

## Question on Notice

### Government Question No. 1

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2021-22 to 2024-25 (QTRIP), referenced on page 5 of Budget Paper 3, will the Minister advise on the government's record investment in road and transport infrastructure, including how this will benefit regional Queenslanders?

#### ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is continuing to deliver key transport and road infrastructure projects across the state to support jobs and Queensland's economic recovery.

The recently released \$27.5 billion *Queensland Transport and Roads Investment Program (QTRIP) 2021–22 to 2024–25* ensures a pipeline of construction and maintenance projects that will benefit Queenslanders across the state, particularly in regional areas. This investment is estimated to support an average of 24,000 direct jobs over the life of the program.

Approximately \$17.5 billion of the \$27.5 billion QTRIP 2021–22 to 2024–25 is allocated to investments outside the Department of Transport and Main Roads' Metropolitan Region, supporting 15,870 jobs.

The Bruce Highway remains a key focus, with major projects continuing to be delivered under the jointly funded Bruce Highway Upgrade Program to improve safety, flood immunity and capacity along this important link between Brisbane and Cairns. The Queensland and Australian governments have committed a further \$500 million to upgrade the Bruce Highway, bringing the Bruce Highway Upgrade Program to \$13 billion over a 15-year period (2013–14 to 2027–28). The Palaszczuk Government's priorities for this additional investment include improvements to sections between Gladstone and Rockhampton, and between Mackay and Proserpine.

The Palaszczuk Government has also allocated an additional \$200 million in state funding in 2024–25, which represents Queensland's contribution towards continued joint investment on the Bruce Highway of \$1 billion per annum (80:20 funding basis). The Palaszczuk Government is calling on the Australian Government to match this funding, to progress additional priorities such as duplicating sections between Gladstone and Rockhampton and further capacity upgrades (including to the north of Townsville).

The Palaszczuk Government is committed to providing trucks an alternative to the Bruce Highway by investing in the Inland Freight Route from Charters Towers to Mungindi. We will be working with the Australian Government to identify and deliver projects under the jointly funded \$500 million upgrade on this corridor to encourage more trucks to move freight inland via the Carnarvon, Dawson and Gregory Highways. This project will support regional jobs and improve freight productivity for truck drivers, farmers and mine workers.

Roads around Cairns are being upgraded with jointly funded projects such as the \$481 million Cairns Southern Access Corridor (Stage 3) between Edmonton and Gordonvale; the \$359 million Cairns Ring Road (Cairns CBD to Smithfield) and the \$300 million Cairns Western Arterial Road from Redlynch Connector Road to Captain Cook Highway, as well as the fully state-funded \$164 million Smithfield Bypass.

Further south, we are delivering the \$1.065 billion Rockhampton Ring Road; the \$514.3 million Haughton River Floodplain upgrade; the \$350 million Mackay Port Access, Bruce Highway to Mackay–Slade Point Road; the \$230 million Townsville Ring Road (Stage 5); and the \$46.4 million Stuart Drive safety improvements in Townsville.

There is also \$237.5 million in funding for the Mount Isa to Rockhampton corridor, jointly funded with the Australian Government, with investment priorities subject to further planning and consultation including consideration of local government contributions where required.

Further south on the Bruce Highway, we are progressing the \$1 billion Cooroy to Curra (Section D) project, the \$932.2 million Caloundra Road to Sunshine Motorway upgrade, the \$662.5 million Caboolture–Bribie Island Road to Steve Irwin Way upgrade and the \$301.3 million upgrades to Maroochydore Road and Mons Road interchanges. We are also progressing the \$550.8 million Beerburrum to Nambour (Stage 1) rail upgrade and the \$320 million Mooloolah River Interchange (Stage 1) at the Sunshine Motorway.

West of Brisbane, we are delivering \$543.9 million in joint funding for the Warrego Highway, noting the Palaszczuk Government's initial priority for this is upgrading the Mount Crosby interchange. There is also \$139.5 million allocated for Cunningham Highway to upgrade priority sections of the highway.

Western Queensland communities will also benefit from \$984 million in funding over the next four years for western roads and highway upgrades. This investment is estimated to support an average of 1180 direct jobs over the life of the program, with many of those projects contracted to councils so work is delivered by locals, for locals.

We continue to be committed to building better roads, improving driver education and training, and developing policies designed to reduce road crashes and trauma. This QTRIP outlines almost \$1.7 billion across four years to improve our roads and make them safer through dedicated and targeted road safety initiatives, including an additional funding boost under the Road Safety Program in partnership with the Australian Government.

The Palaszczuk Government also maintains funding for councils through the successful Transport Infrastructure Development Scheme, with \$280 million allocated over four years. This funding is vital for councils to deliver projects for their communities that improve safety and address congestion.

It is relevant to compare this approach with that of the former LNP Newman government, under which \$1.6 billion was cut from QTRIP, including \$60 million from road safety, \$93.2 million from TIDS, and almost \$100 million from active transport. In fact, the current QTRIP represents a more than 50 per cent increase on the investment outlined in the last QTRIP handed down by the Newman government.

## Question on Notice

### Government Question No. 2

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

In relation to page 8 of Budget Paper 3 and the government's commitment to build trains in Maryborough, can the Minister:

- a) provide an update on the rollingstock expansion program and regional supply chains
- b) advise of the likely implications of funding not being committed to build trains in Queensland, as was proposed in Liberal National Party's election costings released on 29 October 2020.

#### ANSWER:

I thank the Committee for the question.

- a) As part of the Rollingstock Expansion Program (REP), the Palaszczuk Government has committed \$600 million to building 20 new six-car trains in the Maryborough region to support local jobs and local supply chains including in Rockhampton.

This is part of our commitment to a \$1 billion pipeline of train manufacturing works that will be delivered in regional Queensland.

Procurement of the initial 20 trains commenced in December 2020. There is also an option for a further 45 trains to be built by 2030 in Maryborough to meet future demand.

The next step in the REP is the Request for Proposal phase, following an Expression of Interest that shortlisted three leading train manufactures to build the new trains – CAF, Alstom and Downer Rail.

This next generation of Queensland trains is anticipated to support 690 local jobs, which is based on Queensland Treasury guidelines, and is subject to confirmation through detailed economic impact analysis.

A new, purpose-built manufacturing facility in the Maryborough region will be delivered via a 'Design, Build and Maintain' delivery model, and will be a state-owned asset.

Construction of the new facility is expected to support up to 330 full-time equivalent construction jobs.

The Palaszczuk Government will also bring rail manufacturing supply chain jobs back to Rockhampton.

Rockhampton has a great history in rail manufacturing and it will be included as part of the regional supply chain for building trains in Maryborough.

Negotiations began last year to secure the land to establish a rail maintenance, manufacturing and logistics centre. The Department of Transport and Main Roads is currently in discussions with the owner, Aurizon Operations Limited, to finalise purchase of the site.

Once acquired, the site will be redeveloped to create a regional rail supply chain hub that will offer employment opportunities for local industry and a range of jobs across multiple labour markets.

Fostering rollingstock supply chain capabilities through the redevelopment of the site supports the Palaszczuk government's objectives of supporting jobs, making it for Queensland, building Queensland, growing our regions and investing in skills as part of our economic recovery plan.

- b) There are likely implications associated with funding not being committed to build trains in Queensland.

The LNP costings released just before the Election did not include funding for trains to be built in Maryborough or Queensland.

The Palaszczuk Government has identified that rail demand is forecast to increase significantly over the next decade.

To deliver extra timetabled services, the existing passenger rollingstock fleet will need to expand. The number of trains required will be determined by a range of factors which include passenger demand, service frequency and the underlying rail infrastructure.

The REP will meet this demand and evaluate procurement options against agreed evaluation criteria.

The REP will provide considerable benefits, modernising and enabling the expansion of the passenger fleet to support South East Queensland's growth, with the trains being fit-for-purpose to support Cross River Rail.

The likely consequence of the LNP not allocating funding to build new trains in Maryborough or Queensland within their costing document is, that had the LNP been elected at the 2020 State election, trains would not have been built in Maryborough by locals. Those trains may have been built overseas, consistent with the LNP's approach to procuring the New Generation Rollingstock in 2013.

## Question on Notice

### Government Question No. 3

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

In relation to the “Other Construction Works” contained in QTRIP which is referred to in Budget Paper 3, can the Minister provide:

- a) full details of the projects included in the Other Construction Works, including how many jobs will be supported overall and benefits to be delivered as part of Queensland’s economic recovery plan;
- b) details of the impact on those funded projects if \$695 million of this funding had been redirected to pay for the State’s contribution to the Coomera Connector, particularly projects on the Sunshine Coast and in regional Queensland, as was proposed on page 23 of the of the Liberal National Party’s election costings released on 29 October 2020; and
- c) progress of the projects which would have been cut had \$695 million been redirected as was proposed on page 23 of the of the Liberal National Party’s election costings released on 29 October 2020.

#### ANSWER:

I thank the Committee for the question.

- a) 'Other Construction Works'

The 2021–22 *Budget Paper 3 – Capital Statement* highlights many of the Department of Transport and Main Roads' (TMR) key investments (programs and projects) as individual line items. Budget Paper 3 also contains an "Other Construction Works" line item for each of TMR's regions (as well as one for statewide). These seven Other Construction Works lines total \$1.203 billion for 2021–22 and comprised of various other TMR capital investments, including capital maintenance works, such as rehabilitation and programmed maintenance, as well as projects jointly funded with the Australian Government such as Bruce Highway Safety Package works.

The *Queensland Transport and Roads Investment Program (QTRIP) 2021–22 to 2024–25* builds on Budget Paper 3 and details over 1500 investments across Queensland. The QTRIP 2021–22 to 2024–25 was released with the 2021–22 State Budget on 15 June 2021, and outlines \$27.5 billion in road and transport infrastructure investment, estimated to support 24,000 direct jobs over the four-year life of the program.

b) Impact of funding re-direction

TMR's projects and programs in the Other Construction Works line items of Budget Paper 3 contribute to the Queensland Government's plan for economic recovery and jobs.

If \$695 million of this funding was re-directed in 2020, there would be adverse impacts to transport and roads investment and economic activity across the state. It would contribute to network inefficiencies, safety impacts and a reduction in investment, including in regional Queensland and on the Sunshine Coast, which would otherwise support jobs over this economic recovery period.

