and \$14.017 billion in rail, making up the majority of investment, it also covers bus, cycleways, maritime and multi-modal infrastructure.

The program also delivers an increase in the maintenance investment, which has increased from \$5.027 billion in QTRIP 2023–24 to 2026–27, to \$5.231 billion in QTRIP 2024–25 to 2027–28 – a \$204 million increase.

Question on Notice

Question No. 6

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

In relation to Budget Paper 4, Budget Measurers, page 4 will the Minister outline how the government is taking action to reduce cost of living pressures for Queensland households?

ANSWER:

I thank the Committee for the question.

In 2024–25 the Miles Labor Government is taking a number of actions to reduce the cost-of-living pressures faced by Queensland households. This includes:

- freezing the public transport fare increase for 12 months from January 2024
- implementing a temporary fare reduction across the South East Queensland public transport network and on contracted regional bus services for 6 months from 5 August 2024 with a flat fare of 50 cents per trip
- providing half-price tickets on Airtrain services for six months from 5 August 2024
- freezing the indexation of the registration fee and traffic improvement fee components of motor vehicle registration in 2024–25
- reducing the registration fee and traffic improvement fee components of motor vehicle registration for all light vehicles by 20 per cent from 16 September 2024 for 12 months.

These transport cost of living measurers will provide much needed financial relief for many Queenslanders across the State.

Question on Notice

Question No. 7

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

With reference to page 97 Budget Paper 3, will the Minister outline the Queensland Government's investment in rail infrastructure and how it will transform the public transport network?

ANSWER:

I thank the Committee for the question.

In the 2024–25 State Budget, the Queensland Government has continued its strong commitment to delivering public transport improvements through investment in rail infrastructure.

Since 2017, the Queensland Government has committed over \$20 billion to transform our rail network, connect people to jobs, education and essential services, reduce road congestion and cost of living pressures, and unlock affordable housing development.

Key rail investments as outlined in *SEQ Rail Connect*, our blueprint for transforming the SEQ rail network, include:

- Cross River Rail,
- the Direct Sunshine Coast Rail Line
- Logan and Gold Coast Faster Rail
- New Gold Coast Stations
- Beerburrum to Nambour Rail Upgrade Stage 1
- the Queensland Train Manufacturing Program (QTMP)
- European Train Control System (ETCS) deployment
- Gold Coast Light Rail Stage 3.

These projects will enable customers to reach their destination sooner, access more train services in the future and reduce congestion on our roads, making public transport the better way to travel. Benefits include:

- travel between Caloundra to Brisbane by train at least 45 minutes faster than by car during peak periods
- connecting suburbs to the train line for the first time, including Albert Street, Woolloongabba, Pimpama, Hope Island and Merrimac
- provide reliable capacity for up to 12 trains per hour from the Gold Coast to Brisbane serving three new Gold Coast Stations
- improved safety and accessibility.

Delivery of these major projects to improve our public transport network are well underway.

On the \$6.3 billion Cross River Rail project, construction of the tunnel is complete, and station construction is well underway at Exhibition, Roma Street, Albert Street and Woolloongabba stations.

Station rebuild works have been completed at Rocklea, Yeronga, and Fairfield stations, and are in progress at Dutton Park and Yeerongpilly stations.

The \$500 million New Gold Coast Stations project will make it easier for residents in rapidly growing areas of the Gold Coast to access train services. Pimpama station is expected to open in 2025. The other two stations at Hope Island and Merrimac have commenced construction.

The \$5.75 billion Logan and Gold Coast Faster Rail project, jointly funded by the Queensland and Australian governments, is in the final stages of procurement. The project will increase capacity between Brisbane, Logan and the Gold Coast, deliver modern, accessible stations between Kuraby and Beenleigh, remove five level crossings, and connect stations with new walking and cycling paths along the rail corridor. Shortlisted industry proponents to deliver these critical projects were announced in March 2024 and are currently progressing through a rigorous tendering process, with successful organisations to be announced later in 2024. The Department of Transport and Main Roads is continuing to progress other key activities, including site investigations, property acquisition, environmental approvals, and community engagement.

In 2024–25, \$786 million has been allocated towards the QTMP at a total estimated capital cost of \$4.869 billion. QTMP will provide 65 new fully-accessible trains to support service growth and boost the State's manufacturing industry. Construction has commenced on both the train manufacturing facility at Torbanlea and the train maintenance and stabling facility at Ormeau.

