

## Question on Notice

### Question No. 1

Asked on 15 July 2025

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### **QUESTION:**

Will the Minister provide an update on how the Crisafulli Government is working to deliver transport infrastructure projects on time and within their allocated budget?

#### **ANSWER:**

I thank the Committee for the question.

The Crisafulli Government is committed to delivering transport infrastructure projects that meet the needs of Queenslanders while ensuring they are completed on time and within their allocated budgets. This commitment is central to our focus on improving connectivity, supporting economic growth, and enhancing liveability across the state.

While the cost of building infrastructure is rising due to increasing material prices, labour costs, and supply chain challenges, my department is committed to delivering value-for-money for the taxpayer and sought independent expert advice to tackle these challenges.

Following an independent review by infrastructure expert Mr Rodd Staples, several changes have been made to improve how my department plans and delivers significant infrastructure projects. The review recommended changes to how the Queensland Transport and Roads Investment Program (QTRIP) is presented, focusing on a more strategic approach and providing cost ranges for projects that are not yet contracted.

QTRIP is the Crisafulli Government's \$41.7 billion investment that provides a responsible and sustainable program of work to deliver greater road and transport connectivity and safety for all Queenslanders, as well as reflecting our Government's dedication to building resilient infrastructure that meets the needs of our growing population.

The overhauled QTRIP provides industry, funding partners, and the community with insights into the program. The review emphasises that QTRIP's success depends on strong partnerships with industry—including consultants, contractors, and suppliers—to foster innovation, commercial maturity, and value-for-money outcomes.

It distinguishes between projects in development and delivery to avoid premature costings and foster genuine market competition. My department will prioritise upfront project planning, with tenders issued after detailed planning is complete. Project costs may be shared after contracts are awarded and upon final completion.

The review encouraged consistency in contract packaging and commercial models, and better risk management frameworks to help ensure more robust and cost-effective delivery in the future.

My department is preparing an implementation plan to address the review's recommendations, ensuring coordinated action and alignment with other departmental reviews. The plan will focus on delivering a transparent, efficient, and value-driven infrastructure program that meets Queensland's growing needs and supports the 2032 Olympic and Paralympic Games.

The implementation plan will include a range of initiatives which improve cost certainty and ensure timely delivery. These initiatives include:

- improving design quality and correctness
- targeted earlier investigations to manage risk exposure through design and delivery
- improving business case and pre-tender estimates including conducting independent reviews to ensure accuracy and reliability
- addressing uncertainty with appropriate estimate allowances and contingency to manage risks effectively
- value engineering projects to ensure whole of life benefits are maximised and 'nice to have' scope elements are identified without compromising whole of life operational costs
- early industry and partner engagement, fostering collaborative risk management, improved decisions on risk sharing and contract choice.

All these changes will be embedded in guidelines, training, governance and procedures to ensure consistent application and practice across all projects.

By implementing these recommendations, my department can enhance cost certainty, improve delivery performance, and meet the growing demands of Queensland's transport network, including the legacy of the 2032 Brisbane Olympic and Paralympic Games.

## Question on Notice

### Question No. 2

Asked on 15 July 2025

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### QUESTION:

Can the Minister provide an update on the early works package for the Bruce Highway Targeted Safety Program?

#### ANSWER:

I thank the Committee for the question.

Strong progress has been made in delivering the \$300 million early start package for the \$9 billion Bruce Highway Targeted Safety Program, jointly funded by the Australian and Queensland governments on an 80:20 basis.

As part of this initial work package, \$200 million is fast-tracking the construction of 16 priority projects to deliver critical safety improvements to sections of the highway north of Gympie with a high safety risk.

As of 28 July 2025:

- one priority project has already been completed – this project delivered pavement strengthening to a priority section of the highway between Townsville and Ingham
- six projects are currently in construction – this includes a number of important safety upgrades at Bauple, north of Gympie, and at nearby Curra to establish a new all-vehicle rest area. Works are also underway to install wide centre line treatment between Bowen and Ayr, along with additional pavement strengthening underway between Townsville and Ingham
- three further projects are scheduled to commence construction by the end of August – this includes pavement strengthening between Ayr and Townsville, Ingham and Innisfail, and Innisfail and Cairns.

More fast-tracked works will commence later this year to continue delivering high-impact safety treatments to help reduce the severity and frequency of crashes impacting our communities and industry.

Supporting this fast-tracked construction effort is \$100 million in funding to enable preconstruction and design activities for safety upgrades across five priority links. This includes between Maryborough and Gin Gin, Rockhampton and St Lawrence, Mackay and Proserpine, Ayr and Townsville and Ingham and Innisfail. These works are also advancing with various design contracts awarded and procurement progressing for a number of items.

The early start package is providing the rapid response needed to address safety deficiencies at priority locations while building towards the development and delivery of the overall pipeline of works.

## **Question on Notice**

### **Question No. 3**

**Asked on 15 July 2025**

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### **QUESTION:**

Can the Minister advise how the Crisafulli Government is delivering generational infrastructure for the residents of the Sunshine Coast?

#### **ANSWER:**

I thank the Committee for the question.

The Crisafulli Government is committed to delivering generational infrastructure that supports the growing population of the Sunshine Coast, enhancing liveability, and driving economic growth. Several transformative projects are progressing, and the Crisafulli Government is getting on with the job of delivering the infrastructure the Sunshine Coast needs — not only to meet current demands but also to prepare for the Brisbane 2032 Olympic and Paralympic Games and leave a lasting legacy for future generations.