This proposed redirection would have likely had some of the following impacts:

- stopping some projects in construction, with significant contractual implications and costs to the state
- reduction in jointly funded works with the Australian Government, particularly on the National Land Transport Network (including the Bruce Highway)
- reduction in delivering the Road Safety Program in partnership with the Australian Government
- reduction in the Targeted Road Safety Program funding
- significant cuts to the maintenance investment that would adversely impact road condition and safety
- reduction in investments supporting employment, including investments in regional Queensland and on the Sunshine Coast, which would adversely impact economic recovery in these areas.

c) Progress of projects which would have been cut

TMR has consistently delivered ahead of its capital program in recent financial years (2017–18 to 2020–21), helping to support Queensland's economic recovery through strong infrastructure delivery. In 2020–21, the items included under 'Other Construction Projects' in TMR's Capital Program Update (published September 2020) all incurred expenditure, with progress on projects such as:

- Rockhampton Northern Access Upgrade – continued construction
- Rockhampton Ring Road, plan, preserve and construct – continued planning
- Peak Downs Highway (Nebo – Mackay), Eton Range, improve safety and realign – finalised construction
- Walkerston Bypass – continued procurement
- Bruce Highway (Pine River – Cairns), road operations improvements – continued delivery
- Bruce Highway (Brisbane – Gympie), Pine River to Caloundra Road, Smart Motorways (Stage 2) – continued procurement
- Bruce Highway (Gympie – Maryborough) and Wide Bay Highway (Gympie), upgrade intersection – continued construction
- Pacific Motorway, Mudgeeraba (Exit 79) to Varsity Lakes (Exit 85) upgrade, construct additional lanes – finalised construction
- Pacific Motorway, M1/M3 Gateway merge, Miles Platting Road to Rochedale Road, construct additional lanes – finalised construction
- Burnett Highway (Monto – Biloela), North Kariboe Creek, replace bridge – continued construction
- Bruce Highway (Maryborough – Gin Gin), Saltwater Creek, upgrade bridges and floodways – continued construction
- Roma–Condamine Road, Tchanning Creek, replace timber bridge – continued construction

- Peak Downs Highway (Clermont – Nebo), various locations (Wolfgang), rehabilitate and widen – continued construction.

## Question on Notice

### Government Question No. 4

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

In relation to the road safety performance standards reported in the SDS, will the Minister advise what steps the Government is taking to improve road safety in Queensland, and whether the Minister is aware of any alternative approaches?

#### ANSWER:

I thank the Committee for the question.

Every life lost on Queensland roads is a tragedy that impacts families and communities across Queensland. After a record low number of road deaths in 2019, we've seen the number rise last year, and again in 2021. 277 people lost their lives on Queensland roads in 2020. That's 277 too many.

The Palaszczuk Government is committed to implementing a world-leading, best-practice approach to a range of road safety issues, with our current program of work demonstrating the breadth of initiatives across the transport system.

The *Queensland Road Safety Action Plan 2020–21* highlights the strong partnerships on road safety we have within the Department of Transport and Main Roads (TMR), and with the Queensland Police Service (QPS) and Motor Accident Insurance Commission (MAIC).

The action plan features 50 actions, including six 'showcase' action areas highlighting complex, multi-layered projects targeted at having the highest impact on road trauma. These include:

- tough new penalties for illegal mobile phone use while driving came into effect in February 2020, to discourage this dangerous behaviour
- new education programs for drink drivers and reforms to the Alcohol Ignition Interlock Program which will commence on 10 September 2021
- implementing the new Road Safety Policy for infrastructure, which provides guidance for new infrastructure builds to help design in safety from the outset of a project. This policy is now standard business and being applied to all new infrastructure
- delivering infrastructure safety treatments through the Targeted Road Safety Program (TRSP), which is ongoing with treatments being implemented across the State
- piloting connected and automated vehicles through our Connected and Automated Vehicle Initiative
- a multi-agency partnership between TMR, MAIC, Queensland Health and QPS on data to improve the road safety knowledge base, through the establishment of the Road Safety Data Bureau.

Of the 50 initiatives in the Action Plan, 22 have been implemented, of which five have been embedded into ongoing business, including the StreetSmarts program and Road Safety Policy. The remaining 28 are on track for delivery by the end of 2021.

Of note, it is important to recognise that while road safety is an ongoing problem to solve, Queensland is leading globally in a number of key areas. For example, with respect to licensing of novice drivers and motorcyclists, Queensland's Graduated Licensing System (GLS) not only meets global best practice standards, but also leads in several key areas. An example includes the rollout of PrepL in November 2018 as a part of the GLS, and new hazard perception testing delivered in March 2021. PrepL is a revolutionary online learning and assessment program designed to replace the written road rules test. Since its launch, over 170,000 young drivers have completed PrepL and the model is being adopted by many jurisdictions across Australia.

Queensland is also leading globally in our approach to combatting the devastating impact of drink driving on our roads with comprehensive reforms being implemented in September 2021. In addition, our camera enforcement program will also soon see the addition of new cutting-edge technology designed to detect illegal mobile phone use and failure to wear seat belts. This will ensure Queensland continues to lead the way with a program that includes camera enforcement for red light, speed, mobile phones, seat belts and automatic number plate recognition for unregistered vehicles.

Specific initiatives being delivered include the following.

### **Mobile phone/seatbelt cameras**

Fixed and mobile cameras targeting drivers who choose to illegally use their mobile phones behind the wheel or are not wearing a seatbelt are being rolled out across Queensland. These new cameras will become part of our Camera Detected Offence Program.

The deployment strategy will see cameras moved frequently to locations based on crash risk and offence frequency. Initially warning letters will be sent as part of the education process before enforcement commences from 1 November 2021. Supporting the implementation will be a significant media and social media education campaign to ensure the community is aware of the new cameras.

To support the new cameras and increased penalties, we are also looking to develop and trial new cutting-edge technology which can detect when a driver is illegally using a mobile phone and display a message in real time prompting them to put their phone down. These are called phone awareness monitors and it is intended these can be used to influence driver behaviour without penalties, similar in concept to the Smile for SAM speed awareness monitors.

### **Drink driving reforms**

A package of new drink driving initiatives that will strengthen the current Alcohol Ignition Interlock Program and introduce new educational programs to assist offenders to separate drinking and driving will commence in September this year.

An online early intervention education program will be introduced. All drink drivers will be required to complete this course before getting their driver licence re-issued.

Enhancements to the interlock program include:

- mid-range (0.1 BAC) offenders and all repeat offenders (two drink driving offences within a five-year period) will be required to install an interlock, or sit out of the licensing system for five years. This has been increased from two years
- offenders with an interlock will need to prove they can separate their drinking from driving by not failing a test for a 'performance period' of four consecutive months at the end of an initial 12-month period.

Repeat drink driving offenders will also be required to complete an intensive multi-session education program before they can remove the interlock from their vehicle. This program is designed to support the offender separate their drinking and driving.

### **New hazard perception test arrangements**

New hazard perception tests for both learner drivers and learner motorcycle riders were introduced in March 2021. Since their introduction, over 44,000 learner drivers have completed the car hazard perception test, and over 4000 learner motorcycle riders have completed the motorcycle hazard perception test.

The introduction of the new hazard perception tests, using high quality computer-generated imagery, represents a further strengthening of Queensland's graduated licensing system.

Novice drivers and riders are some of Queensland's most at-risk groups. Hazard perception testing ensures novices will have demonstrated their hazard perception abilities before they can drive or ride unsupervised. This in turn should create safer young drivers and riders.

### **Motorcycle Safety Project**

In response to a concerning increase in the number of motorcyclists dying or being injured on our roads, TMR directly contacted motorcycle riders across Queensland to remind them of the need to be safe on the roads, to refresh their skills and wear the best safety gear they can.

Work is also underway on long-term research and engagement work involving the motorcycle community in Queensland. This research has identified seven key distinct 'personas' and their motivations for riding. This work has measured prevalent attitudes held by riders and identified significant differences in motivations, beliefs and behaviour exhibited by each persona group. Each persona has been mapped to departmental data such as infringement, licensing, and registration, providing an understanding of the size of each persona group and the ability to assess persona risk to determine engagement priorities.

A range of engagement activities have occurred with riders, and the riding community (retailers, trainers and so on) this year. The next step is to co-design road safety engagement ideas with riders. The outcome will be programs developed with riders for riders.

### **Roadside worker safety review**

During the 2020 State Election, the Palaszczuk Government made a commitment to undertake a policy review, considering legislative and regulatory amendments, to better protect roadside workers.

TMR is undertaking this review which will examine road rules, driver education, road safety campaigns and engineering solutions. The review is currently in the consultation phase and the outcomes of the review are expected to be known by the end of 2021.

### **Road Safety Education Blueprint**

TMR, in consultation with education experts, has developed the *Road Safety Education Blueprint*, which provides 27 actions across six pillars that embed a whole-of-life road safety educational approach.

These underpin TMR's efforts for a broader positive community culture to improving road safety and are likely to see impacts over the longer term.

There are 12 short-term actions that are well underway for implementation by the end of this year, including providing resources for early childhood educators, running a pilot of education sessions with government apprentices (QBuild and QFleet), and evaluating our online education program *Journi*, which aligns with school curriculum for years 5 and 6.

## **Road Safety Infrastructure**

The Road Safety Policy for Infrastructure embeds safe system principles in the design phase of the infrastructure projects, meaning these costs are embedded and not an add on after the project is approved.

The Palaszczuk Government has outlined a record \$27.5 billion in works over the next four years in the latest Queensland Transport and Roads Investment Program (QTRIP) to keep Queensland connected. This is our sixth record QTRIP, and represents a 50 per cent boost to investment compared to the final QTRIP handed down by the LNP.

It is relevant to contrast the approach of the Palaszczuk Government to that of the former Newman LNP government, who cut \$60 million from road safety funding.

From QTRIP, the TRSP is investing almost \$1.7 billion over four years from 2021–22 to 2024–25, and includes interventions such as the Safer Roads Sooner Program, Australian Government Road Safety Program, Black Spot Program, High-Risk Roads and Mass Actions Programs.

As at 30 June 2021, the TRSP has expended \$443.6 million, which exceeds previous financial year delivery benchmarks of \$177.9 million in funded safety projects delivered across Queensland in support of the actions outlined in the 2017–19 and 2020–21 Queensland Road Safety Action Plans.

The TRSP will continue to deliver a record infrastructure program over 2021–22 through to 2024–25 with the addition of Australian Government Road Safety Program (RSP) funding, including \$150 million of funding for a safety stimulus program funded as part of the \$415 million Australian Government stimulus package announced in June 2020, and \$783 million of funding has been nominally approved for Queensland for the RSP to stimulate employment and improve safety on the state-controlled network.

## **Queensland Road Safety Strategy**

The current *Queensland Road Safety Strategy 2015–21* will expire at the end of this year.

Development of the next *Queensland Road Safety Strategy 2022–31* and *Queensland Road Safety Action Plan 2022–24* is currently under way.

The strategy will set a path for Queensland to make the next step change in road safety to meet our vision of zero road deaths by 2050. This will involve a more holistic approach with new partnerships and collaborative opportunities.

In order to make significant gains the strategy will look beyond the traditional transport sector and consider the broader social factors contributing to road trauma, ultimately reframing the problem of road trauma as a public health issue reflecting broader cultural/societal trends. This approach aligns with the new National Road Safety Strategy which will take a social model approach.

## **Road safety grants and community support**

The Community Road Safety Grants scheme is a key component of combatting road trauma. The Queensland Government funds community organisations a total of \$4 million per year to deliver grassroots education projects and programs to local communities and schools across Queensland.

This funding includes programs to support our disadvantaged communities to meet the required 100 hours to get a P licence, which helps them obtain employment. The Palaszczuk Government also fund programs to educate our upcoming young drivers about the fatal five and provide them strategies to assist them avoid these dangerous behaviours.

## **Road safety education and communication**

StreetSmarts is a road safety public education program, which seeks to positively influence behaviour and culture on Queensland roads. StreetSmarts aims to improve road safety through targeted campaigns and activities to encourage safer road use by all Queenslanders.

