

Estimates Committee F

Report No. 1, 8 October 1996

*Portfolios of:
Public Works and Housing; and
Transport and Main Roads*

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ESTIMATES COMMITTEE F

Report No. 1

REPORT TO THE LEGISLATIVE ASSEMBLY OF QUEENSLAND

PORTFOLIOS OF:-

*Public Works and Housing; and
Transport and Main Roads*

October 1996

ESTIMATES COMMITTEE F

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1. INTRODUCTION

1.1 REPORT TO THE LEGISLATIVE ASSEMBLY

Estimates Committee F presents this report to the Legislative Assembly in relation to the estimates of expenditure for 1996/97 for the portfolios of Public Works and Housing, and Transport and Main Roads in accordance with Sessional Order 23 (2) of 3 September 1996.

The following organisation units are contained within these portfolios:

Public Works and Housing Portfolio

Statutory Authorities

Queensland Building Services Authority
Residential Tenancies Authority
Queensland Building Tribunal
Board of Professional Engineers
Board of Architects

Department of Public Works & Housing

Community Housing Program
Housing Accommodation Program
Home Purchase Assistance Program
Property Management Program
Housing Policy and Support Program
Maintenance and Operations Services Program
Property Services Program
Information and Communication Services
Printing Services Program
Motor Vehicle Services Program
Sales & Distribution Services Program
Aboriginal and Torres Strait Islander Housing Program
Information and Procurement Program
Building Program
Corporate and Executive Support Program
Project Services Program

Transport and Main Roads Portfolio

Government Owned Corporations (GOCs)

Queensland Rail
Ports Corporation of Queensland
Port of Brisbane Corporation
Bundaberg Port Authority
Gladstone Port Authority
Rockhampton Port Authority
Mackay Port Authority
Townsville Port Authority
Cairns Port Authority

Companies

Queensland Motorways Limited
The Gateway Bridge Company Limited
Logan Motorway Company Limited
Sunshine Motorway Company Limited

Queensland Transport

Transport Planning and Coordination Program
Maritime Program
Land Transport and Safety Program
Public Transport Program
Corporate Services Program
Client Services Program

Department of Main Roads

Roads Infrastructure Program
Technology and Environment Program
Corporate Services Program
Commercial Business Operations Program

1.2 SESSIONAL ORDERS DATED 3 SEPTEMBER 1996

The Legislative Assembly, pursuant to Sessional Orders adopted on 3 September 1996, appointed seven estimates committees to inquire into the estimates of expenditure contained in the Appropriation (Parliament) Bill No. 2 1996 and the Appropriation Bill No. 2 1996.

The Committee considered the estimates referred to it and met in public session to receive evidence from the relevant Ministers and public officials. A copy of the schedule from the Public Hearing held at Parliament House on 25 September 1996 is at Appendix A; a record of Members' attendance at meetings is at Appendix B; and a list of witnesses called to give evidence is at Appendix C.

Additional information received as a result of the Committee's questions on notice prior to and during the hearing will be tabled separately in the Legislative Assembly.

The Committee draws the attention of the Legislative Assembly to the matters discussed in the following sections which arose during the consideration of the proposed expenditure.

2. PUBLIC WORKS AND HOUSING PORTFOLIO

2.1 QUEENSLAND BUILDING SERVICES AUTHORITY

- *Protection for sub-contractors*

The Committee inquired into strategies being pursued by the Authority to protect the interests of sub-contractors. The Minister suggested that the Scurr Inquiry which he had established would provide the basis of reforms to current arrangements.

Mr M Miller, General Manager of the Queensland Building Services Authority (QBSA), outlined further measures such as the use of performance audits to identify contractors with questionable dealings, the funding of work by liquidators to assure accountability and the provision of cash-flow management training to contractors across the State. In regard to disciplinary action, there were 227 performance audits of contractors and 127 licence cancellations during 1995/96. A further 113 licensees were given notices of intention to suspend their licence or had conditions imposed on them. The Minister added that the Department is currently paying for checks costing \$800 each on contractors.

Mr Gary May, Executive-Director, Building, also outlined to the Committee the Department's involvement in the development of a code of conduct for the State's building and construction industry. All participants in the industry would be covered by the code including contractors, sub-contractors and consultants. The code incorporates key principles identified by the National Public Works Council, and addresses anti-competitive practices such as collusive tendering. It will be enforced through the use of sanctions such as restrictions to access to Government work.

- *Consumer services*

In regard to services for consumers, Mr May advised that the Authority launched its lead document called the "BSA Kit" during 1995/96, and fielded 125,000 calls for advice from across the State.

2.1.1 Residential Tenancies Authority

- *Running costs*

The Committee sought details of the costs of running the Authority. Mr Terry Hogan, General Manager, advised that the Authority is funded from returns on the investments of tenants' rental bonds. The combined cost of running the Program last year was \$6.184 million which consisted of \$4.38 million for the Bond Management Program and \$1.81 million for the Tenancies Program.

2.2 DEPARTMENT OF PUBLIC WORKS AND HOUSING

2.2.1 Community Housing Program

- *Rural and regional housing*

The Committee sought clarification of a statements on page 66 of the Ministerial Program Statements that approximately 600 dwellings would be provided, given that only \$50 million had been budgeted for the Program in 1996/97. Ms Jan Phillips, Manager, Community Housing, advised that organisations that submit for funding under the Program either provide land or contribute financially towards the cost of dwellings. The Minister also foreshadowed the establishment of the Community Housing Grants Board to review applications for assistance, and to improve the transparency and objectivity of administration.

- ***Community Rents Scheme***

The Committee sought information about the Community Rents Scheme, and the proportion of its budget in 1996/97 which would be used to assist women and children escaping domestic violence. Ms Phillips advised that \$10 million has been allocated for the scheme in 1996/97 to fund 2,600 households, and that 300 of these would be specifically targeted at women and children who have experienced domestic violence.

- ***Salaries and wages***

The Committee sought clarification of salaries and wages expenditure in the Community Housing Program which increased from \$659,000 in 1995/96 to almost \$1.6 million in 1996/97, as shown on page 67 of the Ministerial Program Statements. Mr Waters advised that the increase arises out of the separation of the Community Housing Division from what was previously the Public Rental and Community Housing Division, and that there had not, in fact, been any increase in salaries funding.