The Wave is an innovative public transport system designed to transform the way Sunshine Coast residents and visitors travel. This initiative will provide a modern, efficient, and sustainable transport option, reducing reliance on private vehicles and supporting the region's transition to a low-emissions future.

The Wave includes a heavy passenger rail from Beerwah through to Birtinya, seamlessly connecting with a metro-style service through to the Sunshine Coast Airport via Mountain Creek and the Maroochydore CBD. The Wave will integrate seamlessly with existing transport networks, improving connectivity and accessibility across the Sunshine Coast.

Work is already underway on projects that will facilitate delivery of The Wave before 2032. Preliminary works and procurement activities are progressing for Stage 1 (Beerwah to Caloundra) with construction for major works expected to start in late 2026. Additional funding was allocated in the recent budget to support project readiness—enabling procurement to commence and for the reference design to be completed for Stage 2 (Caloundra to Birtinya) as well as procurement to progress major advisory contracts for Stage 3 (Birtinya to the Sunshine Coast Airport) —which will assist in undertaking the work to identify a preferred corridor.

The Beerburrum to Nambour Rail Upgrade Stage 1 project will increase the capacity and improve reliability of the north coast line and enhance passenger and freight services. The project is jointly funded by the Australian and Queensland governments and contributes to the delivery of an integrated transport network for Sunshine Coast residents. Main works designs are being finalised and enabling works are underway to relocate existing rail signalling systems and other utilities, with clearing to begin in August 2025.

The Stage 1 major rail works for Beerburrum to Nambour Rail Upgrade Stage 1 will duplicate the section of rail track between Beerburrum and Beerwah, address three level crossings on the alignment, expand the park 'n' ride facility in Beerburrum and undertake associated road works, improving safety and network efficiency for Sunshine Coast residents and visitors.

The Mooloolah River Interchange Upgrade is a critical infrastructure project aimed at improving traffic flow, reducing congestion, and enhancing safety for motorists. This project will address long-standing bottlenecks and provide a more efficient connection between key areas, including the Sunshine Motorway and Kawana Way. The upgrade will also support future growth. Pending environmental approvals, early works are due to start in the coming months with main construction expected to start in late 2026.

The Caloundra Congestion Busting Plan encompasses five targeted projects designed to improve traffic flow and safety in and around Caloundra. These projects will address key congestion points, enhance road capacity, and improve travel times for residents and visitors. By investing in these upgrades, the Crisafulli Government is ensuring Caloundra remains a highly liveable and accessible destination.

Site investigations are currently underway on the Caloundra Road, Nicklin Way and Pelican Waters Boulevard intersection to inform planning activities. Planning is also underway for the Caloundra Road and Bellvista Boulevard intersection, as well as the proposed new link between Aura Boulevard and Pelican Waters Boulevard. The end of the year will see a design consultant engaged for the Caloundra Road, Kawana Way Link Road and Bells Creek Arterial Road interchange and, pending environmental approvals, works to start on the ground for the Caloundra Transport Corridor Upgrade.

Recognising the importance of the Sunshine Motorway as a vital transport corridor, the Crisafulli Government is progressing planning for future upgrades. These upgrades will focus on improving capacity, safety and connectivity, ensuring the motorway can meet the demands of a growing population and support the region's economic development.

Additionally, a range of transport projects are in planning for upcoming procurement, and asset maintenance projects are programmed to provide a pipeline of ongoing improvements.

These projects reflect the Crisafulli Government's commitment to delivering infrastructure that meets the needs of the Sunshine Coast community now and into the future. By investing in these initiatives, we are not only addressing current challenges but also laying the foundation for sustainable growth and prosperity across the region.

## Question on Notice

### Question No. 4

Asked on 15 July 2025

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### QUESTION:

Can the Minister provide an update on the Crisafulli Government's work to deliver road projects in Central Queensland?

#### ANSWER:

I thank the Committee for the question.

The state-controlled road network in Central Queensland is over 9036 kilometres long and plays an integral role connecting the regional and rural communities in the west of the State with the key population centres and markets in the east, to facilitate movement of agricultural produce, livestock, mining and resource industry outputs to domestic and international markets, driving economic growth to ensure Queensland remains competitive.

The Crisafulli Government is building a future-proof transport network for Queensland that is safe, reliable, resilient, accessible, and sustainable to support our growing State. With a \$41.7 billion investment over four years, my department is delivering road and transport infrastructure across local, state, and national networks, supporting an average of 25,000 jobs, reflecting the Queensland Government's commitment to improving safety, efficiency, and connectivity for all Queenslanders. In Central Queensland alone that investment is \$3.596 billion.

Work is already underway on Central Queensland projects in the \$9 billion Bruce Highway Targeted Safety Program, jointly funded by the Australian and Queensland governments, which will deliver wide centre line treatments, intersection upgrades, improved rest areas, and overtaking lanes on priority sections of the highway. Widening of the Bruce Highway to introduce wide centre line treatment at Bootooloo, north of Proserpine commenced in July 2025. Procurement is underway for projects south of Gladstone, including safety improvements at Three Mile Creek and upgrade of the Granite Creek rest area, and for a wide centre line treatment north of Rockhampton between Little Neerim Creek and Deep Creek.

Key projects under construction that will transform the driver experience on the Bruce Highway include the Rockhampton Ring Road project with 17.4 kilometres of new roadway, a critical third crossing of the Fitzroy River, and additional access points into the city.