StreetSmarts focuses on key road safety issues such as the Fatal 5 (driver distraction, drink and drug driving, fatigue, speeding and not wearing a seatbelt), and also targets vulnerable road users including young people, bicycle and motorbike riders, and pedestrians. StreetSmarts road safety advertising campaigns rolled out in 2020-21 included:

- Drink driving – 'All good. All bad.'
- Seat belts – 'Seatbelts every time'
- Holidays/road trips – 'Keep safe this road trip'
- Regional roads – 'Regional roads aren't a game' and an outdoor billboard campaign targeting speed, drink driving, and seatbelts.
- Tailgating and failing to give way – 'Dangerous driving habits'
- Driver distraction – trial of phone and seatbelt detection cameras in Queensland
- Speed – police enforcement.

StreetSmarts has a significant social media presence reaching up to one million people each month with a range of road safety messages on issues such as sharing the road safely, cycling and pedestrian safety, driving tired and other important messages. StreetSmarts has over 160,000 followers and TMR's road rule quizzes receive national coverage through multiple news outlets.

StreetSmarts sponsorship of Queensland Cricket is now into its fifth year and will continue until 2023. The partnership helps to amplify StreetSmarts campaigns and road safety messages year-round to the community through promotions at professional T20 cricket matches, community cricket events, school cricket competitions across Queensland and events in support of Queensland Road Safety Week. StreetSmarts also sponsors the Gold Coast Suns AFL team. This sponsorship helps to further promote the safety messages from StreetSmarts recent drink driving and seatbelt campaigns

The Queensland Government also supports grassroots, community initiatives like National Road Safety Week and Fatality Free Friday.

Upcoming StreetSmarts campaigns will target distracted driving (the introduction of phone/seatbelt detection cameras in Queensland), drink driving (alcohol ignition interlocks), and motorbike riders, one of the most vulnerable road user groups.

## **Question on Notice**

### **Government Question No. 5**

**Asked on 9 July 2021**

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### **QUESTION:**

In relation to the Transport Infrastructure Development Scheme (TIDS) referenced on page 111 of Budget Paper 3, will the Minister advise on the Palaszczuk Government's approach to collaborating with local government to deliver road and transport infrastructure, and provide details of TIDS projects delivered in the 20-21 financial year under, projects planned to be delivered under TIDS in the 21-22 financial year, and details of other state-funded projects (including stimulus projects) being delivered or planned to be delivered by local government, or that will benefit locally controlled roads, or state controlled roads of local significance.

#### **ANSWER:**

I thank the Committee for the question.

#### **Transport Infrastructure Development Scheme program**

The Palaszczuk Government is committed to collaborating with local government to deliver road and transport infrastructure, and a key component of that commitment is the 50:50 jointly funded Transport Infrastructure Development Scheme (TIDS).

The Palaszczuk Government provides \$70 million annually in targeted investment towards local government through TIDS, having committed to maintain this vital funding with \$280 million over four years.

TIDS funding underpins the Roads and Transport Alliance, a 19-year partnership between the Department of Transport and Main Roads (TMR) and the Local Government Association of Queensland, on behalf of Queensland local governments. Under the Alliance, local governments voluntarily collaborate with TMR's districts to form 17 Regional Roads and Transport Groups (RRTGs) who make local roads and transport infrastructure investment decisions, based on regional priorities.

TIDS provides local government with certainty of funding to promote good planning and best value delivery methods. It also assists to maintain local government employment in regional areas. Further, the financial sustainability of rural and remote councils (and, in some cases, whole communities) is highly dependent on the certainty of roads and transport program funding, with the roads program forming the bulk of councils' operating expenditure.

The Queensland Government's investment in TIDS is estimated to support an average of approximately 230 direct jobs over the four-year program life.

The 2020–21 RRTGs TIDS program comprised 252 projects statewide, fully delivered by 30 June 2021, including:

- Bundaberg Regional Council, Wide Bay Burnett RRTG, invested approximately \$579,000 of TIDS funding to replace a timber bridge on Monduran Road, One Mile Creek
- Brisbane City Council invested approximately \$547,000 of TIDS funding to create a new link between the Weyers Road Bikeway with the Gateway Upgrade North in Nudgee for pedestrians and cyclists
- Flinders Shire Council, North West Queensland RRTG, invested \$445,000 of TIDS funding to construct a concrete floodway on Glentor Road, Flinders River crossing
- Lockyer Valley Regional Council, Scenic Valleys RRTG, invested \$459,000 of TIDS funding to widen and upgrade an intersection of Postmans Ridge Road to improve the standard of the road access and increase road user safety
- Murweh Shire Council, South West RRTG, invested approximately \$975,000 of TIDS funding to pave and seal a section of Killarney Road.

The 2021–22 RRTG TIDS program comprises 175 projects statewide, to be delivered by 30 June 2022, including:

- Isaac Regional Council, Bowen Basin RRTG: Valkyrie Road (Nebo), pave, seal and drainage works – \$1.44 million TIDS funding
- Cloncurry Shire Council, North West Queensland RRTG: Sir Hudson Fysh Drive, reconstruct and widen pavement – \$500,000 TIDS funding
- Tablelands Regional Council, Far North Queensland RRTG: Cashmere-Kirrama Road, upgrade bridge and approaches – \$442,000 TIDS funding
- Blackall Tambo Regional Council, Outback RRTG: Scrubby Creek Road, install concrete floodway – \$200,000 TIDS funding.

TIDS funding includes \$600,000 annually, provided as matched subsidies through the Statewide Capability Development Fund, to develop the capability and capacity of local government in areas such as asset management and program development:

- North West Queensland RRTG received approximately \$82,000 in 2020–21 for Carpentaria Shire Council to obtain prequalification with TMR as an accredited construction contractor.
- The 'Using Artificial Intelligence for road maintenance management' project commenced in 2021, and will receive \$24,000 over two years (2020–21 to 2021–22).

TIDS funding also includes \$8.2 million annually for the upgrade of transport infrastructure to improve access (roads, air and sea) to Indigenous communities. Projects in 2020–21 included:

- Palm Island Aboriginal Shire Council, Beach Road, rehabilitate pavement – approximately \$644,000 TIDS funding
- Pormpuraaw Aboriginal Shire Council, Strathgordon Road, bitumen seal and drainage – approximately \$687,000 TIDS funding
- Northern Peninsula Area Regional Council, Seisia jetty, replace balustrade – approximately \$366,000 TIDS funding.

The 2021–22 Aboriginal and Torres Strait Islander TIDS program includes (approximately):

- \$623,000 to undertake safety improvements at Badu Island Airport in Torres Strait Island Regional Council
- \$800,000 for airport runway and apron, and pavement rehabilitation in Northern Peninsula Area Regional Council.

Other state-funded capital grants towards projects to be delivered by local governments across Queensland in 2021–22 include:

- \$16.648 million – Cycling Grants Program
- \$4 million – Bus Stop Shelter Program
- \$5.09 million – Passenger Transport Accessible Infrastructure Program.

### **State-controlled roadworks projects delivered by local governments (excluding capital grants)**

Sustaining local government employment in regional and rural areas of the state is a key consideration of the Palaszczuk Government. To this end, in addition to funding upgrades to local roads and transport infrastructure under the TIDS program, local government work forces play a vital role in the delivery of upgrades and maintenance of the state-controlled road network as part of overall Queensland Transport and Roads Investment Program.

Local governments across Queensland were awarded 399 contracts by TMR for the 2020–21 financial year and beyond, as summarised below.

- Total value of contracts awarded to local governments is \$638 million.
- These contracts are delivering more than 567 projects, or parts of a project, with a total budget greater than \$3.703 billion.
- All of the contracts awarded have commenced, resulting in \$256.5 million of delivered works to date.
- 48 of the 399 contracts are two-year Road Maintenance Performance Contracts, totalling \$101.2 million.

Local government workforces will benefit from additional investment provided through delivery of the Palaszczuk Government's Unite and Recover for Queensland Jobs initiative. Examples of projects to be delivered by local governments in regional areas as part of this initiative include:

- two projects totalling \$14 million for progressive sealing of Fitzroy Developmental Road, between Bauhinia and Duaringa and Taroom and Bauhinia
- \$10 million to pave and seal priority sections on Eyre Developmental Road, between Bedourie and Birdsville
- \$8.95 million for widening of pavement on the Capricorn Highway between Emerald and Alpha
- \$8.5 million for progressive sealing (partial) of Cloncurry–Dajarra Road
- \$8 million for progressive sealing on Cotherstone Road
- \$6.25 million for pavement widening of the Barwon Highway between Talwood and Nindigully, west of Goondiwindi
- \$6 million to pave and seal priority sections on Clermont–Alpha Road
- \$5 million for pave and seal of priority sections on Blackhall–Jericho Road
- \$5 million for pave and seal of priority sections on Cramsie–Muttaborra Road
- \$2.7 million for replacement of culvert on Richmond–Winton Road
- \$1.4 million for major culvert replacement on Wills Developmental Road (Julia Creek and Burketown).

## Question on Notice

### Government Question No. 6

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2021-22 to 2024-25 (QTRIP), referenced on page 5 of the Capital Statement, will Minister advise on the government's record investment in maintenance funding and is the Minister aware of any alternative approaches?

#### ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is committed to maintaining a safe and resilient road network for all travellers, and this is our government's sixth record Queensland Transport and Roads Investment Program (QTRIP) in a row.

Building on the \$3.9 billion increase provided in the \$26.9 billion 2020–21 to 2023–24 QTRIP, the recently released \$27.5 billion 2021–22 to 2024–25 QTRIP provides a further increase of \$600 million across the four-year program.

In our current QTRIP, a record \$4.67 billion—reflecting an increase of \$221 million over the 2020–21 to 2023–24 QTRIP—has been invested by the Palaszczuk Government in the maintenance, preservation and operations budget, compared to the \$2.77 billion invested by the Newman Liberal National Party government in its final QTRIP in 2014–15.

This means the Newman government invested \$1.9 billion less towards maintenance, preservation and operations than that allocated as part of the Palaszczuk Government's current QTRIP – on average, only \$692 million per annum compared to \$1.17 billion on average per annum under Labor.

In February 2020, Infrastructure Australia recognised Queensland's National Land Transport Network (NLTN) maintenance submission as a High Priority Initiative on its Infrastructure Priority List.

Accordingly, it was extremely disappointing to see that, as part of the 2021 Federal Budget, the Australian Government reduced its road maintenance allocation to Queensland by \$10.88 million over the forward estimates, based on a national formula, revised annually, which takes account of traffic volumes, axle loads and adjustments to the NLTN length across Australia.

The key issue here is that, while the NLTN maintenance task continues to grow exponentially, the Australian Government is not only not keeping pace with demand, it has failed to adequately fund the NLTN maintenance allocation over many years. Sadly, this has resulted in state and territory road jurisdictions being left to do the heavy lifting to ensure the NLTN is maintained in a safe and serviceable condition.

As part of the *Queensland Economic Recovery Strategy: Unite and Recover for Queensland Jobs*, I am pleased to report that, of the more than \$400 million in extra funding provided for Queensland roads, \$200 million was directed to road network resilience, widening and progressively sealing of key freight routes across the state, and for upgrading older bridges and culverts.