The Australian and Queensland governments have jointly committed \$5.5 billion, on a 50:50 funding basis, towards delivery of Stage 1 of the Direct Sunshine Coast Rail Line. Stage 1 will see protection of the updated alignment from Beerwah to Maroochydore and the construction of 19 kilometres of a dual track rail line between Beerwah and Caloundra, along with one upgraded station and two new stations. Stage 1 also includes ongoing design development and market engagement to confirm delivery costs and timeframes to build the rail line to Birtinya.

The North Coast Line will also benefit from \$115 million in 2024–25 allocated towards the Beerburrum to Nambour Rail Upgrade (Stage 1) as part of a \$1.004 billion commitment jointly funded with the Australian Government. The upgrade will address level crossings, expand park 'n' ride facilities and deliver associated road works, improve the rail alignment and duplicate the rail track between Beerburrum and Beerwah, unlocking track capacity to support future operation of the Direct Sunshine Coast Rail Line. These upgrades will improve safety, reliability, capacity and network efficiency for freight trains, Sunshine Coast residents and visitors.

The Queensland Government continues to invest in planning and deployment of ETCS signalling for the SEQ rail network. ETCS is an advanced train signalling system which drives better railway performance, increasing the number of trains that can run closer together. In a Queensland first, ETCS has been piloted on the Shorncliffe line. The ETCS program will be rolled out across the SEQ network over the next decade, increasing capacity, safety and reliability.

Accessibility improvements are ongoing as part of the Station Accessibility Upgrade Program. In January 2024, accessibility upgrades commenced at six stations – Morningside, Lindum, Banyo, Buranda, Bundamba and Burpengary stations.

These significant investments in rail will help to keep pace with growth in demand for services, and continue to provide safe, reliable, and accessible train services for customers.

Question on Notice

Question No. 8

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

With reference to page 6 of the SDS and the Department of Transport and Main Roads' objective of enhancing the safety of the transport system through quality road safety programs, could the Minister (a) outline the revenue received under the Camera Detected Offence Program (CDOP) program in the 2023-24 financial year and (b) provide breakdown of each program or project funded by this revenue.

ANSWER:

I thank the Committee for the question.

Every life lost on Queensland roads is a tragedy that impacts families and communities across Queensland. The Camera Detected Offence Program (CDOP) is an important component of Queensland's approach to deter high-risk driving offences and improve safe driving behaviour to reduce road trauma. In 2023, there were 277 lives lost on Queensland roads—19 less people than in 2022—whose lives were tragically cut short, leaving devastated families and friends behind.

In addition, over 7000 people are seriously injured on Queensland roads each year, with some of these injuries being absolutely life changing.

The effectiveness of the CDOP has been repeatedly demonstrated showing a reduction in road trauma and deterring motorists from speeding. Results of an evaluation conducted by Monash University Accident Research Centre in 2023 estimated that the CDOP was associated with a reduction of 897 casualty crashes in 2020 and 1191 casualty crashes in 2021. This translates to annual savings to the community of around \$503 million and \$678 million respectively. CDOP is an integral part to Queensland achieving its vision of zero deaths and serious injuries by 2050.

- (a) The actual revenue for the 2023–24 financial year \$464.297 million.
- (b) CDOP revenue funds the administration of the program including running costs, installation and maintenance of camera infrastructure, the cost of deploying cameras, issuing and collecting fines and policy and associated research to inform the program.

CDOP revenue is also used to fund critical road safety education and awareness, enabling practices and behaviours that improve road safety; rehabilitation of persons who have been injured in a road crash; and infrastructure and related technologies to improve the safety of State-controlled roads.

Examples of these include the following programs:

- StreetSmarts – the Queensland Government's road safety public education program to positively influence behaviour and culture on Queensland roads

- Community Road Safety Grants
- Drink Driving Offender Education Program
- Road Safety Education – Journi
- Flashing School Zone Signs
- Graduated Licensing System – online programs
- Australasian New Car Assessment Program, National Vehicle Safety Research Group, Motorcycle Clothing Assessment Program memberships
- evaluations of road safety initiatives
- Ministerial Road Safety Roundtable initiatives
- Suite of road safety initiatives and research to support delivery of the Action Plan
- Flood focussed campaign – ‘If it's flooded, forget it’
- Road Attitudes and Action Planning
- Statewide road safety operations and initiatives
- Queensland Road Safety Governance
- Queensland Health – Blood Bank
- Target Road Safety Program (TRSP) – The TRSP is the main beneficiary of revenue from CDOP due to the road safety benefits that can be achieved through improvements to road infrastructure in Queensland.