Procurement for construction of Bruce Highway overtaking lanes at Goorganga Plains will go to market before the end of the year, and planning for the O'Connell River to Proserpine (Goorganga Plains) flood immunity upgrade is underway.

Procurement for construction of four Safer Roads Sooner projects in the Mackay area will get underway before the end of the year, and another at Bajool south of Rockhampton. Design is also underway for construction of an overtaking lane on the Peak Downs Highway between Millenium and Carborough Downs Coal Mines, and planning is in progress for an additional overtaking lane on the same road link, fulfilling a government commitment.

Planning for the upgrade of Mackay–Bucasia Road and Golf Links Road intersection is also underway, to improve capacity and travel times on this key commuter link between Mackay and the Northern Beaches, fulfilling another government commitment.

Initiatives such as Country Roads Connect, Queensland Beef Corridors and the Outback Way will continue the program of paving and sealing important transport links in regional and rural areas, improving network resilience and ensuring rural and regional communities remain connected.

Multiple projects to improve beef corridor access to markets will get underway in 2025–26, with construction to pave and seal sections of Clermont–Alpha Road already underway north of Alpha and commencing south of Clermont in early 2026. Construction on Fitzroy Developmental Road between Bauhinia and Daringa will get underway in early 2026, followed by the May Downs Road and Alpha–Tambo Road projects in mid-2026. Upgrades on Dawson Developmental Road between Springsure and Tambo are also being progressively undertaken to improve connectivity for the community and heavy vehicles.

Safe, reliable, and resilient infrastructure is the backbone of Queensland’s communities, driving industry growth and connecting people to essential services and opportunities. The Crisafulli Government’s investments are designed to get people, families and industry to where they want to go safer, sooner, efficiently and reliably.

## **Question on Notice**

### **Question No. 5**

**Asked on 15 July 2025**

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### **QUESTION:**

Can the Minister provide an update on how the Crisafulli Government is delivering generational road infrastructure in the far north of Queensland?

#### **ANSWER:**

I thank the Committee for the question.

The Crisafulli Government is progressing a range of generational road infrastructure projects across Far North Queensland to improve safety, connectivity and resilience for regional communities.

The state-controlled road network in Far North Queensland is nearly 3000 kilometres long and plays an integral role connecting the regional and rural communities from the vast Far North region with the key population centres and markets along the coast and to the south. This facilitates delivery of key agricultural, livestock and mining resources for domestic and international markets, while supporting a thriving tourism industry, driving economic growth to ensure Queensland remains competitive.

The Crisafulli Government is building a future-proof transport network for Queensland that is safe, reliable, resilient, accessible, and sustainable to support our growing State. With a \$41.7 billion investment over four years, my department is delivering road and transport infrastructure across local, state, and national networks, supporting an average of 25,000 jobs, reflecting the Queensland Government's commitment to improving safety, efficiency, and connectivity for all Queenslanders. In Far North Queensland alone that investment is \$1.9 billion.

A new Barron River Bridge at Kuranda has been secured, providing a vital link between Cairns and the Tablelands. This project will enhance transport reliability and access between Cairns and the Tablelands. The new bridge will include wider traffic lanes, a separated pedestrian and cycling path, and a turnaround facility on the Kennedy Highway.

Resilience upgrades on the Kuranda Range Road will be delivered in line with the Cairns to Northern Tablelands Access Strategy. My department is looking at a wide range of measures from protective barriers and guardrails and shoulder widening, to intelligent transport systems and ways to better manage vegetation to reduce closures from fallen trees.

My department is prioritising the recovery works, jointly funded by the Queensland and Australian governments through the Disaster Recovery Funding Arrangements, with an emphasis on restoring the Kuranda Range Road to two-lane operation. Following completion of the Cyclone Jasper works, my department will progress the safety and resilience upgrades.

The duplication of the Cairns Western Arterial Road (CWAR) is a key infrastructure commitment supporting regional growth and aligning with broader transport planning for the Brisbane 2032 Olympic and Paralympic Games. This upgrade will improve traffic flow and network capacity.

My department is also progressing the CWAR Upgrade Strategy, a vital planning initiative that will guide future investment in one of the region's most important transport corridors.

This study will assess the entire corridor from Captain Cook Highway to Mulgrave Road, including the proposed Earlville Bypass connection to the Bruce Highway in the south, and identify short-, medium-, and long-term solutions to improve safety, reliability, and efficiency.

Planning for upgrades at the intersection of the Bruce Highway and Foster Road, as part of the Bruce Highway Upgrade Program, is also progressing to support local connectivity and improve access to essential services in southern Cairns.

The Kennedy Developmental Road between Hughenden and The Lynd continues to receive targeted investment to strengthen freight routes and support regional development, particularly for communities reliant on this corridor.

In Cape York, the Queensland Government is delivering the Cape York Region Package, enhancing access and resilience for remote communities and supporting economic growth.

As part of the 2024 Queensland State Election, we committed to developing a business case for upgrading the Gilbert River bridge — a critical link on the Gulf Developmental Road and the Savannah Way. The bridge, located approximately 75 kilometres west of Georgetown, is a single-lane, low-level structure with poor flood immunity, frequently isolating Gulf communities during the wet season.

The Bruce Highway Targeted Safety Program is delivering critical safety treatments across the Far North District. These include wide centre line treatments, pavement strengthening, overtaking lanes, rest areas, and intersection improvements. These works are part of a broader program to improve safety outcomes along the Bruce Highway.