He further advised that salaries estimates were now shown for the same number of staff who were working on community housing, but in the Community Housing Program.

- ***Community Housing Board***

The Committee sought advice from the Minister on the establishment of the Community Housing Board. The Minister advised the Committee that delays had occurred, but the appointment of the Board had now been through Cabinet and its first meeting was being convened for the day after the hearing, Thursday, 26 September 1996.

2.2.2 Housing Accommodation Program

- ***Housing and institutional reform***

The Committee sought advice as to what is being done to provide housing for people leaving institutions, and in relation to \$7.1 million that was appropriated to the Department in 1995/96 for this purpose. Mr Waters advised that the people leaving institutions and people with disabilities within the community generally are treated with the highest priority by the Department to find appropriate housing solutions to their special needs. He further advised that 155 of 193 people who were expected to leave institutions during 1995/96 had applied for housing assistance. He further advised that thirty have now been housed within the community, and twenty-eight are awaiting appropriate housing.

- ***Carryover commitments***

The Committee sought clarification of carryover commitments of approximately \$90 million from 1995/96 and \$93 million from 1994/95 in the 1996/97 overall Housing Budget estimates.

Mr I Fulton, Director, Housing Finance and Building Services, confirmed this, and advised that the carryover from 1994/95 was made up of \$6.7 million from the Department's

Aboriginal and Torres Strait Islander Program, approximately \$14 million carryover from Community Housing and about \$70 million from Housing Property Management. He further advised that, as at 1 July 1996, the carryover from Capital Works was about \$41 million, Community Housing around \$31 million and \$18 million from the Aboriginal and Torres Strait Islander Housing Program.

2.2.3 Home Purchase Assistance Program

- *Level of public housing commencements*

The Committee queried the level of public housing commencements budgeted for in 1996/97 in comparison to 1995/96, and what was actually achieved by the Government. Mr Tony Waters, Executive Director Housing, advised the following:-

- 1,750 dwellings were budgeted for in 1995/96;
- a further 450 dwellings were provided for in the Accelerated Capital Works Program;
- 1,326 dwellings were either constructed or acquired last financial year; and
- 1,175 dwellings have been budgeted for in 1996/97.

The Minister advised that figures were down in 1995/96 for dwellings constructed or acquired for public rental housing due to factors such as the collapse of G.J. Constructions Pty Ltd, a major building contractor to the previous government.

- *Proposed staff increases*

The Committee referred to page 81 of the Ministerial Program Statements and sought advice as to the expected returns from proposed staff increases in this Program.

Mr Tony Waters, Executive-Director - Housing, explained that the existing staff of 63 would increase by three, though, this is offset by a reduction of five staff who had been managing loans. He also advised that the extra staff would work to reduce the \$8.7 million loss in 1995/96 caused by delays in the disposal of dwellings that had been repossessed, and anticipated a net benefit.

2.2.4 Housing Property Management Program

- *Priority Spot Purchase Program*

The Committee sought advice as to the number of properties acquired through the Priority Spot Purchase Program. Mr Waters advised that 549 houses were purchased during the year including 151 in targeted locations.

He also advised that the former Housing Program's property services function has been successfully integrated into the Q-Build and Project Services business units.

- ***Clarification of “other capital outlays”***

The Committee sought clarification of dot point 6 on page 86 of the Ministerial Program Statements under “Other Capital Outlays” which read as follows:

“The low level of activity in the real estate market meant that sufficient suitable land was not available for purchase as forecast”.

Pages 86 and 87 of the Ministerial Program Statements also showed that the amount budgeted was \$50.5 million while actual expenditure was \$34.8 million.

Mr Waters advised that despite the depressed state of the housing market, the Department had been unsuccessful in acquiring land in areas with the longest waiting times for public housing, namely; the Gold Coast, Stones Corner and Chermside.

2.2.5 Housing Policy and Support Program

- ***Commonwealth and States Housing Agreement***

The Committee sought details of the agreement currently proposed by the Commonwealth. The Minister advised that there is a proposal for bilateral agreements but no underlying commitment at this stage. Mr Waters indicated that the Federal Government had indicated that the reforms would be revenue-neutral across the Commonwealth and the State, and that there would be no winners or losers.

He also indicated that, under the proposal, money would be disbursed to consumers rather than housing providers, on the basis of their locality and subsidy eligibility.

The Minister outlined possible impacts of the proposed agreement on rental paid for public housing which currently average 20% of gross household income. Under the proposed reforms, new public housing tenants would be treated like tenants in the private sector where rent as a proportion of gross household income is guaranteed not to exceed 25%. This represents a 5% increase in rental as a proportion of gross household income. The Minister further advised that this would be affected by a market value scheme and that, based on information currently at hand, Queensland should not sign the agreement with the Commonwealth.

- ***Provision of Emergency Housing Support***

Further in relation to Commonwealth housing reform and the shortage of public housing, the Committee sought an indication as to how the housing requirements of people in urgent need would be supported. Mr Waters outlined a system incorporating a priority housing committee to deal with urgent needs cases. He also advised that the establishment of this committee was Government policy, and similar committees operate in other states. The priority housing committee would also monitor equity in the administration of public housing across the State.

2.2.6 Maintenance and Operations Services Program

- *Apprentices*

The Committee sought clarification of Q-Build's commitment to the training of building apprentices and in particular, the employment of apprentices from disadvantaged groups.

The Minister advised that Q-Build is the biggest employer of apprentices within his portfolio, with an annual intake of approximately 90. Mr M Smith, Manager of Q-Build, also confirmed for the Committee that 90 apprentices were in fact indentured in the 1996 calendar year, three of whom were female and a further three of Aboriginal and Islander decent. The Committee was also informed of Q-Build's strategies to attract new apprentices from disadvantaged groups through its involvement with organisations such as the Queensland Deaf Society, the Aboriginal and Torres Strait Housing Unit, the Department of Education and the Catholic Church.