It is important to note that all revenue collected from CDOP—in excess of the recurrent cost—must be reinvested back into road safety and also that this revenue represents a rolling program of work across the forward estimates.

Question on Notice

Question No. 9

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

With reference to page 99 of Budget Paper 3, will the Minister outline the Queensland's Government's investment in port infrastructure and how it will benefit the Queensland economy.

ANSWER:

I thank the Committee for the question.

The Miles Government will keep Queensland's Government Owned Ports in public hands.

Queensland's Government Owned Ports are delivering a significant investment program with \$281.3 million budgeted for capital works during the 2024–25 financial year with a further \$469.2 million budgeted over the forward estimates. This investment will progress major projects such as:

- Cairns Marine Precinct – Common User Facility
- Gladstone Northern Land Expansion Project
- Bowen Wharf Replacement
- Mackay Heavy Duty Laydown Area
- Townsville Channel Capacity Upgrade.

These projects will benefit the Queensland economy and, specifically, the regional Queensland economy in a number of ways, including:

- providing additional capacity for trade into and out of the state ensuring industry is able to access inputs when needed and sell the products it produces
- diversifying the trade capabilities of the ports allowing new opportunities and new trades to flourish, such as importation of components for renewable energy and potential export of hydrogen
- facilitating tourism opportunities through access to new and larger vessels as well as offering improved public amenities.

The Queensland Government's investment in Queensland's Government Owned Ports supports local jobs and businesses by aligning with the *Queensland Procurement Policy*. The Queensland Government prioritises the use of local workforces and increasing opportunities for apprentices and trainees on projects at the ports wherever possible.

The last time the LNP were in government, they spent \$100 million on their 'strong choices' campaign to sell off and privatise Queensland's Government Owned Ports.

Question on Notice

Question No. 10

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

With reference to page 2 of the SDS and the Department of Transport and Main Roads' ongoing responsibility for cyber security preparedness, could the Minister please outline how the Cyber Security Unit is supporting Queensland Government entities through a central program of cyber security services, as well as how this work is supported by the 2024-25 Queensland Budget?

ANSWER:

I thank the Committee for the question.

The Queensland Government is committed to expanding whole-of-Government cyber security capability and services through the Queensland Government Customer and Digital Group's specialised Cyber Security Unit (CSU).

To better protect the Queensland Government and services to Queenslanders, CSU enhances the cyber security of all Queensland Government agencies through ensuring effective cyber governance, enhancing cyber skills and providing advanced defence and incident response capabilities.

Since 2016, the Queensland Government has invested in programmes to uplift agency cyber security and funded CSU to deliver enhanced capabilities across the sector.

Major achievements include:

- technical cyber hygiene ranging from vulnerability scanning to email hardening with more than 400 services provided to government agencies including Local Governments and Government Owned Corporations
- delivery of an enhanced incident management capability with four industry partners on call to support all government entities as required
- integration of cyber threats into the State Disaster Management Arrangements
- significantly increased alignment by core departments with the ISO 27001 – Information Security Standard and the ASD Essential 8 – Strategies to Mitigate Cyber Security Incidents
- creation of a Cyber Defence Centre that provided the Security Operations Centre for the 2024 Local Government Elections
- extensive training and awareness including 96 Queensland Government employees completing Certificate IV in Cyber and 225 executives attending courses run by the Australian Institute of Company Directors.

In June 2023, the Queensland Government committed \$73.5 million in permanent operational funding for CSU over a four-year period.

In the 2024–25 State Budget, a commitment of an additional \$50 million was allocated to further reinforce the Queensland Government's commitment to prepare for and remain resilient to cyber threats. The additional \$50 million enables:

- \$10 million to be invested to extend the CSU programme by boosting resources to rapidly deploy additional centrally provided essential and scalable services to support increased cyber resilience in agencies
- \$40 million to create a Cyber Fund to assist agencies with delivering specific cyber security initiatives that are best delivered locally rather than centrally.