These projects reflect the Crisafulli Government's commitment to delivering infrastructure that supports regional communities, enhances safety, and builds long-term resilience across Far North Queensland.

## Question on Notice

### Question No. 6

Asked on 15 July 2025

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### QUESTION:

Can the Minister provide an update on the impact of industrial activities on transport infrastructure projects, and the benefit of the pause of Best Practice Industry Conditions (BPICs)?

#### ANSWER:

I thank the Committee for the question.

The management of industrial relations on civil construction projects is a matter for contractors in accordance with applicable contractual provisions, management plans, the *Fair Work Act 2009* (Cth), and the *Work Health and Safety Act 2011* as it relates to site entry.

Generally, when a union official attends a project site, they require an applicable and valid entry notice and right of entry permit. My department has seen an improvement in compliance with union right of entry requirements on Department of Transport and Main Roads' infrastructure projects following the CFMEU being placed into administration on 23 August 2024 (for a period of up to 5 years) and the suspension of the BPIC on 14 November 2024.

Following the high-court's decision that rejected Mr Michael Ravbar's and Mr Jade Ingham's challenge of the constitutional validity of the CFMEU administration scheme, there were some rallies and protests, with some limited industrial disruption on the Queensland Train Manufacturing Program, Gold Coast Light Rail Stage 3 and Coomera Connector – Central project.

However, apart from this brief spike, industrial disruption has eased on my department's projects following the commencement of the administration and BPIC suspension. This is consistent with the *Violence in the Queensland CFMEU* report by Mr Geoffrey Watson SC. Mr Watson noted several witnesses he interviewed said that, since the commencement of the administration, the southeast Queensland construction sector has been relatively peaceful.

Today's conditions are in stark contrast to the conduct of CFMEU on my department's Centenary Bridge Upgrade project, which included the blocking of critical concrete pours in May last year.

The contractor for this project implemented security and access measures and took legal action to manage extraordinary and unauthorised CFMEU activity. In my media release of Monday 14 July 2025, I highlighted the direct cost of the CFMEU activity on this project, which includes delaying site access for deliveries and workers, as well as additional security to keep the site safe. The anticipated cost is at least \$22 million, with millions in additional indirect costs flowing on due to the delays caused by the CFMEU action.

Improvements in industrial disruption has occurred following the pausing of BPIC. According to the Australian Bureau of Statistics, in Queensland the number working days lost due to industrial disputes dropped from 9,400 in the March 2024 quarter to 4,200 in the March 2025 quarter – a 55 per cent decrease.

With respect to benefits directly related to the Best Practice Industry Conditions (BPIC) suspension, it is important to note BPIC was an added requirement for contractors when tendering and delivering major public funded transport infrastructure projects. Within my department, project variations relating to BPIC and information in tender submissions for major projects broadly support Queensland Treasury's independent modelling that found BPICs are likely to increase project costs.

Preliminary findings show there have been cost reductions on my department's rail and road projects where the BPIC suspension applied. This has largely related to principal contractors being able to work with sub-contractors that are not bound to BPIC, supporting cost certainty on our projects and making it easier for small and regional business to work on TMR infrastructure projects.

Whilst not a BPIC project, Cross River Rail has been impacted by prolonged industrial disruptions dating back as far as mid-2023, culminating in the loss of 148 days due to protected industrial action.

During the period of protected action, multiple reports of intimidation were received, continuing to impact site productivity despite multiple injunctions issued against the union. The industrial action, including picketing and blockades at site entries, significantly disrupted critical activities such as concrete pours, material deliveries, and workforce continuity.

These disruptions contributed to a substantial decline in productivity, leading to consequential delays across the project program.

Most recently, CFMEU-led protests have again impacted the project and disrupted delivery, with CFMEU-aligned subcontractors leaving site after the 18 June 2025 High Court decision to uphold the CFMEU being placed under administration.

## **Question on Notice**

### **Question No. 7**

**Asked on 15 July 2025**

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### **QUESTION:**

Can the Minister provide an update on the Crisafulli Government's 50 cent fares being made permanent?

#### **ANSWER:**

I thank the Committee for the question.

As at 30 June 2025, since the Crisafulli Government made 50 cent fares permanent in February 2025, more than 77 million trips have been taken on Translink public transport services in South East Queensland.

Patronage on the South East Queensland network from 10 February 2025 to 30 June 2025 increased 15.3 per cent compared to the same period last year – this is a great result given the significant disruption to services caused by Tropical Cyclone Alfred earlier this year.

This has delivered savings for customers in South East Queensland of more than \$159 million compared to the previous fare structure. Under the previous Labor Government, 50 Cent Fares would have ended in February 2025 as they did not allocate any funding beyond the six-month trial.

Support for 50 cent fares has grown to 92 per cent since being made permanent, with 43 per cent of South East Queenslanders saying their public transport experience has improved.

Bus patronage in regional Queensland networks has also increased from 10 February 2025 to 31 May 2025 by more than 39 per cent – including growth of 43 per cent in Cairns, 96 per cent in Townsville, 37 per cent in Whitsundays, 21 per cent in North Stradbroke Island, and 7 per cent in Sunshine Coast Hinterland.

## Question on Notice

### Question No. 8

Asked on 15 July 2025

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### **QUESTION:**

Can the Minister provide an update on the Crisafulli Government's commitment to the Bruce Highway Advisory Council.