This \$400 million funding injection will improve network resilience of the state-controlled road network. It will also support 430 direct jobs across Queensland, including 360 direct jobs in regional Queensland at a time when it has never been more important.

Further, on 22 June 2020, the Palaszczuk Government announced a jointly funded \$415 million roads and road safety package for Queensland. This package of works is comprised of capital upgrades to improve safety, productivity, connectivity and asset resilience on state-controlled roads, supporting 670 direct jobs, and economic recovery across Queensland. Delivery of these stimulus works packages will also reduce demands on the overall maintenance task going forward.

As evidenced above, the Palaszczuk Government is taking steps to ensure that, within available funds, the State's road network is not only maintained in a safe and serviceable condition, but is also better able to mitigate the impacts of future major flooding events.

The Palaszczuk Government is making gains on the maintenance program in real terms. Since 30 June 2016, the total length of road network requiring rehabilitation or resurfacing has been reduced by 847 km (as at 30 June 2020). The Department of Transport and Main Roads (TMR) 'run-maintain-build' philosophy supports the prioritisation of investment in maintenance, preservation and operations to get as much as possible out of the existing network. This framework was recognised by the Queensland Audit Office as a mature approach to investment and programming.

This process continues to be enhanced through TMR's focus on insights, innovation and investment. TMR continues to:

- build upon its strong understanding of current and projected performance of the state-controlled road network. This understanding is further strengthened by the extension of a long-term partnership with the Australian Road Research Board to collect comprehensive road condition data utilising the state-of-the-art intelligent pavement assessment vehicle
- explore innovative materials and construction methods, identified through the structured asset research program, which aims to reduce the initial cost of construction, increase the resilience of the pavement to extreme weather events and extend the service life of the road. Such examples include our use of foamed bitumen stabilisation and utilising crumbed rubber in bitumen sealing works
- structure investment across a broad range of competing objectives in order to provide the best overall road user outcome, balancing cost, risk and performance.

## Question on Notice

### Government Question No. 7

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

In reference to page 1 of the Capital Statement and the COVID Economic Recovery Plan Budget Update, will the Minister outline:

- a) current public transport patronage levels, impacts and any information on assessments that are underway to better understand future patronage trends
- b) any measures implemented to help encourage commuters back on to the network
- c) support provided to transport delivery partners throughout Queensland as part the government's economic recovery plan and what this has meant for Queenslanders.

#### ANSWER:

I thank the Committee for the question.

The number one priority of the Palaszczuk Government during the COVID-19 pandemic is Queenslanders' health, safety and wellbeing.

At the height of the pandemic in April 2020, the South East Queensland public transport network experienced a patronage drop of more than 80 per cent as customers followed health advice and only travelled for essential reasons.

The August 2021 lockdown has seen passenger levels of around 14 per cent of pre COVID-19 levels, or an 80 per cent drop compared to previous weeks. This drop shows that Queenslanders are doing the right thing and have taken on board the message to "stay at home" during lockdown.

Before the lockdown was announced, patronage was around 65 per cent of pre COVID-19 levels.

It is difficult to accurately predict future patronage levels, with estimates subject to a number of assumptions including vaccination levels and timing of the opening of Australia's international borders to students and tourists, as well as population growth and the benefits of the Olympics being secured for Queensland in 2032.

The pandemic has also led to a preference for people to utilise technology to work and study from home. This is consistent with the rest of the world and will continue to reduce demand until vaccines are fully rolled out.

Further, a recent study conducted in conjunction with TMR and the University of Sydney found that 8.4 per cent of Queenslanders would not use public transport again in the foreseeable future, and 18.3 per cent would only return to public transport once they and all of their household were vaccinated.

An American Study, *Why Working from Home will Stick*, surveyed over 30,000 Americans and data found that 20 per cent of full workdays will be supplied from home after the pandemic ends, compared to just 5 per cent before.

Working from home is a major structural shift which will have more impact on certain jobs compared to others. Many of the jobs that it will directly impact are those workers who historically would have used public transport to get to their place of work. Many of the employees who cannot work from home (labourers, machinists, tradies) would not have been public transport users historically and, therefore, this change is expected to impact more heavily on public transport usage compared to road usage.

COVID-19 has significantly impacted public transport patronage and revenue in south east Queensland, as it has across Australia, and cities across the world.

The Palaszczuk Government decided early on to maintain services so that people could continue to depend on public transport to get to work, school or wherever they need to go.

Instead of cutting services or downgrading them because of low passenger numbers, we introduced an additional 105 train services as well as 960 additional weekly bus services – which we have continued from our initial August 2020 uplift.

Approximately \$3 billion is invested every year to operate public transport services.

We subsidise more than 80 per cent of the cost of every bus, train, tram and ferry ticket that is sold.

Last December, we froze public transport fares for 12 months to back commuters and encourage Queenslanders back on to public transport.

Significant work has been undertaken within the Department of Transport and Main Roads (TMR) and with key delivery partners and partner agencies to support the whole-of-Government response to the COVID-19 pandemic and recovery, including progressing delivery of the Customer Confidence Program to improve TMR's TransLink ability to respond, reassure, and position itself to be able to reacquire customers to the public transport network. Initiatives delivered to date include:

- continued updates to the COVID-19 Safe Travel Plan and supporting customer information in line with adjustments to the latest health advice
- The COVID-19 Safe Travel Plan includes three key messages, 'leave a gap', 'adjust your travel' and 'keep it clean'. Measures include:
  - o encouraging customers to sit away from other people
  - o encouraging customers to leave a gap between themselves and others where possible by standing away from others while at a stop or platform
  - o encouraging customers to consider options to adjust their travel to make their journey outside of peak times

- encouraging customers to walk or cycle between home and work for part of their journey
- daily sanitising of all services and regular cleaning of hard surfaces and customer touch points on board services and at stations
- hand sanitiser available at key stations across the network.
- delivery of a Service Capacity Tracker to assist customers to replan their travel to use less busy services, and to support their ability to effectively social distance while on public transport
- launch of the 'Play your Part' campaign, which encourages customers to 'be safe, be cool, be kind' and do the right thing while travelling on public transport
- multiple tranches of customer research into attitudes and behaviours regarding travelling on public transport during the pandemic, to assist with the government response and additional safety measures
- maintaining policies and practices, in partnership with service delivery partners, to support the safety of customers and frontline public transport workers, including cashless services, rear door boarding and blocking off front rows of seats on some services, and enhanced cleaning and sanitisation of vehicles/stops/stations
- support for affected industry suppliers through adjustments and extensions to policies and contractual arrangements, to facilitate the continuation of essential services
- temporary adjustments to policies and processes to support vulnerable customers (e.g. extension of eligibility criteria for tertiary student concessions, automatic renewals for Taxi Subsidy Scheme members).

It should be noted that customer satisfaction with public transport services has remained above targets during the pandemic.

On 25 April 2020, the Palaszczuk Government announced the \$54.5 million Keep Queensland Moving package, which has allowed regional transport services to keep running while COVID-19 response measures are in place.

Under this package, assistance has been provided to aviation, ferry, regional urban bus and long-distance coach delivery partners to establish and maintain minimum service levels to remote communities across the state.

TransLink agreed to a range of COVID-19 contractual variations and arrangements with delivery partners in April 2020 to facilitate funding assistance for a period of up to six months.

These arrangements were initially due to expire on 30 September 2020. The majority were extended until 30 June 2021 to assist with the ongoing viability of public transport delivery partners and provide service continuity in the event of further COVID-19 impacts.

To assist communities in remote areas of Queensland not covered by regulated air-service contracts, TransLink also entered into emergency service contracts with Skytrans and Hinterland Aviation in April 2020 for a period of 12 months. This ensured minimum service levels were maintained for communities in the Torres Strait, Cape York and on Palm Island.

In April 2021, the Palaszczuk Government approved additional funding of \$16.3 million to transport service providers for the period from 1 July 2021 to 31 December 2021. This continued COVID-19 Transport Services Assistance Program will be in place until late 2021 and will ensure regional operators continue to be supported through the COVID-19 recovery period.

In June 2020, the government announced \$23.16 million in support payments for taxi and limousine operators, licence holders and authorised booking entities. This was in addition to licence and authorisation extensions and refunds provided as part of the Keep Queensland Moving package.

Applications to access the assistance opened on 7 August 2020 and closed on 11 September 2020. There was a strong response to the scheme, with over 3900 applications received and \$18.9 million paid to the industry.

There are a small number of applications outstanding that were submitted late or lacked sufficient evidence to support the claims. These are being finalised as soon as the required information is received.

This support will sustain thousands of jobs in the Queensland taxi and limousine industry and ensure services continue to be available for those who rely on them.

The support consists of one-off lump sum payments of:

- \$3500 per licence to taxi and limousine operators
- \$1000 per licence as an additional incentive payment for wheelchair accessible taxi operators
- \$1000 per licence to taxi and limousine licence holders
- \$1500 per vehicle to authorised booking entities for each affiliated taxi or limousine, capped at 1000 vehicles, for entities that provide booking services predominantly for taxis and/or limousines.

## Question on Notice

### Government Question No. 8

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

With reference to page 6 of the Capital Statement, and the Cross River Rail project, can the Minister advise:

- a) what roll the project has played in Queensland's bid to host the 2032 Olympics
- b) the current status of the project's budget and progress of construction
- c) the economic benefits for Queenslanders, including by supporting local jobs and suppliers.

#### ANSWER:

I thank the Committee for the question.

- a) The \$5.4 billion Cross River Rail (CRR) is Queensland's largest infrastructure project that will unlock the bottleneck at the core of our transport network.

CRR will transform how we travel to, from and through Brisbane in the future. It's a city-shaping transport project that will reduce journey times for commuters with new stations in more convenient locations and an increased network capacity allowing us to increase train services as our population grows.

With four new underground stations through the middle of Brisbane, new aboveground stations at Exhibition and Dutton Park, rebuilt stations between Fairfield and Salisbury, three new stations on the Gold Coast, and a new world-class signalling system, CRR is critical infrastructure to prepare our growing SEQ region for the future.

CRR will also unlock key infrastructure opportunities for Olympic legacy facilities, which will be enjoyed by Queenslanders for decades to come. At Woolloongabba, a new pedestrian plaza will connect the high-capacity station to the stadium, making The Gabba the prime location to host the opening and closing ceremonies and marquee athletics events at the Brisbane 2032 Olympic and Paralympic Games.

At Roma Street, the new Brisbane Arena, and host site for flagship Olympic swimming events, will be the catalyst for accelerating renewal and development in and around the Roma Street precinct. Roma Street will become Brisbane's key arrival destination for the State's premier cultural, tourism and entertainment offerings, with enhanced transport connectivity and stronger physical links west to Caxton Street and Suncorp Stadium.

The Cross River Rail Delivery Authority will continue to work with the Olympic Taskforce and key government departments and stakeholders to get Brisbane 'games ready' and to ensure CRR precincts are maximised for this once-in-a-generation opportunity.