The Queensland Government is developing a Queensland Government Cyber Security Strategy (Strategy) to align the new budget commitments with the previous investments in cyber resilience across Government.

Additionally, as recommended in the recent Queensland Audit Office's *Report 12 2023–24 Responding to and recovering from cyber attacks*, CSU will complete a Cyber Security Unit Strategic Plan. The Strategic Plan will promote the portfolio of services and products available to agencies to help prepare them to prevent, detect and respond to cyber incidents.

The Queensland Government also recognises the importance of supporting businesses to protect themselves from cyber security threats. Led by the Department of Employment, Small Business and Training, and in partnership with the Department of Transport and Main Roads, funding of \$15 million over two years will support planned initiatives for Queensland's small and medium businesses to uplift their cyber security capability and address cyber security risks.

Question on Notice

Question No. 11

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

With reference to the Camera Detected Offence Program—

Will the Minister advise the forecast revenue for 2024–25, 2025–26, 2026–27 and 2027–28 together with the actual revenue in 2023/24?

ANSWER:

I thank the Committee for the question.

Every life lost on Queensland roads is a tragedy that impacts families and communities across Queensland. The Camera Detected Offence Program (CDOP) is an important component of Queensland's approach to deter high-risk driving offences and improve safe driving behaviour to reduce road trauma. In 2023, there were 277 lives lost on Queensland roads—19 less people than in 2022—whose lives were tragically cut short, leaving devastated families and friends behind.

The effectiveness of CDOP has been repeatedly demonstrated showing a reduction in road trauma and deterring motorists from speeding. Results of an evaluation conducted by Monash University Accident Research Centre in 2023 estimated that CDOP was associated with a reduction of 897 casualty crashes in 2020 and 1191 casualty crashes in 2021. This translates to annual savings to the community of around \$503 million and \$678 million respectively.

It is important to note that all penalties collected from CDOP—in excess of the administrative costs of the program—must be re-invested back into road safety. CDOP is an integral part to Queensland achieving its vision of zero deaths and serious injuries by 2050.

The revenue for the 2023–24 financial year and the forecast revenue for 2024–25 to 2027–28 is outlined below:

- actual revenue for 2023–24 – \$464.297 million
- forecast revenue for 2024–25 – \$474.402 million
- forecast revenue for 2025–26 – \$574.657 million
- forecast revenue for 2026–27 – \$574.657 million
- forecast revenue for 2027–28 – \$574.657 million.

Forecast revenue for CDOP can change, based on the latest camera trend data.

Since the beginning of 2023, there has been a downward trend in the number of infringements issued under CDOP.

The 2023–24 revenue was higher than the original forecast of \$409 million due to increased fixed speed camera results and higher than estimated payment rates where fewer fines are being impaired due to non-payment.

This means more Queenslanders are staying safe behind the wheel.

The fatal five—speeding, distraction, drink and drug driving, fatigue and not wearing a seatbelt—have historically contributed to more than half of serious crashes in Queensland.

Question on Notice

Question No. 12

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

With reference to the Minister's response to Question on Notice 694 (2024) regarding the cost increases for the Coomera Connector (Capital Statement page 97), can the Minister please advise:

- a) what market escalation and inflation figure was assumed in the 2021 business case and why, given large cost escalations were already being experienced in 2021, a more realistic figure was not used,
- b) the location of contaminated soils and details of any communications provided to adjacent land owners about the contamination,
- c) the locations of additional noise barriers,
- d) the reason for additional costs for the Nerang River Bridge structure,
- e) the environmental approval conditions that have increased the project cost, and
- f) why a breakdown of cost increase by project package was not included in the Minister's answer (given that a cost breakdown of the project has previously been provided in Question on Notice 49 (2023)).

ANSWER:

I thank the Committee for the question.