#### **ANSWER:**

I thank the Committee for the question.

Within two months of forming government, the Crisafulli Government delivered on its commitment to re-establish the Bruce Highway Advisory Council (BHAC), reversing the decision of the previous government to dismantle the council.

The BHAC will support the Queensland Government in determining investment priorities along the Bruce Highway.

The BHAC brings together key stakeholders, senior government officials and industry, with six regional representatives spanning from the Sunshine Coast to Far North Queensland playing a vital role in informing priority investment locations. Industry experts and peak bodies include the RACQ, Queensland Trucking Association, Queensland Farmers' Federation, Queensland Tourism Industry Council and the Local Government Association of Queensland.

Since its re-establishment, the BHAC has met three times, starting in December 2024, and since then has helped deliver positive impacts for the Bruce Highway, including the commitment of the new \$9 billion Bruce Highway Targeted Safety Program in early 2025, jointly funded by the Australian Government (\$7.2 billion) and Queensland Government (\$1.8 billion) on an 80:20 basis.

The second BHAC meeting took place on 19 March 2025 in Rockhampton and focused on proposed investment priorities as part of the committed \$9 billion Bruce Highway Targeted Safety Program.

The third meeting of the BHAC took place on 23 July 2025 in Gin Gin. The BHAC was provided an update on the progress of the \$300 million early start package under the Bruce Highway Targeted Safety Program and how the Council's previous feedback has informed proposed priorities for the broader program. The program priorities, delivery strategy and management approach have since been finalised and submitted to the Australian Government for consideration and approval. The program approach ensures flexibility to respond to emerging needs, market conditions and weather events, and will see works progressively rolled out in the coming years.

The recent BHAC meeting also focused on the approach to developing Bruce Highway fatigue management strategy, as well as broader strategies for public engagement and education.

## **Question on Notice**

### **Question No. 9**

**Asked on 15 July 2025**

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### **QUESTION:**

Can the Minister provide an update on how the Crisafulli Government is continuing to fund the School Transport Infrastructure Program (STIP), and is the Minister aware of any alternative approaches?

#### **ANSWER:**

I thank the Committee for the question.

The Crisafulli Government recognises the importance of the School Transport Infrastructure Program (STIP) and has committed \$27.5 million in the 2025–26 State Budget over four years to continue improving the safety and operation of Queensland schools.

The Crisafulli Government has funded \$2.3 million this year to deliver 21 new STIP projects to enhance safety and improve access for our most vulnerable community members — our school children.

Typical projects that are funded under the STIP include upgrades to carparks, construction of stop, drop and go facilities, bus stops and footpaths.

STIP complements other existing school-related road safety initiatives, such as the Flashing School Zone Signs Program, School Crossing Supervisors Scheme and Community Road Safety Grants.

STIP projects are prioritised based on a number of factors that are scored and then used in a calculation that provides an overall ranking for consideration in prioritisation. Some factors included in prioritisation and technical assessments are the number of school students, improved active transport, improved safety and security of staff, students and parents, improved traffic performance and the overall cost of the nomination.

This program is critical in ensuring funding is available for much needed investments to deliver road and transport infrastructure in and around schools across the State.

## **Question on Notice**

### **Question No. 10**

**Asked on 15 July 2025**

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### **QUESTION:**

Can the Minister provide an update on how the Crisafulli Government's Keeping Our Waterways Safe program will ensure that Queenslanders can safely enjoy our marine environment?

#### **ANSWER:**

I thank the Committee for the question.

The Crisafulli Government is committed to ensuring Queenslanders can safely enjoy our marine environment through the Keeping Our Waterways Safe program. This initiative, which has been allocated \$15 million over three years in the government's first Budget, improves on the previous government's 'War on Wrecks' program. It focuses on action and outcomes through removing derelict and abandoned vessels from Queensland waterways, enhancing vessel owner accountability, and promoting responsible boat ownership. The expanded program will deliver key legislative reforms to ensure that Maritime Safety Queensland (MSQ) has all of the powers needed to hold owners accountable, and to take early action to remove unsafe and deteriorating vessels.

The removal of derelict vessels not only improves safety for recreational and commercial users but also protects Queensland's unique marine ecosystems. Since MSQ commenced removal of derelict vessels from our waterways, to 30 June 2025, there are 1746 fewer in our waterways. The Keeping Our Waterways Safe program goes beyond vessel removal — it includes reforms led by MSQ to strengthen vessel registration, hull identification, and compliance activities.

These measures aim to address the root causes of vessel abandonment and ensure owners are held accountable for the maintenance and disposal of their vessels. Where owners fail to act, MSQ uses its regulatory powers to remove hazards, recover costs, and prosecute owners as necessary. These reforms will ensure the legislation contains all the provisions necessary to achieve these goals.

The Crisafulli Government is also investing in education and community engagement, so boat owners are clear about their responsibilities on Queensland's waterways. MSQ will work with local communities to promote safe and sustainable marine practices. By prioritising boat owner accountability and improving legislation to include proactive measures, the program ensures that Queensland's waterways remain clean, safe, and navigable for future generations.

The Crisafulli Government is proud to deliver the Keeping Our Waterways Safe program, ensuring that Queenslanders can continue to enjoy our pristine waterways safely and responsibly.