- b) CRR is in its second year of construction and work is now underway at 14 worksites across SEQ, with a direct workforce of over 2900 currently on the project. 2021 is the project's 'Year of Tunnelling' with Tunnel Boring Machines (TBMs) *Else* and *Merle* having now excavated over 2.5 and 2.1 kilometres respectively of the twin tunnels that will run from Dutton Park to Bowen Hills. This huge feat of engineering is happening right now beneath our CBD. TBM *Else* has passed King George Square and has broken through the huge 280-metre long, and fully excavated Roma Street station cavern, with TBM *Merle* due to follow in the coming weeks. The TBMs will then commence their final leg towards the Northern Portal site and emerge later this year.

The Woolloongabba station box is now fully excavated and waterproofing and permanent lining of the cavern is underway, and roadheaders have tunnelled over half a kilometre each in a southerly direction towards Boggo Road station.

At Albert Street, we are building the first CBD train station in over 120 years and piling at this site is complete. At the three other station box locations strong progress is also being made on excavation. Work is also well progressed along the rail corridor at the Northern Portal, the new year-round Exhibition station, and Mayne Yard stabling facilities.

Works at Yeronga Station – the first of the six southside stations to undergo rebuilds as part of the CRR project, are continuing with foundation and retaining wall works for the existing and new platforms, utility relocations works and demolition of the old timber pedestrian bridge in preparation for the new accessible station, are underway.

At our Redbank Plains European Train Control System (ETCS) fitment facility, our first two trains are being fitted with this new signalling system. This new world-class signalling system will allow our trains to operate closer together on the network, enabling trains to run more efficiently and with greater safety. Local trackside signalling work is occurring along the Shorncliffe Line to prepare for pilot line testing later this year.

On the Gold Coast, three new stations at Pimpama, Helensvale North and Merrimac will provide better public transport for the burgeoning population, which is expected to reach almost one million people in the next 25 years. Early investigation and geotechnical work are underway and Pimpama Detailed Design community consultation has been undertaken, with Helensvale North and Merrimac stations to follow.

As outlined in the Capital Statement, this government will invest \$1.517 billion this financial year, of the total state contribution of \$5.4 billion, to continue the construction of Queensland's largest transport infrastructure project. CRR remains on budget and on schedule to complete construction activity in 2024, followed by a detailed phase of testing and commissioning. Once the safety regular is satisfied, CRR passenger services will commence, which is expected to occur in 2025.

- c) Over the life of the project, CRR will create 7700 jobs, and over 450 apprentice and trainees will have the opportunity to learn new skills and trades on this iconic Queensland project. In just the second year of construction, already 258 apprentices and trainees have worked on CRR.

The project is creating a pipeline of subcontractor and supplier opportunities, with over 1350 local businesses already benefitting from CRR to date. These range from a \$40 million contract with Wagners at Wacol, to provide the 27,000 concrete segments required to line the twin tunnels, to a local Banyo company, Rosenlund Contracting, that has secured two contracts totalling \$5.1 million for demolition works for the removal of the old Yeronga station overpass.

The project continues to play a crucial role in Queensland's COVID-19 economic recovery. During 2020–21 – at the height of the pandemic, CRR was injecting more than \$4 million into the economy each day, with more than 90 per cent of this flowing directly into Queensland. For 2021–22, CRR will again bring in more than \$4 million into the economy each day, or over \$125 million each month.

## Question on Notice

### Government Question No. 9

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

With reference to page 8 of the Capital Statement, can the Minister please advise how the Palaszczuk Government is delivering better public transport across Queensland.

#### ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is investing record levels to deliver better public transport right across Queensland.

The Palaszczuk Government has 100 per cent funded the \$5.4 billion Cross River Rail project which will deliver a new 10.2-kilometre rail line from Dutton Park to Bowen Hills, including four new underground rail stations. Cross River Rail will transform the way people in South East Queensland travel, providing faster, more reliable, and accessible public transport journeys.

The Palaszczuk Government has identified that rail demand is forecast to increase significantly over the next 10 years. In addition to Cross River Rail, public transport customers will also benefit from new trains, signalling system upgrades, track upgrades, and level crossing removals being delivered right across the South East Queensland region.

To deliver extra timetabled services, the existing passenger rollingstock fleet will need to expand. The number of trains required will be determined by a range of factors which include passenger demand, service frequency and the underlying rail infrastructure.

My department has commenced a Rollingstock Expansion Program (REP) to evaluate procurement options against agreed evaluation criteria.

The REP will provide considerable benefits, modernising and enabling the expansion of the passenger fleet to support South East Queensland's growth. The Queensland Government has committed \$600 million to building 20 new six-car passenger trains as part of the REP. There is an option for a further 45 trains to be built to meet future demand.

Consistent with the *Queensland Procurement Policy*, the Palaszczuk Government has announced the new trains will be built in the Maryborough region to support local jobs and regional supply chains. A new, purpose-built manufacturing facility in the Maryborough region will be delivered via a 'Design, Build and Maintain' delivery model, and will be a State-owned asset.

An Expression of Interest process for these works is underway. Construction of the new facility is expected to support up to 330 full-time equivalent construction jobs. The manufacture of the first 20 trains is expected to support 360 full-time equivalent manufacturing jobs. These estimates, based on Queensland Treasury guidelines, are subject to confirmation through detailed economic impact analysis.

The Palaszczuk Government is also committed to investment in our rail network on the Sunshine Coast. The North Coast Rail Line is a priority, and the Beerburrum to Nambour Upgrade project is now underway to improve services for passengers and freight.

The full scope of the Beerburrum to Nambour Upgrade project business case includes a duplication of the North Coast Line between Beerburrum and Landsborough stations as well as station upgrades, new Park 'n' Ride facilities and new rail passing loops between Landsborough and Nambour.

The project is being delivered in stages. It is jointly funded by the Australian and Queensland governments, with a commitment of \$550.8 million towards Stage 1. The Australian and Queensland governments have also committed \$6.25 million as part of 2021–22 Federal and State Budgets towards Beerburrum to Nambour Rail Upgrade Duplication Study (Stage 2).

The Department of Transport and Main Roads (TMR) will now work with Australian Government to commence the planning for this study.

A total of \$486.9 million is also being invested in train station upgrades at various locations including Albion, Auchenflower, Banyo, Buranda, Cannon Hill, Fairfield to Salisbury, Lindum, Morningside, Southbank, Wooloowin, Bundamba, East Ipswich, Burpengary, and Dakabin.

Additionally, \$20 million is being spent in 50/50 partnerships with local governments to ensure bus stops are upgraded to meet modern accessibility standards. To date, over the life of this partnership, more than 12,000 bus stops have been upgraded to improve access for customers.

The Palaszczuk Government is also investing in more reliable bus journeys, with \$72 million dedicated to the Northern Transitway and \$30 million for the Eastern Transitway (Stage 1).

In total, more than 4000 new Park 'n' Ride spaces will be delivered over the next four years as part of the \$210 million Park 'n' Ride upgrade program, which includes \$38.5 million from the Australian Government.

To deliver Stage 3 of the successful Gold Coast Light Rail project, \$1.044 billion is being invested. This project will enable customers to seamlessly connect from Burleigh Heads to Brisbane and beyond via high-frequency, reliable public transport.

A total of \$371 million is being invested in the new statewide Smart Ticketing system that will make choosing public transport easier. It will enable customers to pay for travel using contactless debit and credit cards, smartphones, and wearable devices, as well as current payment methods such as go card. Smart Ticketing will also deliver new digital experiences for customers right across Queensland with improved access to journey planning and real-time travel information.

Smart Ticketing will be the first account-based system in Australia and will cover one of the largest geographical areas of any ticketing system in the world. Eighteen regional urban public transport centres, incorporating both *qconnect* and selected school bus services, will be included.

It will also make it easier for customers to manage their transit accounts more effectively through an improved App and website that integrates payment, ticketing and journey planning options, and extends the real-time service information across the Translink network.

For the first time, commuters and tourists in those regional areas will have integrated ticketing and real-time information on services, helping to boost regional tourism by making public transport easier to use.

Tourists will be able to use one system across the State without needing to plan ahead. Public transport will be accessible upon arrival in Queensland, as they will be able to hop straight on a bus, train or ferry and pay with their contactless credit and debit card or smart device.

The new system provides flexibility to add other transport modes and payment options in future, providing a more integrated transport network for our customers. TMR is committed to delivering an inclusive and accessible integrated public transport network for all customers.

The project continues to prioritise this commitment through ongoing engagement with a dedicated Accessibility Stakeholder Working Group to inform the design and development of equipment and solution and celebrating First Nations people and culture through the creation and application of bespoke First Nations artwork applied to Queensland's ticketing and transport infrastructure.

The new Smart Ticketing system is being progressively rolled out across all modes of public transport in South East Queensland and regional urban bus services, with Gold Coast Light Rail customers already enjoying the new contactless payment options, and Queensland Rail customers being the next to benefit from the new technology.

The Palaszczuk Government is also supporting customers to make 'greener' choices, through trialling electric and alternative fuel types in buses operating across Queensland. Electric vehicle trials are planned in Cairns, Logan, Brisbane, the Gold Coast, and Sunshine Coast, and bioethanol bus trials in Mackay. The information gathered from these trials will be used to accelerate the bus fleet transition to zero net emissions.

The Palaszczuk Government is also looking beyond traditional public transport modes to ensure that Queensland is taking advantage of emerging service delivery models and technologies. A new integrated booking system for on demand public transport services is currently being trialled in Hervey Bay and will be rolled out across relevant services across the State. A new on demand public transport service will also be trialled on the Gold Coast from 2022, providing residents of Nerang West, Highland Park, and Pacific Pines with the option to leave their car at home and connect with major public transport stations via on demand public transport.

## **Question on Notice**

### **Government Question No. 10**

**Asked on 9 July 2021**

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### **QUESTION:**

In relation to the Government Objective of supporting jobs, contained in the Service Delivery Statement and the COVID Economic Recovery Plan Budget Update, will the Minister advise what the Palaszczuk Government is doing to ensure value for money for Queenslanders and quality, secure and safe local jobs in the civil construction sector as part of Queensland's economic boom, and to build local capacity to help deliver Queensland's \$27.5 Billion road and transport infrastructure pipeline.

#### **ANSWER:**

I thank the Committee for the question.

The Palaszczuk Government is committed to maximising our significant investment in roads and transport infrastructure spend to support better outcomes for Queensland, ensure value for money, facilitate economic recovery and stimulate longer-term community benefits.

With a \$27.5 billion pipeline of work under this government, and as we seek to recover from the impacts of COVID-19, it has never been more important to have a skilled and available workforce to help deliver our current and future projects.

The Department of Transport and Main Roads (TMR) and the transport civil sector are looking at ways of working together more effectively through enhanced procurement and delivery to support local jobs and businesses to drive economic, environmental and social outcomes.

A project focussed on better performance in civil construction has been established to deliver a new collaborative model for procurement and delivery, including by implementing key result areas (KRAs) aligned to government priorities and strengthening the focus on contractors' performance against the KRAs.

The introduction of consistent, performance-based KRAs to all major projects (over \$100 million) will strengthen the application of the government's Buy Queensland approach and Best Practice Principles.

These KRAs will be structured to motivate contractors to provide more quality local jobs, safer workplaces, use of local suppliers and manufacturers, advancing infrastructure sustainability outcomes and innovative approaches to optimise project delivery.