- a) I am advised the market escalation, inflation figures and cost escalation rates for use within business case studies are prescribed in the publicly available Department of Transport and Main Roads' (TMR) *Project Cost Estimating Manual*. These rates are based on Department of Infrastructure, Transport, Regional Development Communications and the Arts published escalation rates, and are mandated for use, by our funding partners, for any Australian Government-funded infrastructure project. The Coomera Connector Stage 1 Business Case was completed in 2021 and the escalation rates used were current at that time.
- b) I am advised trace levels (below human health intervention levels) of contaminants were detected in soils, groundwater and surface water throughout the Coomera Connector corridor. Detections within the scope of Coomera Connector Stage 1 include the following locations between Coomera River and Saltwater Creek (Coomera Connector Stage 1 North), Helensvale Road and Gold Coast Hwy (Coomera Connector Stage 1 North and Central) and a disused Quarry site at Molendinar (Coomera Connector Stage 1 South). I am advised these contaminants do not pose a human health risk. In accordance with environmental regulations, where contaminants are disturbed, they must either be treated or disposed of in accordance with these environmental regulations. I am advised by TMR that the project team has complied with all regulatory notifications and requirements.

- c) I am advised additional noise barriers will be installed on Shipper Drive, north of the Coomera River, adjacent to Cross River Rail's new Hope Island Station and south of Nerang River.
- d) I am advised additional costs for the Nerang River bridge structure were due to bridge design improvements identified during the detailed design phase post business case. These design improvements allow for the major structure to be future proofed to incorporate south-facing ramps.
- e) I am advised there are multiple environmental approval conditions that caused an increase in cost to the project, including the timeframe for *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) approval, conditions within the environmental offset program required during the EPBC approval process, water quality monitoring conditions placed on the project during the EPBC approval process and conditions imposed on the Coomera Connector Koala Management Plan through the EPBC approval process.
- f) I am advised the information the Committee has requested is both Commercial- and Cabinet-in-Confidence and is, therefore, unable to be provided. The figures released previously in Question on Notice 49 (2023) were estimated construction costs from the planning phase, and did not represent Commercial-in-Confidence construction costs.

Question on Notice

Question No. 13

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

With reference to vehicle intercepts undertaken by Transport Inspectors — Will the Minister advise:

- a) how many intercepts were undertaken in the 2023/24 financial year (reported separately by Vehicle Registration Category i.e. articulated truck, bus, light commercial, passenger car etc), and
- b) the Department's target for the number of intercepts to be undertaken in the 2024/25 financial year (reported separately by Vehicle Registration Category i.e. articulated truck, bus, light commercial, passenger car etc).

ANSWER:

I thank the Committee for the question.

On 20 April 2024, the Department of Transport and Main Roads (TMR), through the National Services Transition, transitioned the delivery of heavy vehicle regulatory services to the National Heavy Vehicle Regulator (NHVR).

NHVR is responsible for delivering all on road intercepts and compliance activities relating to heavy vehicles over 4.5 tonne. On 20 April 2024, TMR also established the Regulatory Compliance and Enforcement Unit (RC&E) to focus on delivering statewide compliance and enforcement activities focusing on light vehicles, public passenger, and personalised transport services.

The following table highlights how many vehicle intercepts by registration category were undertaken in the 2023–24 financial year, noting that data is only available to 19 April 2024, which captures data up to the commencement of the National Service Transition to NHVR. The table also includes both heavy vehicle and light vehicle intercepts which includes TMR delivering services on behalf of NHVR under Heavy Vehicle National Law delegation.

Vehicle Intercepts between 1 July 2023 and 19 April 2024

Registration Category	Registration Weight Category	Vehicles Intercepted
Heavy Trailer	Heavy Vehicle	5593
Passenger Car	Light Vehicle	3857
Rigid Truck	Heavy Vehicle	2406
Prime Mover Road Train	Heavy Vehicle	2287
Prime Mover	Heavy Vehicle	1584
NEVDIS*	Other	1523
Prime Mover B-Double	Heavy Vehicle	1202
Minibus	Light Vehicle	490
Truck Tractor Short Combination	Heavy Vehicle	481
Light Commercial or Van	Light Vehicle	405
Truck Tractor Medium Combination	Heavy Vehicle	333
Trailer And Caravan	Light Vehicle	187
Omnibus	Heavy Vehicle	176