## Question on Notice

### Question No. 11

Asked on 15 July 2025

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### QUESTION:

With reference to the media release of 11 December 2024, in which the Minister for Transport and Main Roads stated that “The Crisafulli Government has uncovered the true cost of the [Cross River Rail] is likely to exceed \$17 billion and may not be complete until 2029”, and the SDS including pages 2 and 36-

Can the Minister provide a detailed breakdown of the total itemised costs for Cross River Rail?

#### ANSWER:

I thank the Committee for the question.

Components of the \$17 billion include:

- more than \$10.5 billion to build and maintain the tunnel
- \$5 billion to fund integration works to connect the tunnel with the existing rail network, stabling to park the trains, a new signalling system, buses to carry passengers while stations and tracks are being built, and additional maintenance equipment
- at least another \$1.5 billion due to the project running late and contractor claims.

As noted on page 7 of *Budget Paper 3 – Capital Statement 2025–26*, “due to project delays, industrial action and contractor claims, the cost of Cross River Rail is expected to exceed \$17 billion, with negotiations ongoing to finalise the overall project budget. The funding allocated in this budget ensures that the project can be delivered in a responsible and measured way.”

**Question on Notice**

**Question No. 12**

**Asked on 15 July 2025**

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

**QUESTION:**

With reference to the previous Labor commencing construction of new Gold Coast train stations in Hope Island, Pimpama and Merrimac, with their openings to coincide with the completion of the Cross River Rail in 2026, and the SDS including pages 2 and 36 —

Can the Minister confirm that these stations are on target for their scheduled completion date, and provide the indicative operational date for each of the three stations?

**ANSWER:**

I thank the Committee for the question.

The three new Gold Coast railway stations will improve access to rail journeys for communities in key growth areas on the Gold Coast, provide more reliable journey times compared to private vehicle travel, and offer greater connectivity to the broader public transport network, including Gold Coast Light Rail.

I can advise that information in relation to station opening times contained in the response to Estimates Question on Notice 18 to the Clean Economy Jobs, Resources and Transport Committee asked on 15 July 2024 remains current.

**Question on Notice**

**Question No. 13**

**Asked on 15 July 2025**

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

**QUESTION:**

With reference to the SDS including page 1 and the department's strategic objectives, can the Minister advise why the Government's proposed buy-back of the Airtrain contract has not been factored into the budget papers?

**ANSWER:**

I thank the Committee for the question.

The assertion of the question is wrong. It was the previous Labor Government who proposed the buy-back of the Airtrain contract but was unable to negotiate a deal.

Prior to the election, the LNP committed to look for "long-term structural reform to deal with the issue". Since then, 50 cent fares have been made permanent, providing a cheaper alternative for travel to Brisbane Airport Skygate and onto the terminals using the free airport shuttle bus.

The Crisafulli Government will continue to work with our partners on options to improve services to the airport precinct, such as the metro expansion business case which is currently underway.

As all discussions between my department and Airtrain under the Brisbane Airport Rail Link Deed and related documents are confidential, I am unable to provide any further comment.

## **Question on Notice**

### **Question No. 14**

**Asked on 15 July 2025**

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### **QUESTION:**

With reference to the SDS including pages 1, 2 and 11 and the Bruce Highway Advisory Council re-established in 2024, can the Minister outline the selection criteria and process followed for appointing members of this Advisory Council?

#### **ANSWER:**

I thank the Committee for the question.

The Bruce Highway Advisory Council (BHAC) includes representatives from peak industry bodies, senior government officials and regional representatives from across Queensland.

#### **Industry members**

The BHAC membership includes ex-officio representatives from RACQ, Queensland Farmers' Federation, Queensland Trucking Association, the Local Government Association of Queensland and Tourism Queensland Industry Council.

Representatives from these five organisations were members of the former Bruce Highway Trust Advisory Council, and were invited again to join the re-established BHAC in December 2024.

#### **Regional members**

The BHAC includes selected regional representatives, such as business owner operators and road safety advocates, who are providing advice as key stakeholders spanning the length of the Bruce Highway.

On 21 November 2024, I released a media statement calling for regional representation on the BHAC through an Expression of Interest. The BHAC webpage provided relevant information, including an Expression of Interest application form.

Nominees for regional representation were asked to submit a curriculum vitae of no more than two pages and a short summary of why they were a suitable BHAC regional representative, including their experience as a road user on the Bruce Highway. The Expression of Interest closed on 29 November 2024.

My department established an internal panel of senior officials to assess applications. The panel shortlisted suitable candidates that had provided evidence they could:

- identify priority Bruce Highway locations for investment
- have strong community links
- provide local knowledge to priority locations as well as a statewide view.

Based on the above, the panel provided a list of suitable candidates from each of six regions for my consideration. As Chair of the BHAC, I extended an invitation to one suitable representative from each region on 10 December 2024. Each of these invited applicants accepted my invitation to become members.

Membership of the BHAC is for a 12-month period and will be reviewed annually.

**Senior government officials**

The Australian Government is represented by the Deputy Secretary, Department of Infrastructure, Transport, Regional Development, Communications, Sports and the Arts. The Department of Transport and Main Roads is represented by the General Manager (Portfolio Investment and Programming).

## Question on Notice

### Question No. 15

Asked on 15 July 2025

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### QUESTION:

With reference to the SDS including page 1 and the department's strategic objectives, can the Minister:

- a. Confirm if the government is committed to delivering the full scope of the Cairns Common User Facility at a cost of \$826 million, per the Minister's 4 December 2024 media release;
- b. What is the time frame for delivery of the project; and
- c. Outline whether discussions have been had with the federal government about an increase to their contribution to this project?