The local supply chain and manufacturing KRA focusses on actively supporting quality local suppliers and industries. TMR is encouraging tenderers to contemplate how they can maximise participation of reputable local suppliers on major projects to increase the skills and capability of the local supply market and leave a positive legacy for the local community on project completion.

To support the Quality Jobs KRA, a set of Best Practice Industry Conditions for transport civil projects have been developed (Transport BPIC).

The Transport BPIC outlines a set of model conditions and outcomes that speak to best practice industrial relations for the civil construction industry. It sets the standards and expectations to ensure that a workforce with optimal levels of skills and experience is attracted and retained for the life of a project's delivery and helps ensure positive, collaborative and productive interactions through to successful project completion.

While there has been some public reporting of comments by certain LNP local Members, including by the Member for Burleigh on 16 June 2021, that the application of Transport BPICs has increased the cost of the Gold Coast Light Rail stage 3 project by 50 per cent, that is inaccurate

Construction projects have several elements that contribute to their total cost including labour, plant and materials needed to construct the infrastructure, along with are other non-construction type costs such as land acquisitions.

All of these costs are subject to rise and fall based on what is happening in the market at the time. An escalation in the cost of some materials is currently being experienced. For example, certain contractors have advised TMR that they have experienced up to 50 per cent increases in steel prices over the last six months. There are also supply issues with precast concrete products that are impacting delivery timeframes and costs.

This is not isolated to Queensland and is a larger issue for a market that is responding to increased demand.

The significant investment in infrastructure as part of Australia's recovery from the COVID-19 pandemic to support secure jobs, drive growth and rebuild the economy has also increased the demand for skilled and unskilled labour to contribute to these projects. While labour is key to construction it generally only makes up less than 50 per cent of the construction costs.

The civil construction industry has historically had a reliance on casual and labour hire staff to manage the project nature of their work and keep costs down. However, TMR is aware that casualisation can have wider impacts on inclusion, wellbeing and safe work practices.

Already, we're seeing benefits of the Transport BPIC, with the partial implementation on two projects resulting in the following commitments:

- increasing local content – 90 per cent local participation rate and 90 per cent local contract spend
- exceeding training policy requirements and minimum government targets for skills development and training
- improving job security through more direct employment
- increasing commitment to indigenous participation above the target of three per cent.

As full implementation progresses, starting with the Centenary Bridge Upgrade project, we expect to see further benefits as we work towards building a resilient sector with a skilled local workforce, creating and sustaining quality, secure and safe jobs, and increasing spend on goods and services from local businesses.

The Palaszczuk Government remains committed to ensuring our record investments in road and transport infrastructure support secure, safe jobs for local workers and value for money for Queensland. We also remain committed to growing local capacity through skills and training, including to ensure we are well placed to deliver the transport infrastructure required to support the 2032 Olympic Games.

## **Question on Notice**

### **Non-Government Question No. 1**

**Asked on 9 July 2021**

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### **QUESTION:**

With regard to the Rollingstock Expansion Program, could the Minister please advise the date that tenderers have been advised that all 20 of the new trains need to be delivered to Queensland Rail.

#### **ANSWER:**

I thank the Committee for the question.

The Palaszczuk Government has committed to building 20 new six-car passenger trains as part of the Rollingstock Expansion Program (REP) in Maryborough. There is an option for a further 45 trains to be built to meet future demand, and the Palaszczuk Government has committed that those trains would also be built in Maryborough.

This approach can relevantly be contrasted to that of the LNP. When in government, the LNP sent train building and relating manufacturing jobs overseas as part of the \$4.4 Billion New Generation Rollingstock Private Public Partnership. The NGR contract was awarded in 2013, with trains ordered from overseas being non-disability compliant and currently being rectified in Maryborough.

At the 2017 and 2020 elections, the Palaszczuk Government made commitments around fixing and making future trains in Maryborough, manufactured by Queensland workers. My department has commenced a REP to evaluate procurement options against agreed evaluation criteria.

The Expression of Interest was released to the market in December 2020 and the procurement process is currently underway. For probity reasons, it would be inappropriate to provide further details at this stage.

However, the new REP fleet will be delivered in alignment with Cross River Rail and will ensure sufficient available rollingstock to meet Cross River Rail service levels.

## Question on Notice

### Non-Government Question No. 2

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

For each of the following locations:

- Florence Street (Ronald Street) Wynnum Central
- Kianawah Road, Lindum
- Beenleigh Road, Kuraby
- Old Beaudesert Road, Salisbury
- Queensport Road, Murarrie
- Cavendish Road, Coorparoo
- Dawson Parade, Grovely
- Spanns Road, Holmview
- Oates Ave/ Trinder Crossing, Trinder Park
- Warrigal Road, Runcorn
- Station Road, Bethania
- Sherwood Road, Sherwood
- Wacol Station Road, Wacol
- Nudgee Road, Doomben
- St Vincents Road, Banyo
- Barrack Road, Cannon Hill
- South Pine Road, Alderley
- McKean Street, Caboolture

Could the Minister please advise the amount of time boom gates are currently down during the morning peak and the forecast time that boom gates will be down once the additional rail services are in place following the opening of Cross River Rail.

**ANSWER:**

I thank the Committee for the question.

The Palaszczuk Government is committed to delivering a modern, efficient, reliable, safe and accessible transport system that meets customer expectations now and into the future. Improvement and treatment of level crossings is an important part of this future transport system.

The Palaszczuk Government has committed \$241 million to level crossing upgrades at Coopers Plains, Lindum and Carseldine.

Further, The Department of Transport and Main Roads is continuing to progress planning and projects to improve travel times and increase network capacity and efficiency across the rail network in Queensland.

This includes between Brisbane and the Gold Coast (such as Kuraby to Beenleigh) and Beerburrum to Nambour, where consideration of targeted level crossing removals as part of broader project investigations is continuing.

Looking to the future, the Palaszczuk Government believes the development of a level crossing program for SEQ—with joint contributions from all levels of government—would ensure ongoing investment to improve all level crossings.

Safety is our number one priority, and the Palaszczuk Government maintains a strong focus on ensuring safety and compliance at level crossings.

Level crossing and pedestrian crossing protections—including flashing lights and boom arms—are triggered by approaching trains and remain activated as a train passes through the crossing, with the signalling set for the passage of the train.

The level crossing protection is designed to give sufficient time for pedestrians or vehicles to clear the crossing prior to the train entering the crossing and is designed with the safety of motorists, pedestrians, trains and customers on board in mind. Level crossing protection activation points are set in accordance with Australian Standards and Queensland Rail principles.

The following table outlines the total closure times for the listed level crossings over a five-hour period, including the morning peak (5am–10am), on an average weekday.

Name	Total closure time
Florence Street	01:04:46
Warrigal Road	01:26:18
Bethania Station Road	00:33:56
Sherwood Road	01:24:06
Wacol Station Road	00:50:20
Nudgee Road	00:23:17
St Vincents Road	00:31:12
Barrack Road	01:03:22

Name	Total closure time
South Pine Road (Alderley)	01:03:43
McKean Road	00:23:37
Kianawah Road	01:09:19
Beenleigh Road	00:56:38
Beaudesert Road	01:05:58
Queensport Road	00:58:54
Cavendish Road	01:32:42
Dawson Parade	01:22:40
Spanns Road	01:08:29
Oates Avenue	00:58:05

In relation to the forecast times for level crossing activations following the opening of Cross River Rail, this will depend on future service increases to be implemented progressively after Cross River Rail opens. COVID-19 has impacted patronage across the network, and we need to make sure we deliver the right services at the right time. Customers will be consulted and engaged on specific timetable changes well in advance of any changes.

## Question on Notice

### Non-Government Question No. 3

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

Could the Minister please provide a breakdown of the deferred maintenance backlog broken down by TMR region.

#### ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is committed to maintaining a safe and resilient road network for all Queenslanders.

That is why the Palaszczuk Government invested a record \$4.67 billion for maintenance, preservation and operation of the state-controlled road and transport network in the *Queensland Transport and Roads Investment Program (QTRIP) 2021–22 to 2024–25*, an average investment per annum of \$1.17 billion.

Queensland is a vast, decentralised state with the longest state-controlled road (SCR) network of any Australian state or territory. As at 30 June 2020, the SCR network comprised 33,367 kilometres of roads, including 397 kilometres of motorways, 3837 kilometres of unsealed roads, 3108 bridges, 4848 major culverts and 32 tunnel sections. The length of the busway network is 29 kilometres.

The Department of Transport and Main Roads (TMR) has a strong understanding of the current and projected performance of the network and prioritises rehabilitation and resurfacing works accordingly. This approach, coupled with the Palaszczuk Government's record investment in maintenance funding, means that in real terms, that since 30 June 2016, the Government has been making real inroads into reducing the total length of the SCR network requiring rehabilitation or resurfacing by 847 kilometres (as at 30 June 2020).

As at 30 June 2020, the National Land Transport Network (NLTN) component of the SCR network comprises 4996 kilometres for which the Australian Government has primary funding responsibility.

In February 2020, Infrastructure Australia recognised Queensland's NLTN maintenance submission as a High Priority Initiative on its Infrastructure Priority List.

Accordingly, it was extremely disappointing to see that, as part of the 2021 Federal Budget, the Australian Government reduced its road maintenance allocation to Queensland by \$10.88 million over the forward estimates, based on a national formula, revised annually, which takes account of traffic volumes, axle loads and adjustments to the NLTN length across Australia.

The key issue here is that, while the NLTN maintenance task continues to grow exponentially, the Australian Government is not only not keeping pace with demand, it has failed to adequately fund the NLTN maintenance allocation over many years. Sadly, this has resulted in state and territory road jurisdictions being left to do the heavy lifting to ensure the NLTN is maintained in a safe and serviceable condition.

To support the management of the State's largest public asset, TMR has well-developed asset management processes which target the highest priority needs and maintain the safety of the State's road network.

TMR's 'run-maintain-build' philosophy supports the prioritisation of investment in maintenance, preservation and operations (MPO) to get as much as possible out of the existing network. This framework has been recognised by the Queensland Audit Office as a mature approach to investment and programming.

Under the former Newman Liberal National Party (LNP) government, not only did they not seek to increase investment in maintenance, but they also cut more than \$200 million per annum from a range of capital programs and projects which were either removed or deferred in the 2012–13 to 2015–16 QTRIP.

By comparison, the four-year QTRIP 2021–22 to 2024–25 MPO allocation of \$4.67 billion represents an increase of \$1.9 billion (or 68 per cent) over that approved by the Newman LNP government for MPO activities which totalled \$2.77 billion in their last four-year QTRIP published in 2014–15.

Additionally, at the recent 2020 State Election, the LNP announced a plan to utilise funding from the \$1.178 billion 'Other Construction Projects (Transport and Main Roads)' line item in the Capital Program 2020 Update to fund \$695 million towards the Coomera Connector project.

The \$1.178 billion line item contained capital investment in programs and projects, including capital maintenance works, such as rehabilitation and programmed maintenance, as well as projects jointly funded with the Australian Government (such as Bruce Highway Safety Package works).

The Other Construction Projects (Transport and Main Roads) line item in the LNP plan also included the 2020–21 capital component of the \$1 billion in road stimulus funding, including jointly funding stimulus projects, which the Palaszczuk Government secured for Queensland to assist in economic recovery from the COVID-19 pandemic. Not only did the LNP cut the roads and transport budget previously by \$1.6 billion, which has had an ongoing impact, but it went to the election with a plan to impose new cuts to the maintenance program and stimulus projects as set out above.