Special Purpose Mobile Machinery	Heavy Vehicle	107
Prime Mover B-Triple	Heavy Vehicle	80
Conditional Registration with Unrestricted Access	Conditional Registration	36
Truck Road Train	Heavy Vehicle	29
Conditional Registration with Limited Access	Conditional Registration	17
Motor Cycle	Light Vehicle	14
Dealer Plate	Dealer/Trade Plate	11
Other	Heavy Vehicle	8
Motor Home with GVM More Than 4.5T	Heavy Vehicle	6
Conditional Registration with Zone Access	Conditional Registration	4
Motor Home with GVM Between 4T And 4.5T	Light Vehicle	1
Trailer Trade Plate	Dealer/Trade Plate	1
Wheelchair Accessible Vehicle	Light Vehicle	1
Grand total		20,839

** Data is sourced from the National Exchange of Vehicle and Driver Information System (NEVDIS) which exchanges information about vehicles and driver licenses across state borders. Its primary purpose is to prevent fraud and theft by ensuring 'one vehicle, one Vehicle Identification Number (VIN)' and 'one person, one driver licence'. NEVDIS data includes interstate registered vehicles. There is no matching TRAILS record for them within Queensland.*

Transport Inspectors (TIs) conducted a total of 14,776 intercepts between 1 July 2023 and 19 April 2024, which involved checking 20,839 individually registered vehicle units.

An intercept is a single count of a TI intercepting a vehicle while conducting compliance activities on-road. A vehicle intercepted can be a combination of a number of vehicle units, for example a Prime mover with two trailers.

Between 20 April 2024 and 30 June 2024, RC&E conducted several intercepts which are categorised below by operation and registration category, which have been ongoing since the initiation of RC&E:

Light Vehicle Intercepts between 20 April 2024 and 30 June 2024

Operation Name	Registration Category	Vehicles Intercepted
General On-Road (Light Vehicle)	Passenger Car	85
	Light Commercial or Van	59
	Trailer and Caravan	14
	NEVDIS*	2
	Minibus	2
	Dealer Plate	1
Operation Safe Drive Holiday (Light Vehicle)	Passenger Car	593
	Light Commercial or Van	277
	Trailer and Caravan	55
	NEVDIS	28
	Minibus	4
	Dealer Plate	3
	Motor Cycle	3
	Motor Home with GVM between 4T and 4.5T	1
Grand total		1127

** Data is sourced from NEVDIS which exchanges information about vehicles and driver licenses across state borders. Its primary purpose is to prevent fraud and theft by ensuring 'one vehicle, one Vehicle Identification Number (VIN)' and 'one person, one driver licence'. NEVDIS data represents interstate registered vehicles. There is no matching TRAILS record for them within Queensland.*

TIs conducted a total of 1058 Light Vehicle Intercepts between 20 April 2024 and 30 June 2024, which involved checking 1127 individually registered vehicle units.

In relation to specific targets for TI intercepts to be undertaken in the 2024–25 financial year, TMR does not have specific targets for intercepts. Instead, RC&E uses data and intelligence-led information to drive operational and investigative activities. RC&E also partners with the Queensland Police Service and industry bodies to perform targeted operations.

Question on Notice

Question No. 14

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

Will the Minister advise the number of Senior Network Officers employed with TransLink as of 30 June 2024 in both headcount and FTE?

ANSWER:

I thank the Committee for the question.

The Miles Government understands the importance of providing safe and comfortable public transport services for the people of Queensland and, therefore, invests in a diverse and varied workforce to manage fare evasion, safety and security on the South East Queensland Translink passenger network.

That is why, in early 2023, the Government announced an investment of \$60.7 million over the next five years to deploy additional Network Officers (NOs) and to work closely with the Queensland Police Service (QPS) on public transport safety and security initiatives.

The Network Officer Strategy will provide an increase to our frontline transport force, creating about 100 ongoing, fulltime jobs.

Recruitment commenced in February 2023 working in partnership with six bus delivery partners.

As of 7 June 2024, 68 NOs are deployed on the Gold Coast, Sunshine Coast, Logan, Northern Brisbane, Cairns and Townsville networks. As well as having a focus on safety, the NOs are tasked with preventing fare evasion on the public transport network. They have extended powers to enforce conditions of travel and may issue infringement notices, including fines, for public transport offences.

Passenger and staff safety is further supported through a strong staff presence on the network, including 64 Queensland Police Senior Protective Service Officers and private guards after 7pm on the dedicated NightLink bus services. Translink will continue to work collaboratively with Queensland Police to target anti-social behaviour on buses and bus interchanges as well as other locations across the South East Queensland network.