#### ANSWER:

I thank the Committee for the question.

The Crisafulli Government is committed to a productive marine industry in Far North Queensland and understands how important the industry is to the region's employment and economic growth.

A full investigation and analysis in relation to the Cairns Common User Facility has been required due to the mismanagement of the project by the former Labor State Government. The former government was aware the project could not be delivered within the allocated funding, but continued to promote the misleading project value, grossly misrepresenting the project feasibility. Ports North is now undertaking a methodical process to determine the true costs of the project and to determine a way forward to deliver a viable and cost-effective project.

The Queensland Government continues to engage with partners, including the Federal Government.

**Question on Notice**

**Question No. 16**

**Asked on 15 July 2025**

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

**QUESTION:**

With reference to the SDS including page 3 and the QTRIP 2025-26 to 28-29, will the Minister provide a list of all new investments (compared to the previous QTRIP) reported as a table by (a) investment ID (b) project name (c) allocated budget?

**ANSWER:**

I thank the Committee for the question.

The *Queensland Transport and Roads Investment Program (QTRIP) 2025–26 to 2028–29* is a publicly available document on the Department of Transport and Main Roads' website, along with the prior years' QTRIP publications, to ensure industry and funding partners—and the wider community—have the insight they need into the program, including the ability to view how the program is different from any previous year.

I refer the Committee to these abovementioned resources which lists new and previous investments in a table format with investment ID, project name and allocated budget.

## Question on Notice

### Question No. 17

Asked on 15 July 2025

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### QUESTION:

With reference to the announcement to the Minister on 11 March 2025 regarding cost pressures on several ongoing QTRIP projects, these projects appearing in QTRIP 2025-26 without funding allocations despite funding allocated in the previous QTRIP document for 2024-25, and page 3 of the SDS-

Will the Minister confirm whether the following projects are fully funded by the Crisafulli government and list their funding by year:

- a. Mackay Port Access, Bruce Highway to Mackay - Slade Point Road (Stage 1) (Investment ID 1170084)
- b. Bruce Highway (Gympie - Maryborough), Tiaro Bypass, construct bypass (Investment ID 371601)
- c. European Train Control System Signalling Program: Phase 1 (Pilot line, Tunnel, and Sector 1 to Moorooka) (Investment ID B04735)
- d. Warrego Highway (Ipswich - Toowoomba) and Mount Crosby Road interchange (Investment ID 1572882)
- e. Pialba - Burrum Heads Road, O'Regan Creek, upgrade existing floodway (Investment ID 2225933)
- f. Flinders Highway (Hughenden - Richmond), various locations, improve pavement and culvert (Investment ID 2340159)
- g. Flinders Highway (Richmond - Julia Creek), Alick Creek, upgrade floodway and install major culvert (Investment ID 2340058)
- h. Maryborough - Hervey Bay Road and Pialba - Burrum Heads Road, upgrade intersection (Investment ID 2006450)
- i. Linkfield Road Overpass upgrade (Investment ID 1160465)
- j. Ross River Road, Mabin Street to Rolfe Street, improve safety (Investment ID 2682871)
- k. Coominya Connection Road, Buaraba Creek, replace timber bridge (Investment ID 2383091)
- l. Cannon Hill Shopping Centre, upgrade bus station (Investment ID 1582984)
- m. Booral Road and Boundary Road (Urangan), upgrade intersection (Investment ID 2182485)
- n. Upper Mount Gravatt Busway Station, upgrade accessibility (Investment ID 1583698)
- o. Veloway 1 (V1) Cycleway, Birdwood Road cycle bridge and approaches, construction (Investment ID 3181839)?

#### ANSWER:

I thank the Committee for the question.

The Queensland Government is committed to progressing all projects listed in the *Queensland Transport and Roads Investment Program (QTRIP) 2025–26 to 2028–29*.

As outlined in my foreword to the QTRIP 2025–26 to 2028–29, where prior QTRIP publications have displayed budgets for all projects, an approach which influences the market's response to projects, this year, the new QTRIP layout categorises investments by 'Planned Investments' or 'Contractually Committed Investments', with budgets only displayed for investments that have achieved contract award.

This is in response to the recommendations from an independent review of QTRIP by respected infrastructure expert Mr Rodd Staples.

In his review, Mr Staples noted my department's ability to deliver on its infrastructure program is challenged by a range of strategic risks, including cost escalation and funding pressures; environment and sustainability (including extreme weather events); population growth; market factors and the time pressure of delivery in time for the 2032 Brisbane Olympic and Paralympic Games.

This new format continues to provide useful information to support the industry, maintains transparency for all users of the document, and delivers improved competition and value for money by not publishing project budgets for Planned Investments.

## Question on Notice

### Question No. 18

Asked on 15 July 2025

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### QUESTION:

With reference to the SDS including pages 2 and 3 and the Safer Roads, Better Transport Initiative within the Queensland Transport and Roads Investment Program (QTRIP) 2025-26, 25 projects appear in QTRIP 2025-26 under this initiative without any funding allocation listed-

Will the Minister provide the total funding allocation for this program, broken down by cost per financial year for each project attributed to this program?

#### ANSWER:

I thank the Committee for the question.