Deferred maintenance refers to asset renewal activities that are delayed beyond the theoretical optimal point for replacement, derived on the basis of an economic analysis, providing minimum life-cycle cost.

The 'deferred maintenance backlog' is generated through a network-level assessment of structures and road sections across the State to identify candidates for maintenance and preservation activities. This analysis informs the distribution of available funds for maintenance and preservation activities, from which projects are generated and prioritised.

It is important to note that simply because a section is categorised as being on the deferred maintenance backlog, that the section is still perfectly safe and serviceable. The resultant impact is that the future deferred treatment may cost slightly more. For example, a section due for resurfacing which is deferred by three years, with increased routine maintenance to ensure that it is performing adequately in service, may require extra pavement repairs to be completed prior to the delayed resurfacing works.

A key aim of this government is to reduce the length of the SCR network contributing to the deferred maintenance backlog.

Despite the reduction in the length of the network included on the deferred maintenance backlog, the estimated value of the maintenance backlog on Queensland's SCR network was \$5.852 billion, which is a reflection of an increase in the cost of labour, plant and materials.

The table below provides a breakdown of the current backlog by TMR Region.

**Table 1: Deferred Maintenance Backlog by TMR Region**

<b>TMR Region</b>	<b>Deferred Maintenance Backlog</b>
North Queensland	\$902 million
Central Queensland	\$1,027 million
Downs South West Queensland	\$1,272 million
North Coast	\$1,114 million
Metropolitan	\$912 million
South Coast	\$625 million
<b>Total</b>	<b>\$5,852 million</b>

To manage the existing backlog, within available funds, TMR continues to prioritise lower-cost and non-infrastructure solutions, for example, managed motorways, which can generate similar outcomes to new infrastructure and reduce the need for significant capital expenditure, thereby freeing up funding to be redirected towards sustaining the existing network asset.

TMR also continues to explore sustainability benefits through research and innovation in road building materials, such as gravels, concrete and bitumen. The aims are to reduce the initial cost of construction, increase the resilience of the pavement to extreme weather events and to extend the service life of the road.

As evidenced above, the Palaszczuk Government is taking steps to address the deferred maintenance backlog to ensure that, within available funds, the state's road network is not only maintained in a safe and serviceable condition, but is also better able to mitigate the impacts of future major flooding events.

## Question on Notice

### Non-Government Question No. 4

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

Could the Minister please provide the following Queensland Rail metrics for the 2019-20 year:

- Citytrain Driver overtime.
- The overtime cost.
- Citytrain Driver footplate time.

#### ANSWER:

I thank the Committee for the question.

Queensland Rail has undergone an extensive transformation in recent years, including undertaking the largest traincrew recruitment and training program in its history to ensure adequate supply of drivers and guards.

Like any operational workforce, certain levels of overtime are a normal part of their standard working patterns, enabling flexibility to meet demand changes such as special event services.

For Queensland Rail to reduce its overtime expenditure to zero, it would need to double its existing number of traincrew, which would significantly impact both productivity and costs.

As outlined in the final Citytrain Response Unit (CRU) report, CRU assessed and approved Queensland Rail's structural surplus target for traincrew, to assist with the management of overtime, and confirmed Queensland Rail's target is consistent with other jurisdictions.

In 2019–20, the average hours of overtime worked by South East Queensland drivers was down 23.4 per cent compared with 2016–17 when the Redcliffe Peninsula line opened, demonstrating Queensland Rail's stabilisation of overtime use since this time. This contrasts starkly with the surge in overtime of 25 per cent under the previous LNP government.

This comes after an additional 430 weekly services were added to the timetable in July 2019, and a further 32 services in March 2020. Following these additional services, 105 new or extended shoulder peak services were added in August 2020. Queensland Rail is now running more weekly services than ever before, with an additional 810 weekly services since 2015.

In 2019–20, each Citytrain driver worked an average of 257.51 hours of overtime, representing 13.02 per cent of total driver hours worked.

As previously advised at December 2020 Estimates, Queensland Rail's overtime cost for drivers and guards (excluding Train Operations Inspectors) was \$28.3 million, which came in lower of the set budget of \$29.9 million.

Strict standards and processes are in place to ensure that rosters, and any offered overtime, comply with Queensland Rail's fatigue management policies and the National Rail Safety Law 2017.

Queensland Rail's planning for the 2019 and 2020 service uplifts reflected a managed approach towards traincrew overtime, with its unprecedented traincrew recruitment campaign ensuring there were enough drivers to reliably and sustainably increase services.

'Footplate time' is one metric Queensland Rail uses to measure driver productivity. It is calculated on the time drivers spend driving a revenue train service relative to total working hours.

In 2019–20, we saw an improvement in footplate time, with Queensland Rail recording an average of 34.20 per cent, compared to an average of 31.95 per cent over the same period in 2018–19.

Queensland Rail's traincrew are required to perform many different duties each shift to ensure the safe and effective operation of the network, which delivers more than 8000 passenger services each week.

In addition to driving, duties include preparing trains, positioning units for revenue services, undertaking safety checks, mandatory training and competencies, and yard duties including train shunting and stabling.

Traincrew may also be required to travel the network to join a revenue service, relieve a fellow driver, or to return to their home depot at the completion of a shift.

Queensland Rail actively monitors footplate time to ensure that driver duties are planned as efficiently as possible while enabling our traincrew to have adequate breaks and attend to their mandatory training requirements.

## Question on Notice

### Non-Government Question No. 5

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

Could the Minister please provide the government subsidy per passenger trip for public transport services in South East Queensland, broken down by rail, bus and light rail for each of the last three years together with the forecast numbers for 2021/22, 2022/23 and 2023/24.

#### ANSWER:

I thank the Committee for the question.

COVID-19 has had an enormous impact on transport operators.

The Palaszczuk Government is committed to providing accessible, safe and reliable public transport for all Queenslanders.

Government subsidy per passenger trip for direct operating costs for public transport services in South East Queensland are as follows.

Mode	Actual			Forecast		
	2018–19	2019–20	2020–21	2021–22	2022–23	2023–24
SEQ Rail	\$21.15	\$27.23	\$40.97	\$27.76	\$26.42	\$24.21
SEQ Bus	\$4.02	\$5.38	\$7.30	\$4.15	\$3.86	\$3.42
SEQ Light Rail	\$3.64	\$5.03	\$8.16	\$4.93	\$4.48	\$4.21

These subsidies are based on direct operator payments for rail, bus and light rail in South East Queensland. Non-operator costs such as TransLink labour, depreciation, system and other overhead costs are not able to be broken down as they support whole-of-State public transport services.

Subsidy per passenger trip for 2020–21 has increased substantially due to the reduction in patronage associated with the COVID-19 pandemic. Subsidies are expected to reduce as patronage returns to the network and once impacts of the pandemic, including lockdowns, lessen.

## Question on Notice

### Non-Government Question No. 6

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

Could the Minister please advise how many times has the Bruce Highway Trust met in 2020/21?

#### ANSWER:

I thank the Committee for the question.

As per the Palaszczuk Government's *Future-proofing the Bruce* policy, the Bruce Highway Trust Advisory Council (BHTAC) has been established as an advisory body to oversee the development of a 15-year vision for the Bruce Highway, and to identify and prioritise projects to be delivered through rolling five-year action plans for consideration of accountable state and federal ministers.

This work will build on the existing jointly funded \$13 billion Bruce Highway Upgrade Program, expanding the pipeline of longer-term investment priorities in this nationally significant corridor.

The inaugural meeting of the BHTAC, held 17 July 2020 on the Sunshine Coast, focused on the role and objectives of the BHTAC, current delivery status of the Bruce Highway Upgrade Program (2013–14 to 2027–28), and the proposed forward program of work for the BHTAC. Members shared information on what is important to the customers they represent.

The second BHTAC meeting was held on 26 November 2020 in Brisbane. Members were briefed on the policy commitments outlined in *A Real Bruce Plan* — the work undertaken to date by the Technical Working Group on their behalf towards developing the 15-year Vision and three, rolling five-year Action Plans, including the outcomes of an audit of the current condition and performance of the Bruce Highway, Customer Research and Economic Outlook and Modelling activities.

Following each meeting, Communiques have been made publicly available on the Department of Transport and Main Roads' website at <https://www.tmr.qld.gov.au/business-industry/Business-with-us/Bruce-Highway-Trust-Advisory-Council>

On 21 October 2020, the Honourable Anastacia Palaszczuk MP, Premier and Minister for Trade announced the *A Real Bruce Plan* policy document, which committed to increasing membership of the BHTAC to include six additional regional members representative of road users, and road safety and regional development experts from along the Bruce Highway, north of Gympie.

The six regional representatives will join peak industry leaders like the Royal Automobile Club of Queensland, the Queensland Trucking Association and other key peak bodies on the BHTAC to help shape the future of jobs, economic recovery and upgrades on Queensland's longest road—the Bruce Highway—and deliver strong outcomes for regional communities.

An open Expression of Interest process seeking and assessing nominations for the six regionally based BHTAC members has been undertaken for government consideration.

The new BHTAC member appointments and the next meeting date will be confirmed shortly. Unfortunately, COVID-19 impacts on the machinery of government have delayed the process.

In the meantime, the BHTAC-Technical working group has been progressing further road safety and road network deficiency analysis activities. Further, BHTAC members have been supporting customer research activities, including:

- three customer focus group sessions in April 2021 with specific customer groups (Caravanners and Campervanners, Transport Operators, Refrigerated Warehouse Owners and Long-haul Heavy Vehicle Drivers)
- the Bruce Highway online customer survey designed to capture key issues and priorities for investment in the Bruce Highway to achieve the three key objectives of unlocking economic growth, building flood resilience and improving safety.

This important work, along with further BHTAC member advice, is underpinning the development of the 15-year Vision for the Bruce Highway, five-year rolling Action Plans and the *Safer Bruce 2030 Action Plan*.

## Question on Notice

### Non-Government Question No. 7

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

Could the Minister please advise the costs to date for advertising the Smart Ticketing rollout, including a breakdown of costs by medium (e.g. radio, billboards, social media etc)

#### ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is modernising transport across Queensland. The new Smart Ticketing system will allow customers to use their contactless debit or credit cards, smart phones and smart watches to pay for trips in addition to *go* card and paper tickets.

Importantly, regional Queensland will not be left behind, with current *go* card operator Cubic due to deliver the new system in 18 regional areas as well as the metropolitan south east. The new ticketing system is an exciting chance to expand our ticketing options and to give public transport customers more flexibility.

Customers will also be able to manage and personalise their transit account options more effectively through an improved app and website that integrates payment, ticketing and journey planning options, all underpinned by real-time information. The new Smart Ticketing app and web portal are on track to launch late this year.

Smart Ticketing will cover one of the largest geographical areas of any ticketing system in the world. A total of 18 regional urban public transport centres, incorporating both *qconnect* and selected school bus services, will be included.

The progressive rollout of the Palaszczuk Government's \$371.1 million new Smart Ticketing system is underway, with contactless payments already available for adult-fare customers on Gold Coast Light Rail, and the installation of more than 500 new Smart Ticketing devices underway across the Queensland Rail Citytrain network.