The current resources across the network are:

- 46 Translink Senior Network Officers (SNOs)
- 33 Queensland Rail Authorised Officers
- 86 Queensland Police Service Rail Squad Officers
- 32 G:link Customer Service Officers
- 68 Bus Network Officers
- 64 Queensland Police – Senior Protective Service Officers
- 22 Busway Safety Officers.

As of 30 June 2024, there are 46 SNOs employed. The number of SNOs full-time equivalent (FTE) is 69. Differences in the number of SNOs employed and FTE is influenced by attrition rate and long-term leave.

These frontline staff operate across all modes of public transport and play a crucial role in targeting fare evasion hot spots, providing customer service and ensuring passengers remain safe on the transport network.

Question on Notice

Question No. 15

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

Can the Minister advise the number of zero-emission buses operating in the Translink network as of 30 June 2024 and the forecast number as of 30 June 2025 together with the type (e.g. Battery, hydrogen, bio-diesel) as of both these dates.

ANSWER:

I thank the Committee for the question.

The Miles Labor Government is proud to support local manufacturing in Queensland whether that is Queensland made trains or Queensland made zero emission buses.

Earlier this year, the government announced it would procure 400 zero emission buses as part of our plan to reduce transport emissions across the network.

As at 30 June 2024, there were 79 battery electric buses and two bio ethanol buses operating on the Translink network.

Over the next year to 30 June 2025, the Department of Transport and Main Roads (TMR) forecasts the addition of 36 battery electric metro vehicles and two hydrogen fuel cell buses operating on the Translink network, and a reduction of two bio ethanol buses on the network, after a two-year trial in Mackay with locally sourced sugarcane.

TMR is currently engaging with Zero Emission Bus Trial operators to allocate additional battery electric buses across South East Queensland in the second half of 2025.

I note that the LNP opposition does not have a coherent transport decarbonisation policy and I would encourage the LNP to develop one.

Question on Notice

Question No. 16

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

Regarding the installation of safety barriers for drivers on TransLink buses, can the Minister advise:

- a) the total number of buses and the number with barriers installed as of 30 June 2024, and
- b) the forecast number of buses and the forecast number with barriers installed as of 30 June 2025.

ANSWER:

I thank the Committee for the question.

The Miles Government is serious about providing a safe work environment for bus drivers and other frontline transport workers. In March 2022, the Government announced that driver safety barriers would be a mandatory requirement for all new contracted urban buses purchased from 1 July 2022. In addition to mandating barriers for all new urban buses, the Queensland Government is investing \$12.7 million over five years from 2022–23 to rollout more bus driver barriers across the public transport network.

The Department of Transport and Main Roads is now working with its delivery partners to support the implementation of full driver safety barriers on the existing urban bus fleet. As at 30 June 2024, full or partial driver barriers were installed on 2163 of the 2797 (77 per cent) Translink urban bus fleet.

It is expected that by 30 June 2025, up to 2520 of estimated Translink total fleet of 2817 (89 per cent) vehicles will be fitted with full or partial driver barriers.

Question on Notice

Question No. 17

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

Can the Minister provide the government subsidy per passenger trip for public transport services in South East Queensland (reported separately by rail, bus and light rail) for the 2023/24 financial year (actuals) together with the forecast numbers for 2024-25 to 2027-28?

ANSWER:

I thank the Committee for the question.

The Queensland Government provides significant funding through service contract payments to assist delivery partners plan and deliver bus, ferry, light rail and rail services across South East Queensland (SEQ) and regional Queensland.

Fare revenue is collected on these services, but it does not cover all transport operator costs. The Queensland Government historically subsidises over 80 per cent of transport operator costs to help offset the cost of providing public transport.

The below table is a breakdown of government subsidy per public transport passenger trip for SEQ rail, bus and light rail:

Government subsidy per public transport passenger trip in SEQ	Actual 2023–24 \$	Forecast 2024–25 \$	Forecast 2025–26 \$	Forecast 2026–27 \$	Forecast 2027–28 \$
SEQ Rail – Citytrain	23.98	29.47	29.33	27.13	26.65
SEQ Bus	5.63	6.21	5.94	6.07	6.19
Light Rail	4.08	4.81	4.07	4.45	5.01

The subsidy per passenger trip is based on the payments to the delivery partners, less the estimated fare revenue, divided by passenger trips. The patronage forecasts for 2024–25 to 2027–28 reflect the existing SEQ public transport network to enable comparison to the historical figures.