The Committee was further advised by Mr Smith of Q-Build's involvement in the provision of 12 month traineeships to youths from the Woorabinda Aboriginal Community, to work on building projects within the Community. There are currently ten youths involved in the traineeship program at Woorabinda, one of whom is female. Mr Smith also suggested that the program would contribute to maximising returns on building programs, and contribute to the Community's self-sufficiency.

Further in regard to apprentices, Mr Smith assured the Committee that over half of the 1996 intake were from country areas, benefiting rural areas of Queensland. In regard to future intake levels, the Minister indicated that this may be adversely affected by the "untying" of departments from previous commitments to using Q-Build, and issues concerning the Commonwealth and States Housing Agreement.

The Minister also confirmed the policy that people doing work for the Government must employ apprentices, as instigated by the previous government.

- *Schools maintenance*

The Committee inquired as to whether a reference on page 34 of the Ministerial Program Statements to an estimate of \$281,764,000 for building maintenance and construction services included an allocation for maintenance of State schools. This was confirmed by Mr Smith the amount being in the order of \$55 million.

- *Maintenance of air-conditioning filters and systems by private contractors*

The Committee sought advice concerning systems which are the responsibility of the Department and had tested positive in tests for Equine Morbillivirus, Legionnaire's Disease, Hepatitis C or Cholera. In his response to a question taken on notice at the hearing, the Minister advised that the Department tests air-conditioning systems regularly to ensure that Workplace Health and Safety requirements are met. The Department maintains 139 cooling towers throughout the State.

Of the four agents, Legionnaires Disease is the only one specifically tested for by the Department. To date in 1996, there have been two positive results that required immediate corrective action. These were the DPI Building, Rockhampton, Tower No.1 (May 1996) and the Printing Building, Morningside COTAFE Tower No. 1 (February 1996.) .

The Minister advised that the risk of transmission of Equine Morbillivirus, Hepatitis C or Cholera in an air-conditioning system is minimal.

- ***Mobile Maintenance Management System***

The Committee sought information concerning a pilot system established by Q-Build to enhance organisational efficiency. The pilot Mobile Maintenance Management System being trialed in Brisbane enables the paper-less payment of contractors by electronic funds transfer, and is expected to save up to \$1.5 million over three years.

2.2.7 Property Services Program

- ***Robberies of computers and other equipment from Government buildings***

The Committee asked whether the Department had taken any steps to protect against further robberies from Government buildings. Mr Ken Davies, Director-General, advised that departments were responsible for security in Government buildings, and that he had written to every director-general reminding them of their responsibilities and offering free security audits. He further advised that security had increased in some buildings as a result.

2.2.8 Printing Services Program

- ***Goprint - new products and services***

The Committee inquired as to new products and services being developed by Goprint to assist the Government. It was advised by Mr J Swan, General Manager, of two recent key initiatives looking at enhancing the efficiency of individual departments' printing facilities, and the distribution of material for the Education Department's Languages Other Than English (LOTE) foreign language program. In regard to LOTE, Mr Swan further advised that this material is being converted to a CD-ROM multimedia interactive package with export potential.

In regard to customer focus, Mr Swan also indicated that Goprint had been substantially restructured to establish a production area, a planning and business service area and a sales and marketing area. This restructure was coincident with the capital expenditure program to move Goprint to benchmark performance. IT-based image manipulation also provides clients with access to Goprint's customer files database via the Internet.

2.2.9 Motor Vehicle Services Program

- *Q-Fleet - initiatives to reduce vehicle accidents*

The Committee sought further information on Q-Fleets initiatives to reduce the cost and frequency of vehicle accidents within the Government's fleet, and thereby reduce the commercial risks associated with vehicle ownership referred to on page 51 of the Program Statements.

Mr L Clarence, General Manager, Q-Fleet, outlined the development of a driver training program to commence in the next two to three months in which the training needs of accident victims is identified by a broker on-site and delivered using training aids and videos. \$100,000 towards driver training has been provided by the insurance underwriter.

- *Client Access System*

The Committee also sought an outline of the Client Access System being developed and deployed by Q-Fleet, and an indication of the likely benefits across Government.

Mr Clarence advised that the System was designed last year, and that a major upgrade is set to be released to client agencies within the Government. It will allow them to reduce the amount of operational resources committed to vehicle fleet administration..

- *Disposal of Q-Fleet vehicles*

The Committee sought clarification of issues concerning the disposal of vehicles by Q-Fleet at public auctions, and adverse impacts on vehicle dealers.

The Minister advised that over 50% of motor vehicles purchased at Q-Fleet auctions are bought by motor dealers. He also stated that ex-Q-Fleet vehicles represented an opportunity for members of the public to purchase near new vehicles at a considerable cost saving over new cars. He also indicated that any limit on public access to these auctions would be unfair and would ultimately lead to lower sale prices for the vehicles at the expense of taxpayers.

- *Construction of mobile dental units*

The involvement of Q-Fleet in the construction of mobile dental units was also raised by the Committee.

Mr Clarence advised that the units have been produced since the 1980s and are used to provide school dental services. The units had previously been built by the private sector, however, quality problems had arisen. Mr Clarence said that Q-Fleet has designed and constructed 12 new units, refurbished 14 and repaired 69 for the Department of Health in recent years.

In the last twelve months Q-Fleet has expanded and is now custom manufacturing truck-based units for clients in New South Wales, three last year and another three to six this year.

Mr Clarence indicated that other clients are also interested in the units including the Red Cross Blood Bank for use as mobile blood banks.

2.2.10 Sales and Distribution Services (SDS) Program

- *Purchasing practices - conformance with standing offer arrangements*

The Minister advised that, to his knowledge, SDS purchasing practices complied with standing offer arrangements put in place by the Procurement Services Unit, and that it did not make purchases from suppliers which had failed to gain preferred supplier status. This was in response to a question from the Committee.

- *New pictorial catalogue*

The Committee also sought information on the justification and purpose of SDS's new catalogue issued to clients. SDS General Manager, Mr Graham Smith, advised that catalogues had been issued by SDS since its inception in 1993, and that the latest pictorial catalogue released in August outlined to clients the wide range of stationery, furniture, cleaning products, educational supplies etc which it can supply. He further advised that the catalogue provides better product information to clients and that feedback has been very positive.