My Ministerial Charter Letter clearly states I am responsible for driving delivery of the Safer Roads, Better Transport plan, a responsibility I take seriously. In the 2025–26 State Budget and detailed on page 2 of the Transport and Main Roads Service Delivery Statement, the Crisafulli Government has allocated \$1.07 billion over five years for the Safer Roads, Better Transport Plan. The aim of the initiative is to provide greater transport connectivity for all Queenslanders and to get Queenslanders home sooner and safer.

Budget Paper 4 provides a breakdown of the funding over the five-year period 2024–25 to 2028–29 and is summarised below:

2024–25 \$'million	2025–26 \$'million	2026–27 \$'million	2027–28 \$'million	2028–29 \$'million
136	302	251	287	94

As outlined in my foreword to the *Queensland Transport and Roads Investment Program (QTRIP) 2025–26 to 2028–29*, where prior QTRIP publications have displayed budgets for all projects, an approach which influences the market's response to projects, this year, the new QTRIP layout categorises investments by 'Planned Investments' or 'Contractually Committed Investments', with budgets only displayed for investments that have achieved contract award.

This is in response to the recommendations from an independent review of QTRIP, by respected infrastructure expert Mr Rodd Staples.

In his review, he noted my department's ability to deliver on its infrastructure program is challenged by a range of strategic risks, including cost escalation and funding pressures; environment and sustainability (including extreme weather events); population growth; market factors and the time pressure of delivery in time for the 2032 Brisbane Olympic and Paralympic Games.

This new format continues to provide useful information to support the industry, maintains transparency for all users of the document, and delivers improved competition and value-for-money by not publishing project budgets for Planned Investments.

Once the Safer Roads, Better Transport plan investments are contractually committed, the project budgets will be reported in the next release of the QTRIP publication. This approach restores respect for taxpayers' money by preventing premature costings and encouraging genuine market competition.

## **Question on Notice**

### **Question No. 19**

**Asked on 15 July 2025**

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### **QUESTION:**

With reference to the SDS including page 3 and to the 'Cairns Western Arterial Road, Redlynch Connector Road to Captain Cook Highway, funding allocation' (Investment ID 1810618) in the Queensland Transport and Roads Investment Program (QTRIP) 2025-26, will the Minister advise why the \$240,327,000 in funding previously allocated onwards from 2026 in QTRIP 2024-25 has been removed from this project, as per QTRIP 2025-26?

#### **ANSWER:**

I thank the Committee for the question.

My department is progressing a project to duplicate the Cairns Western Arterial Road (CWAR) between Redlynch Connector Road and the Captain Cook Highway. The project is jointly funded by the Australian and Queensland governments. Preparation works for Section 1 (Lake Placid to Captain Cook Highway) commenced in August 2024 and are expected to be complete in late 2025.

In December 2023, the project was returned to planning due to the federal Labor government's Infrastructure Investment Program Review outcomes and the 2023–24 Mid-Year Economic Fiscal Outlook.

My department is undertaking scoping activities to refresh the planning and business case details and construction milestones for the project considering the outcome, as requested by the federal Labor government.

## Question on Notice

### Question No. 20

Asked on 15 July 2025

The State Development, Infrastructure and Works Committee asked the Minister for Transport and Main Roads (HON B MICKELBERG) —

#### QUESTION:

With reference to the SDS including page 3 and to the 'Kuranda Range Road, safety and resilience upgrades' (Investment ID 2713515) in the Queensland Transport and Roads Investment Program (QTRIP) 2025-26, this important project now faces a delayed construction timeline with the Crisafulli government pushing back construction to 2027. Will the Minister outline why these safety upgrades have been delayed?

#### ANSWER:

I thank the Committee for the question.

The Kuranda Range Road Safety and Resilience upgrades aim to reduce the number and length of unplanned closures of this road, which is the primary and preferred route for the thousands of residents, visitors and freight operators travelling between Cairns and Mareeba each day.

In December 2023, ex-Tropical Cyclone Jasper drenched the region with record-breaking rain. This had a significant impact on the Kuranda Range Road, with more than 30 landslip sites needing complex, geotechnical repairs within the environmentally sensitive Wet Tropics World Heritage Area.

My department is prioritising the recovery works, jointly funded by the Queensland and Australian governments through the Disaster Recovery Funding Arrangements (DRFA), with an emphasis on restoring the Kuranda Range Road to two-lane operation.

The recovery works were initially programmed for completion in mid-2026, however, with support from the Australian Government, the scope has increased to not just repair the road but to 'build back better'.

As part of the Kuranda Range Road Safety and Resilience works, my department is looking at a wide range of measures from protective barriers and guardrails and shoulder widening, to intelligent transport systems and ways to better manage vegetation to reduce closures from fallen trees.

Under additional betterment funding, drainage upgrades will also be installed at key locations along more than half of the Kuranda Range Road.

These drainage betterment works will provide immediate improvements to reconstructed sites and reduce impacts of future severe weather on both current infrastructure and future infrastructure improvements.

Significant work has already been undertaken and the remaining works are being programmed to minimise impacts on the community. However, the additional works also require a considerable material supply, highly technical equipment, and favourable conditions for safe operations.

Consequently, the project is now expected to be finished in mid-2027, subject to weather and site conditions and contractor availability. Completing reconstruction by the previous funding deadline would have required increased traffic control, increased road closures and restrictions that are not compatible with the needs of the community or local economy.

Once the ex-Cyclone Jasper recovery works are completed, my department will be able to progress construction of the safety and resilience upgrades. Delivery of the safety and resilience works at the same time as the DRFA works would cause additional traffic disruption.