As a trial beginning Monday 5 August 2024, all Translink public transport fares will be reduced to a flat rate of 50 cents per journey for everyone across all zones and modes on the Translink network. This will result in a spike in subsidy figures for 2024–25 due to the significant reduction in forecasted fare revenue.

Question on Notice

Question No. 18

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

Regarding the \$163m towards New Gold Coast Station (page 97 of the Capital Statement), for each of the three new stations could the Minister advise the forecast month of opening to the public.

ANSWER:

I thank the Committee for the question.

I note the figure mentioned on page 97 of Budget Paper 3 in the 2024–25 Queensland Budget is actually \$168.3 million.

These three new stations will revolutionise public transport on the Gold Coast, delivering rail connections to Hope Island, Pimpama and Merrimac for the first time ever.

As a result of community consultation, significant population growth and associated demand for public transport services, it was agreed that the new Pimpama station be constructed first.

As previously announced in a Ministerial Media Statement on Pimpama Station in February this year, major construction is expected to be completed by late 2024.

Following several crucial stages to ensure the station can operate safely and efficiently, including a period of extensive testing and commissioning and integration with existing public transport services, Pimpama station is then expected to open in 2025.

The new stations at Merrimac and Hope Island are scheduled to be open in time for the first Cross River Rail services to the Gold Coast.

Question on Notice

Question No. 19

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

Regarding the Regional Freight Service Contract subsidy for the South West and Central West, can the Minister advise if there will be any changes from 1 July 2024 on:

- a) the types of products that are eligible for subsidised transport and the reason for any changes,
- b) any changes to the rates charged to the end customer, and
- c) any changes to requirements on the service provider for the types of vehicles which must be used.

ANSWER:

I thank the Committee for the question.

In the South West Queensland region, the Queensland Government has awarded a new Remote Community Freight Contract to freight services operator, Truckit, following a competitive procurement process. Commencing from 1 July 2024, this Queensland-based company will be delivering subsidised road-based freight services for the delivery of essential goods to the community.

Under this contract, there is no change to the types of products eligible to be transported, although the service provider must use best endeavours to prioritise the subsidy of grocery deliveries. There is also no change to the types of vehicles used to deliver these road services. Noting the contract arrangement is commercial-in-confidence, freight customers in the South West Queensland region are encouraged to contact Truckit to discuss rates for their specific needs for the subsidised road freight services.

In the Central West Queensland region, relevant local government areas will continue to have access to subsidised rail freight services to reduce freight-related cost of living pressures. There is no change to the types of products eligible to be transported or the service requirements for the rail services. Noting the contract arrangement is commercial-in-confidence, freight customers in the Central West Queensland region are encouraged to contact the service provider directly to discuss rates for their specific needs for the subsidised rail freight services.

Question on Notice

Question No. 20

Asked on 15 July 2024

The Clean Economy Jobs, Resources and Transport Committee asked the Minister for Transport and Main Roads and Minister for Digital Services (HON B MELLISH)—

QUESTION:

Can the Minister provide the anticipated final cost of the Northern Transitway project (Investment ID 728940), together with details of any work to be undertaken on the site in the 2024/25 financial year.

ANSWER:

I thank the Committee for the question.

As outlined in *Queensland Transport and Roads Investment Program 2023–24 to 2026–27* the anticipated final cost of the Northern Transitway project is \$172 million. The Northern Transitway provides continuous dedicated bus lanes during peak weekday travel times between Sadlier Street, Kedron to Rode Road, Chermside.

As part of the 2024 State Budget, the Miles Government committed \$17 million over two years for TMR to prepare a detailed business case for the Surface Corridor Transformation Project. The remaining section of works from Rode Road to Hamilton Road will be considered as part of this planning. The planning will form part of the Government's total funding of \$335 million over three years to progress the Gympie Road Bypass Tunnel project to the next stage.

Maintenance works along this section of Gympie Road will be undertaken in the coming months, including footpath remediation between Rode Road and Hamilton Road.