2.2.11 Aboriginal and Torres Strait Islander Housing Program

- *Expenditure in Torres Strait Region*

The Committee sought clarification of references on page 62 of the Ministerial Program Statements concerning a rise in grants and subsidies within the Program from \$17.209 million in 1995/96 to \$27.659 million in 1996/97. In particular, the Committee asked how much of this expenditure would actually go to the Torres Strait Region.

Mr A Ackfun, General Manager, Aboriginal and Torres Strait Islander Housing, advised that it is proposed that \$18.7 million would be available for expenditure in the Torres Strait area during 1995/96. He also advised that there is currently a waiting period for public housing on Thursday and Horn Islands in excess of twelve years, and that the proposed expenditure would deliver an estimated additional 121 houses in 1996/97, including houses commenced last financial year and due for completion.

- *Maintenance expenditure*

The Committee further inquired as to the basis for apparent substantial fluctuations in expenditure on maintenance within the Program - \$5.9 million in 1994/95; \$7.124 million in 1995/96; and \$3.5 million in 1996/97. Mr Ackfun advised that the budget in 1994/95 was \$4.3 million, though, expenditure was \$5.9 million. Similarly in 1995/96, \$4.6 million was originally allocated, though statements indicated that \$7.1 million was spent. Further, he advised that cash expenditure in 1995/96 was only \$6.5 million with the balance being a non-cash adjustment due to the transfer of the Program to the Department.

Finally, Mr Ackfun indicated that the previous year's allocation had been abnormal to improve maintenance levels and sustain the Program in 1996/97.

- *Training of apprentices*

The Committee also sought information on the training of Aboriginal and Torres Strait Islander apprentices within the Program.

Mr Ackfun advised that the Program had trained 63 apprentices during its nine year life, with a further 32 currently indentured.

2.2.12 Information and Procurement Program

- *Government Payroll Services*

The Committee sought clarification of references on page 9 of the Ministerial Program Statements that the framework of the Government's payroll services is being revised.

Mr Col Clapper, Acting Executive-Director, Information and Procurement Services, outlined the appointment of the Department as lead agency for payroll and human resource information services, which encompasses strategic management responsibility on a whole-of-Government basis.

Mr Clapper indicated that the existing Paymaster payroll system provided by CITEC was approaching the term of its useful life, and that a new generation payroll and human resource management information system would offer significant advantages, particularly in relation to management reporting.

- *Electronic trading within the Government*

The Committee sought extensive information on plans for the introduction of electronic procurement services across the Government, including the contract tendering process and benefits for local industry.

Mr Kevin Davies, Director-General, outlined the international trend towards electronic procurement of government services and arrangements for ISSC as primary contractor, and local company, Dialog Pty Ltd, to deliver the Department's initiative. He also advised that the issue is presently before Cabinet.

It was clarified by Mr Col Clapper, Acting Executive-Director, Information and Procurement Services, that no contract has been formally entered into by the Government, in compliance with State Purchasing Policy, and that some modification of the ISSC software would be required before use here.

Clarification was sought from the Minister as to his report tabled in Parliament concerning his visit to Singapore and his speech to the Australian Telecommunication Users Group

(ATUG) conference about this initiative. The Minister advised that the “arrangement” referred to was in fact a pilot program.

The Minister outlined for the Committee a visit to Singapore earlier this year during which he met with representatives from ISSC and also examined world’s best practice in IT.

- ***CITEC - installation of fibre-optic cables between Government buildings***

The Committee sought clarification of tendering processes for a \$300,000 contract for the installation of fibre-optic cables between Government buildings. Mr B Parker, General Manager, CITEC, advised that the contract was for the cost of having the cable laid along SEQEB ducts, and that it is the only supplier available.

- ***CITEC - future directions***

The Committee also sought clarification as to whether CITEC was planning to become a (communications) carrier, and was advised by the Minister that he was unaware of any such plans. The Minister also clarified that he had received no written expressions of interest from ISSC in the purchase of CITEC.

- ***CITEC - Public Access System***

The Committee also sought information concerning CITEC’s public access system. Mr Parker advised that the system was introduced in the 1980s to provide private sector organisations on-line access to State and Federal government databases covering land, legal, corporate and, in some cases, traffic incident and motor vehicle information. He further advised that the system has grown rapidly and last year processed over 2 million transactions for over 2,000 clients, and would be extended to allow Internet access over the next year.

- ***Remote Commercialised Television Service (RCTS)***

The Committee sought a reassurance that this Service would be continued. It was advised by Mr Mal Grierson, Deputy Director-General, that the RCTS offers the only commercial television services to many isolated parts of the State and has a viewing audience of 140,000. The Service operates under subsidies from both the State and Federal Governments. Mr Grierson indicated that the Government had included \$750,000 in this years budget estimates to continue to subsidise the Service, matching the Commonwealth’s contribution. It was suggested that arrangements would continue until the introduction of lower cost digital services.

2.2.13 Building Program

- ***Removal of ozone-depleting substances***

The Committee sought advice on the involvement of the Building Division in the removal of ozone depleting substances, and efforts by the Department to minimise their use in Government buildings.

Mr Keith Farr, Acting Director, Asset Management, briefed the Committee on the Government's obligations in accordance with international protocols, and legislative requirements. An audit identified 200 Government buildings that contained ozone-depleting substances phased out of production in December 1995.

He also advised that, to date, 192 building services systems in 65 Government buildings have been made "ozone safe", and that it was proposed that a further 156 systems would be earmarked for attention in the current year. He further advised that all buildings would be addressed by the end of 1998.

- *Energy efficient systems*

The Committee sought clarification of the statement on page 16 of the Ministerial Program Statements that the Building Division will develop energy-efficient systems.

Mr Dale Gilbert, Director, Built Environment, advised that energy saving initiatives such as electricity tariff changes, changes to air-conditioning and chiller-control systems have been undertaken in 17 Brisbane CBD and regional office buildings, and further initiatives such as electro-flushing urinals in male toilets are envisaged during the current year.