Since September 2019, Translink has invested in targeted social media, local radio and static digital display advertising to educate customers about the Smart Ticketing project, new payment options and how to use the new equipment. Educational advertising is vitally important when implementing a new payment system that requires customers to use a device that they normally wouldn't use. This is a core part of the delivery of the project and will be of benefit when customers make the shift to alternative ways of paying for public transport.

The cost for advertising to date is \$338,183.21.

A breakdown of the media placement costs is as follows:

<b>Channel</b>	<b>Amount (\$ ex GST)</b>
Social media advertisements	\$ 27,499.99
Digital display advertisements	\$ 169,697.22
Radio advertisements	\$ 140,986.00
<b>Campaign total (as at July 2021)</b>	<b>\$ 338,183.21</b>

It took a Labor Government to modernise and integrate ticketing across South East Queensland, and we are getting on with the job of transforming the system by delivering this new ticketing solution.

## **Question on Notice**

### **Non-Government Question No. 8**

**Asked on 9 July 2021**

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### **QUESTION:**

Could the Minister please provide the anticipated (or actual) construction commencement date and anticipated (or actual) construction completion date for the following projects:

- Mount Lindesay Highway (Brisbane – Beaudesert), Stoney Camp Road to Chambers Flat Road, construct additional lanes
- Gavial–Gracemere Road (Lawrie Street), widen to four lanes and upgrade intersections
- Mount Lindesay Arterial Road (Beaudesert Road) and Illaweena Street, upgrade intersection
- Kin Kin Road, Six Mile Creek, replace timber bridge
- Centenary Motorway and Logan Motorway, upgrade interchange
- Cleveland–Redland Bay Road, Magnolia Parade to Benfer Road, duplicate lanes
- Proserpine–Shute Harbour Road, Valley Drive to Tropic Road (Cannonvale), duplicate to four lanes
- Brisbane Road, Chermside Road and Glebe Road, improve intersection
- Beaudesert–Beenleigh Road (Belivah), Armstrong Road to Stubbin Street, widen pavement
- Beckmans Road and Cooroy–Noosa Road, construct roundabout
- Herveys Range Developmental Road (Townsville – Battery), Rupertswood Drive to Black River Road, widen pavement
- Caloundra Road and Ridgewood Road, upgrade intersection
- Mulgrave Road, Brown Street, upgrade culvert
- Gold Coast Highway and Toolona Street, upgrade intersection.

**ANSWER:**

I thank the Committee for the question.

I am advised that the commencement and completion dates for the requested projects are currently as follows. I note, however, that the anticipated commencement and completion dates listed below are of course subject to weather and construction conditions.

I am also advised that 2020–21 funding for these projects formed part of the 'Other Construction Works' line item identified in the Capital Program 2020 Update, from which the LNP proposed to redirect \$695 million to pay for the State's contribution to the Coomera Connector on the Gold Coast, as set out on page 23 of the of the LNP's election costings released on 29 October 2020.

It is therefore relevant to note that if that re-direction of funding proposed by the LNP had occurred, these projects in construction could have been stopped with significant contractual implications and costs to the State, while other projects would not have been able to commence.

<b>Project</b>	<b>Commencement</b>	<b>Completion</b>
Mount Lindesay Highway (Brisbane – Beaudesert), Stoney Camp Road to Chambers Flat Road, construct additional lanes	March 2021 (actual)	Late 2022 (anticipated)
Gavial–Gracemere Road (Lawrie Street), widen to four lanes and upgrade intersections	Early works – 19 July 2021 (actual)  Major construction – Late 2021 (anticipated)	Late 2022 (anticipated)
Mount Lindesay Arterial Road (Beaudesert Road) and Illaweena Street, upgrade intersection	Early to mid-2022 (anticipated)	Mid-2023 (anticipated)
Kin Kin Road, Six Mile Creek, replace timber bridge	2022 (anticipated)	Mid-2023 (anticipated)
Centenary Motorway and Logan Motorway, upgrade interchange	Late 2022 (anticipated)	Mid-2023 (anticipated)
Cleveland–Redland Bay Road, Anita Street to Magnolia Parade, duplicate lanes	Early 2022 (anticipated)	To be confirmed
Proserpine–Shute Harbour Road, Valley Drive to Tropic Road (Cannonvale), duplicate to four lanes	Early 2022 (anticipated)	Mid-2023 (anticipated)
Brisbane Road, Chermside Road and Glebe Road, improve intersection	Originally anticipated as late 2022 however design is under review following feedback received from recent community engagement	To be confirmed
Beaudesert–Beenleigh Road (Belivah), Armstrong Road to Stubbin Street, widen pavement	Early 2022 (anticipated)	Late 2022 (anticipated)

<b>Project</b>	<b>Commencement</b>	<b>Completion</b>
Beckmans Road and Cooroy–Noosa Road, construct roundabout	Late 2021 (anticipated)	Mid-2022 (anticipated)
Herveys Range Developmental Road (Townsville – Battery), Rupertswood Drive to Black River Road, widen pavement	March 2021 (actual)	Late 2021 (anticipated)
Caloundra Road and Ridgewood Road, upgrade intersection	May 2021 (actual)	Late 2021 (anticipated)
Mulgrave Road, Brown Street, upgrade culvert	Mid-2021, (anticipated)	Late 2021 (anticipated)
Gold Coast Highway and Toolona Street, upgrade intersection.	Late 2021 (anticipated)	Late 2021 (anticipated)

## Question on Notice

### Non-Government Question No. 9

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

Could the Minister please provide a list of transport projects (upgrades or new infrastructure projects) that the Department of Transport and Main Roads considers necessary for a 2032 Olympic Games, should Brisbane's bid be successful. For each project could the Minister please provide the estimated cost and construction timeframe.

#### ANSWER:

I thank the Committee for the question.

The Palaszczuk Government has secured the 2032 Olympic and Paralympic Games for Queensland – an historic achievement for Queensland after we so successfully hosted the 2018 Commonwealth Games.

Efficient transport infrastructure and services are critical to the success of any Olympic and Paralympic Games. The Department of Transport and Main Roads is continuing to provide technical transport input to the Queensland Government's 2032 Olympic and Paralympic Games planning.

I can assure Queenslanders that transport infrastructure required to support the 2032 Olympics and Paralympic Games will first and foremost be designed to meet the needs of Queensland's growing population, as outlined in the regional transport plans.

We successfully provided the necessary transport infrastructure for the 2018 Commonwealth Games and we will again for the 2032 Olympic and Paralympic Games.

The Government's public transport system and major road connections are crucial to growing the South East Queensland region and will be a key element of transport to support the Games. I am proud to say Queensland is already in a strong position because of the Palaszczuk Government's commitment to plan for the future and our record investment in transport infrastructure.

This investment includes the 100 per cent State funded \$5.4 billion Cross River Rail project. Cross River Rail will mean a quicker and more convenient commute, with the new Albert Street station in the heart of the CBD and a new station at the Gabba, which was a critical part of Queensland's Olympics bid.

Other funded projects that will support the transport task, now that the Palaszczuk Government has secured Queensland the Olympics, include:

- Gold Coast Light Rail Extension to Burleigh Heads (approximately \$1 billion) – early works in place and currently estimated for completion in 2024–25
- Beerburrum to Nambour Rail upgrade stage 1 (\$551 million) – in the pre-construction phase and scheduled to be completed in 2024–25

- Brisbane Metro (\$1.2 billion) – a key project being led by Brisbane City Council under construction and scheduled to be operational in 2023
- Coomera Connector (\$1.5 billion) is about to commence construction with a scheduled completion in 2024–25
- Gateway Motorway Upgrade Stage 2 Bracken Ridge to Pine River (\$1 billion) has an estimated construction start date of 2023
- Centenary Motorway bridge upgrade (\$244 million) has an estimated construction start date of 2022 and a completion date of 2024–25
- Warrego Highway upgrade (\$544 million) covers a range of intersection upgrades and safety works along the Warrego east of Toowoomba and is jointly funded by the Queensland Government and Australian Government. Project details and timing are subject to further planning and negotiation with the Australian Government
- Pacific Motorway Upgrade Program including sections of capacity improvements plus multiple Interchange upgrades (\$2.96 billion) is currently under construction and scheduled for completion around 2026
- Bruce Highway Upgrade Program: Pine Rivers to Sunshine Motorway (\$2 billion) covers a range of intersection upgrades and capacity works along the Bruce with varying timeframes
- Mooloolah River Interchange project Stage 1 (\$320 million) includes new direct and efficient local road connections as the first stage in transforming major roads between Caloundra and Maroochydore. Detailed design is scheduled to commence in late 2021.

The Palaszczuk Government's sixth record QTRIP has a value of \$27.5 billion QTRIP – we've grown transport infrastructure funding by more than 50 per cent compared to when the previous LNP government were in office.

I welcome the Australian Government's announcement that it will contribute funding towards essential infrastructure for the Olympics on a 50:50 basis with the State, and the Queensland Government's local government partners who have an important part to play.

Now that the Palaszczuk Government has secured the 2032 Olympic and Paralympic Games, discussions will take place with the Australian Government to confirm the additional transport projects that will be delivered under this partnership, to accelerate transport solutions that will benefit the communities of South East Queensland and regional event cities.

Importantly, the Palaszczuk Government will always continue to strongly invest in the State's regions, including further upgrades to the Bruce Highway under our \$13 billion joint Bruce Highway Upgrade Program.

## Question on Notice

### Non-Government Question No. 10

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

The Budget Strategy and Outlook advises that the Department delivered \$80.9m in savings in 2020-21. Could the Minister please provide a breakdown of the measures that were implemented to deliver these savings.

#### ANSWER:

I thank the Committee for the question.

The Department of Transport and Main Roads (TMR) is working closely with Queensland Treasury to implement the Savings and Debt Plan to support economic recovery and target \$3 billion in savings over four years.

TMR is committed to budget management that is fiscally responsible, while also delivering the infrastructure, skills and services that will help manage growth and ensure all Queenslanders can share in future prosperity. TMR has strong budget and monitoring processes in place to manage its budget, ensure value for money and efficient delivery of services.

TMR has achieved savings of \$80.9 million in 2020–21 (representing just over 1 per cent of the total budget), through the implementation of the following savings measures:

- utilising forecast underspends from programs where available
- targeting spending reductions to arrangements including information and communication technology, shared services, fleet and accommodation costs for which TMR spends annually in excess of \$100 million
- improving the efficiency of service delivery through the utilisation of technology and online payment channels
- savings realised through TMR's ongoing fiscal discipline including procurement, administration and employee vacancies.

These savings were able to be achieved while maintaining essential services and supporting the Government's focus on economic recovery and commitment to public service employment conditions.

These savings have also been able to be achieved without impacting on infrastructure delivery, as evidenced by the *Queensland Transport and Roads Investment Program 2021–22 to 2024–25*, which represents the Palaszczuk Government's sixth record investment – \$27.5 billion, estimated to support 24,000 direct jobs over the life of the program.

It is relevant to compare this approach with that of the former Newman LNP government, who cut \$1.6 billion from the roads and transport budget, and fired 700 RoadTek roadbuilders.