The 1996/97 estimated cost to implement the remaining energy audit recommendations is \$266,000.

- *Backflow prevention and asbestos management*

The Committee sought clarification of reductions in the budget allocations for backflow prevention and asbestos management programs for 1996/97 compared to allocations in 1995/96.

Mr Keith Farr, Acting-Director, Asset Management advised that \$2.5 million had been allocated for the continuation of audits of Government buildings, and that the cost of removal would be met from individual department's maintenance appropriations as required. He further advised that the costs of any urgent removals would be met as a first priority from department's maintenance allocations. The Minister advised that this process had been used by the previous government to fund initiatives relating to ozone depleting substances.

2.2.14 Corporate and Executive Support Program

- *Outcomes of restructuring*

The Committee sought advice from the Minister on the outcomes of the amalgamation of what were previously separate organisations; the Department of Administrative Services and the Housing Program from what was the Department of Housing and Local Government.

Mr Michael Hobday, Director, Planning and Human Resources, outlined the process used to achieve amalgamation and identify opportunities for rationalisation and cost savings,

develop the new organisational structure and ensure government policy was implemented. He also advised that functions such as internal audit, executive services, library, Cabinet liaison and corporate services were brought together, and that approximately 93 positions were rationalised at an annual cost saving in the vicinity of \$6 million.

- *Integration of Housing Property Services*

The Committee further sought advice as to the effects of the integration of the Housing Property Services Group into Project Services and Q-Build. Mr Eric Carfoot, Executive-Director, Commercialised Services/Project Services, advised that the organisational units were successfully integrated in a very short time (effective 1 July) without any loss of permanent public servants in the Housing Property Services Group. A separate cost centre was retained for the Group in both Q-Build and Property Services business units.

- *Staff equity initiatives*

The Committee was advised that, since the amalgamation process, the Department has also introduced an equity management plan to coordinate and implement employment equity policies. This plan effectively brings a number of separate policy issues under a common umbrella which is linked to the Department's strategic plan.

- *Implementation of Commission of Audit objectives*

The Committee sought an indication as to steps that have been taken to implement the recommendations of the audit report, and how these actions are reflected in the budget for 1996/97. Mr Davies explained that most of the commercial units are untied and, as such are not affected. He also advised that a Coordination Unit within the Department is liaising with the Commission of Audit implementation team to ensure that the audit objectives are implemented throughout the Department

2.2.15 Project Services Program

- *Commercial viability of business units*

The Committee inquired as to the commercial viability of the business units in the commercialised services. Mr Eric Carfoot, Executive Director, Commercialised Services/Project Services, advised that all seven existing building units are presently commercially viable, last year returning a total of \$14.983 million in profits to the Government by way of tax equivalent payments and dividends. The units' performance contracts with Treasury have increased this to \$15.685 million in 1996/97. Mr Carfoot further advised that all units have competitive neutrality adjustments made to their bottom lines to remove any advantages of being in government, and comply with the Trade Practices Act 1974.

- ***Client Capital Works Budgets***

The Committee sought clarification of the “fixed Capital Expenditure” in the “Program Outlays” table on page 18 and 19 of the Ministerial Program Statements. In particular, the Committee sought further information concerning the stated increase of \$225 million in client capital works.

Mr Eric Carfoot, Executive-Director, Commercialised Services/Project Services advised that the increase was in comparison with the actual expenditure during 1995/96, not what was budgeted. He also advised that the amount of client capital works, having un-tied clients, fell well short of previous expectations and, hence, the value of payments put through on behalf of clients was also down.

Mr Carfoot also advised that the value of capital works projects undertaken by Q-Build for non-core Government clients such as local authorities, port authorities, and other quasi-government agencies was expected to increase by \$28 million in 1996/97.

- ***Capital works freeze***

In response to questions from the Committee as to an apparent capital works freeze, the Minister advised that the Government was reprioritising projects planned under the previous government, and cited the redevelopment of the Roma Street Forum as a good example. Stage three was planned as a world class park costing taxpayers \$35 million. The Minister indicated that the proposal was being re-visited with a view to finding a better outcome for taxpayers.

- ***Regional service delivery***

The Committee sought indications as to how Project Services had contributed to better service delivery and planning in regional areas. Mr Carfoot advised that seven regional offices had been established in respond to client demand, and that this had led to closer relationships with clients and local communities.

- ***Construction of the new Brisbane Watch-house***

The Committee inquired as to the Department’s role in this project. Mr Mal Grierson, Deputy Director-General, advised that the Department would be involved in site acquisition, the calling of tenders, and the selection of private sector design consultants and the building contractor. He further advised that the Department would manage the project on behalf of the clients, the Department of Justice and the Attorney-General and the Queensland Police Service, and probably oversee disposal of the existing property.

3. TRANSPORT AND MAIN ROADS PORTFOLIO

3.1 QUEENSLAND MOTORWAYS LIMITED

3.1.1 The Sunshine, Gateway Bridge and Logan Motorways

The Committee sought clarification on the payments to be made by the Government following the restructuring of debt to accommodate the removal of tolls on the Sunshine Coast Motorway. It was informed that, as at 31 March 1996, debt of the Sunshine Motorway Company Limited was approximately \$193 million. To pay this debt a one off payment of \$83.6 million will be made during the 1996/97 financial year as a principal repayment. In addition, the Department of Main Roads will continue to make repayments until the balance of the debt has been repaid. These additional contributions would total \$182.7 million - \$12.6 million over fourteen years plus a half year payment of \$6.3 million.

The Committee was also told that the Department of Main Roads will write off interest free loans of \$52.25 million that were made to the Sunshine Motorway Company Limited as 'equity contributions' in past years. It should be noted, however, that these contributions would have been written off regardless of the way in which the pay-out of the motorway was funded.

The Minister was also asked to supply information on the restructuring of debt following the reductions in tolls on the Gateway Bridge Motorway, the impact on the period of repayment for the Gateway Bridge, and whether the debt restructure would have any impact on the repayments for the Logan Motorway. In response, the Committee was informed that debt on the Gateway Bridge Motorway is now required to be paid by 2016 rather than 2009. Maximum debt is expected to be approximately \$440 million and be reached by 2002. In comparison, estimated maximum debt prior to the toll reduction was approximately \$360 million and be reached by the year 2000. The Committee was assured that the toll reductions on the Gateway will not impact on the repayment of the Logan Motorway debt.

3.2 QUEENSLAND RAIL

3.2.1 Queensland Rail and National Competition Policy

The Minister was asked to comment on National Competition Policy, in particular the implications of the third party access provisions for Queensland Rail (QR). The Committee was informed that as a signatory to the National Competition agenda Queensland was committed to making provisions for third party access to its railways. To fulfil this commitment Queensland Rail has established an independent network access group and has separated above and below rail costs for accounting purposes.

It was stressed, however, that while Queensland would conform with the national competition requirements, and was determined to receive the associated competition policy payment, QR was reforming its operations to meet the potential challenge from third

parties. To attain the savings and efficiencies necessary to make it competitive QR is moving to achieve worlds best practice across all of its business units by the year 2000.

3.2.2 Capital Works

Questions were asked about a number of public works that would be continued or initiated by QR in 1996/97. Details of these works are outlined below.

- ***Introduction of a tilt train service to run between Rockhampton and Brisbane***

This project is ongoing and is scheduled for completion by mid 1997. To date approximately \$106 million has been dedicated to the project. This includes the acquisition of two eight-car tilt trains (\$71.8 million), upgrading and signalling of level crossings (\$27.9 million), track and bridge modifications (\$5.4 million) and miscellaneous items (\$0.9 million). \$53 million has been allocated in the budget for the continuation of the project.

- ***Rolling stock maintenance facilities***

Rolling Stock maintenance facilities are to be upgraded at Alpha and Hughenden and a provision of \$500,000 has been made in the budget for the construction of a new maintenance facility at Charleville. These works will assist in the maintenance and rebuilding of rail infrastructure in these areas and will provide employment for between 28 and 33 people.

- ***Railway extension to Robina***

The targeted completion date for the extension of the railway from Helensvale to Robina is December 1997. Contracts have been awarded for construction of the line between Helensvale and Nerang (\$10.5 million) and Nerang and Robina (\$18.5 million), works around the Nerang Station area (\$1.4 million) and power signalling between Helensvale and Robina (\$2.4 million). The Minister informed the Committee that work on this project is on target for completion by the set date.

- ***Railway station upgrades***

Questions were asked as to whether there were any plans for the upgrading of stations across the network, in particular at Wynnum North and Lindum Stations. It was told that while there are no immediate plans to upgrade those stations QR has an ongoing program that is looking to upgrade stations across the system. As part of the normal provision of services, works such as improved lighting and fencing were occurring as part of a more general upgrading of stations without major capital expenditure.

3.2.3 Whyte Island Refuelling Facility

The Chief Executive of QR, Mr Vince O'Rourke, was asked if any money had been set aside for the relocation of the Whyte Island refuelling facility. The Committee was informed that no money had been allocated to this task, however, money has been allocated

for environmental accreditation and there is ongoing consultation between QR, Queensland Transport and concerned environmental groups.

3.2.4 Safety on the Railway System

The Committee sought advice on what actions have been taken by QR to address safety issues. It was told that a full safety and maintenance audit of the QR network had recently been completed. The audit examined five safety aspects of rail operations: QR's rail safety management systems, track maintenance safety standards, public and passenger safety and security, train order working, and level crossing safety. The audit concluded that QR's safety performance is extremely high but that further improvements could be made, especially in the areas of employee and public safety.

Work carried out as a result of the audit has included: the identification and control of QR's major risks, the development of 20 core safety policies based on the major risks, the development of documented safety roles and responsibilities for senior managers of QR, the calling of quotations for a major review of track and track side safety, the preparation of a new safety plan, and approval of \$400,000 for an improved safety information data-base.

Passenger safety and security has been prioritised with \$17 million to be spent on the Trainsafe Citytrain Security Package. Initiatives include an audit of Citytrain security by Queensland Transport, the establishment of an intergovernmental committee to identify key policies and strategies to better manage the security of public transport, and the development of a joint QR/Queensland Police strategic plan for Citytrain security.

QR is also examining the feasibility of introducing personal distress buttons throughout the Citytrain network. Following a recent trial, more rigorous testing will be conducted by Citytrain during 1996/97. The trials are to take place at nine stations:- Bald Hills, Toombul, Ebbw Vale, Oxley, Wynnum Central, Kingston, Northgate, Strathpine and Indooroopilly.

3.2.5 Noise Barriers

The Minister was asked to explain what actions are being taken by QR to address concerns about noise along the Gold Coast rail corridor. The Committee was advised that work to contend with noise amelioration is ongoing. On the Beenleigh to Helensvale section proposed measures include noise barrier extensions, the monitoring of at a number of sights along the track and ongoing consultation with complainants. On the Helensvale to Robina line (due for completion in December 1997) QR has had the noise barriers inspected, resulting in recommendation for minor extensions. In total, approximately 13 kilometres of noise barriers will be constructed on the entire Gold Coast railway at a cost of \$4 million. Consultation with affected residents will be ongoing.

A question was also asked about the allocation of money for the erection of further noise barriers in the Wynnum area, other than those already planned in the area of Bernays Road, Wynnum West. The advice received was that approximately \$5 million had been set aside for noise barriers on that corridor with 22 sites to be dealt with. Further money would be made available for additional barriers if required.

3.2.6 Queensland Rail Staffing Levels

QR was asked to supply details of current and projected staffing levels at 30 June 1997. The Committee received the following information.

QR Staffing Levels - 30 June 1996 and 30 June 1997 (projected)

Group	30 June 1996	30 June 1997
Freight group	6 306	5 513
Coal and Minerals group	2 420	2 518
Citytrain group	2 965	3 237
Traveltrain group	338	375
Business services group	919	973
Workshops group	1 844	1 690
Deputy Chief Executives group	487	478
Chief internal audit unit	21	22
Strategic issues unit	43	46
Chief Executives unit*	32	28
Total	15 375	14 880

* Note: includes Corporate Relations and Community Services Unit

3.2.7 QR Services

- *Access for people with disabilities*

The Committee asked what provisions were being made by QR to improve access for people with disabilities. The Minister noted that this was an extremely contentious issue for all modes of public transport around Australia. It was estimated that the cost to QR to meet disability standards for public transport would be between \$180 million and \$350 million, depending on the interpretation of those standards. In moving to provide appropriate facilities, \$2 million had been allocated in the 1996/97 budget with facilities to be provided on the basis of relative priority. Proposed items to be covered by this funding include: disabled toilets for Inter-City Electric (ICE) trains, the replacement of vestibule stanchions in Electric Multiple Unit (EMU) and the Suburban Multiple Unit (SMU) trains, and the installation of a lift from Brisbane's Central Station to Wickham Street.

- *On-time performance*

The Committee asked what measures are being taken to improve on-time performance on its Citytrain network. It was advised that to make improvements in this area a new timetable has been constructed, weekend mobile maintenance of rolling stock has been initiated and an increase in preventative maintenance has begun. In addition there has been a focus on the basics of on-time running involving extensive communication and improvement of the operational interface between rolling stock maintenance and train operation staff. Lastly, there has been a progressive commissioning of vital infrastructure in the Brisbane CBD, such as the inner city tunnels.

3.3 QUEENSLAND TRANSPORT

3.3.1 Privatisation

The Minister was questioned on the Government's policy on the privatisation of ports and airports. The Committee was advised that, at this time, it is not the policy of the Government to privatise ports. The Minister also indicated that a final decision had not been made on the question of airport privatisation. The Government is endeavouring to grow those businesses and to make them commercially viable.

3.3.2 Traffic Management

- *Pacific Highway Busway*

The Committee was informed that as part of the Transport Planning and Coordination Program, \$8 million had been allocated to fund consultation, property acquisition, design and pre-construction work for the Pacific Highway busway. Construction work is expected to begin in late 1997 and be completed in 2001.

The busway initiative will involve the construction of a two lane, two way busway with approximately 15 bus stations over the fourteen kilometre section between the Brisbane CBD and the Gateway Motorway interchange. It will also incorporate high occupancy vehicle lanes on both sides of the existing carriageway over a 15 kilometre section between the Gateway Motorway interchange and the Logan Motorway. This development will encourage the use of public transport by ensuring a congestion free run for buses between the Brisbane CBD and Loganholme. It was predicted that travelling by bus will be faster than driving during peak periods with a decrease in commuting times of approximately 20 minutes.

- *The management of traffic growth in south-east and far-north Queensland*

South-east and far-north Queensland are facing immediate and long term pressures on their transport systems due to increased and increasing population growth, and consequently, travel growth. To ensure that the specific transport needs of these areas are met in the future Queensland Transport is engaged in the development of integrated transport plans for these regions.

The Integrated Regional Transport Plan (IRTP) for south-east Queensland is being developed in cooperation with local authorities in the area from Noosa to the Queensland/NSW border and west to Toowoomba. The IRTP has set realistic goals to decrease the proportion of trips by private vehicles, and to increase vehicle occupancy, the proportion of walking and cycling trips, and the proportion of trips using public transport. Funding for the IRTP in 1996/97 will be approximately \$1.1 million. This money will be used to pay for public consultation and implementation programs.

In far-north Queensland, Queensland Transport is preparing the Integrated Regional Transport Strategy (IRTS) for the FNQ 2010 regional planning process. The strategy will recognise the unique environmental and geographic constraints of urban development in the Cairns region. \$150,000 has been allocated for the development of the IRTS in the 1996/97 budget.

3.3.3 Maritime

- *Establishment of a marine board*

The Minister was asked to explain how the Government is addressing concerns about the current arrangements for marine safety administration in Queensland. The Committee was informed that the Government intends creating a new marine board, to be made up of industry representatives. Among other things, the Board will provide an avenue of appeal against departmental decisions affecting a person's safety obligations, recommend official marine casualty inquiries, and approve exemptions to the *Transport Operations (Marine Safety) Act* and regulations made under the Act where safety is not affected. It will also provide for a Government ship design and construction approval service.

- *Marine pollution*

The Committee sought advice on measures taken to prevent marine pollution and Queensland's ability to respond to pollution spills, especially oil spills. The Minister reported that Queensland Transport had developed detailed and specific contingency plans for responding to major marine incidents and associated spills. The plans provide for strategic placement of specialist oil pollution equipment, a highly trained pool of response personnel, and regularly practiced and thoroughly tested response plans.

- *Marine incidents and the Marine Incident Database*

Responding to an inquiry regarding trends in marine incidents and the benefits of the proposed upgrade of the marine incident database the Minister told the Committee that 239 marine incidents occurred in 1995, an increase of 48 incidents or 25 per cent on the 1992 to 1994 average. It was also noted, however, that while incidents increased the number of fatalities decreased in 1995.

The major benefits of upgrading the marine incident database will be more effective identification and qualification of safety problems, an improved ability to determine policies and programs to prevent incidents, and a better basis for analysing the success or otherwise

of these policies and programs. Other expected benefits are improved efficiencies in processing and managing incident investigations and the production of half yearly statistical reports for the Queensland Parliament.

3.3.4 Land Transport

- *The MINDA System*

The Mobile Integrated Network Data Access (MINDA) System is a network of mobile, hand held computers used by Queensland Police and Queensland Transport enforcement officers. The system assists these officers to accurately and rapidly detect offenders against traffic, transport and related legislation. Introduced in April 1996, there are 46 MINDA devices in operation, 40 with the police and 6 with Queensland Transport.

Preliminary statistics indicate that in the first 18 weeks of operation the system aided in the detection of over 4,000 unregistered and uninsured vehicles being driven on public roads, the apprehension of 2,400 persons wanted on warrant, and the detection of over 2,400 persons driving vehicles on public roads while unlicensed. Expenditure on MINDA to date, including the development costs, has been approximately \$1 million. However, additional revenue from fines, penalty and registration fees is estimated to be \$3.5 million.

- *Motor Vehicle Dealer Interface System*

Queensland Transport is implementing a dealer interface system which allows accredited car dealerships to perform registration business with the Department on an electronic basis. Utilising electronic processing and automatic payment via the Reserve Bank the system will eliminate the need for travel to customer service centres, reduce redundant administration, and will assist insurance companies with more timely and accurate information on compulsory third party insurance policy records.

- *School transport*

In response to a request for information on the new school transport safety package the Minister provided the following information. The School Safe (ST) package has seven components: Safe (ST) guidelines, Safe (ST) subsidy schemes, the Safe Routes to School Program, the Safe School Bus Routes Program, the School Crossing Supervisor Scheme, Safe (ST) Resource kits and Safe (ST) public information.

The package is designed to address a number of school transport concerns that were identified by the School Transport Safety Consultative Committee. It will provide for things such as pick up and set down areas at schools, audits of routes found to be potentially hazardous, and information campaigns.

- *Speed cameras*

The Minister was asked to outline the approach taken by the Government in introducing speed cameras into Queensland. The Committee was told an important part of the implementation process will be a review of speed limit on state controlled roads before the

introduction of the cameras. The review will improve the consistency and credibility of speed limits, improve systems for deploying speed enforcement resources, and improve enforcement technology. It was estimated that the use of speed cameras will save around 70 lives and 7,900 hospital bed days per year.

3.4 DEPARTMENT OF MAIN ROADS

3.4.1 Capital Works

3.4.1.1 General

Questions were asked about a number of capital works projects that will be continued or initiated by The Department of Main Roads. Details of these works are outlined below.

- ***Linkfield Road, Bald Hills***

The Linkfield Road project at Bald Hills will involve the construction of a new two lane road link, including a bridge crossing on the South Pine River. Funds have been provided in the 1996/97 budget for the completion of planning and design activities. Funding for construction is proposed in the draft Roads Implementation Program 1997/98 and 1998/99. The long term benefits of the link include a reduction in vehicles on Old Gympie Road past the Bald Hills state school, a reduction in traffic flow through built up areas of Strathpine Road, and improved access for commercial vehicles to the Brendale industrial estate.

- ***Pacific Motorway***

The Pacific Motorway is a \$630 million project. Funding has been provided in the State budget and work will be detailed in the next Roads Implementation Program with effective completion by the year 2000. Planning is now in progress with design of the early works such as bridging, service roads and public utility alterations. Construction of these early works will be completed by December 1997. There will be six major road contracts commencing at various times between August 1997 and October 1998.

The Department of Main Roads has involved the community in the development and design of the motorway by using external consultants to prepare an impact management plan for the project. This consultation will continue in the design and construction phases.

A key focus of the Impact Management Plan is on the project team working closely with those property owners who may be affected by the project. The Minister stated that for those properties from which resumptions are necessary, acquisition will be in accordance with the *Acquisition of Land Act 1967*.

- ***Springfield Development***

The Department of Main Roads has been involved in the planning for a road linking the proposed Springfield urban development in Ipswich with the Logan and Ipswich motorways at the junction with the Centenary Highway. An initial two lane road link will be provided from south of the Centenary Highway to the Springfield town centre, with an interchange

connection at the Logan Motorway. Only that portion of the link between the Ipswich and Logan Motorways will form part of the State-controlled network. The construction of the road link has been organised by a private developer consortium to enable completion during the 1996/97 and 1997/98 financial years.

Funding has been included in the draft Roads Implementation Program for repayment of \$41 million to the developers for the section between the Ipswich and Logan Motorways from 1997/98 and the 2000/01 financial years. Under this arrangement, where the consortium pays for it now and is repaid from the roads program in the future, the works will be completed earlier than would otherwise have been possible.

3.4.1.2 Infrastructure for Queensland Industry

The Committee asked the Minister to provide details of what the Department of Main Roads was doing to assist certain industries in the State, namely the sugar, coal, and oil and gas industries. The Minister supplied the Committee with the following information.

- *The sugar industry*

Given the growth of the sugar industry in north Queensland the Government has made significant budget allocations to provide a better means of transporting cane to the mills. Projects to be undertaken centre around three sugar mills. At the new Atherton Tableland mill an extra \$10.2 million will be spent on a roads program over the next five years. Part of the deal in this area is the requirement that sugar syrup be hauled to port by rail to minimise the number of heavy vehicles using roads in the area.

In relation to the Mossman mill, \$11.9 million will be spent over the next five years to strengthen and widen the Mossman-Mount Molloy road, widen selected curves on the Rex Range, upgrade the intersection of the Captain Cook Highway/Mossman-Mount Molloy road, and build overtaking lanes on the Captain Cook Highway.

Works around the South Johnstone/Mourilyan mills include \$400,000 in 1996/97 to upgrade the Henderson Drive/Palmerston Highway Intersection, and \$8.6 million in years three to five of the draft roads implementation project for upgrading of Henderson Drive.

- *The coal industry*

Improvements to roads that are vital to the coal industry in central Queensland are planned for the next five years. Specific projects include: widening and strengthening of 48 kilometres of the Peak Downs Highway between Mackay and Moranbah at a cost of \$13.1 million; reconstruction and improved flood immunity for 20 kilometres of the Gregory Highway between Emerald and Capella at a cost of \$16.5 million; and completion and widening of the Dingo/Mount Flora Road south of Middlemount.

- *The gas and oil industry*

Traffic generated by the gas and oil industry in the far south west is placing great demands on the roads in the area. Improvements planned for the road network will cost approximately \$6 million. They include widening of sections of the Quilpie - Windorah road to allow overtaking road trains, improving the condition of the Cooper and Bulloo developmental roads, and improvements to the Innamincka Road in the Bulloo Shire and the Kyabra Road in the Quilpie Shire. It should also be noted that over the past four years the Department has contributed \$1.45 million to improve the Innamincka Road.

3.4.2 Competition in Road Construction Services

The Committee was concerned about the move towards open competition in road construction services and asked what the Department has done to alleviate local government concerns that funds from road construction would be lost to these communities. In response the Minister stated that the Government has not put all of its road construction and maintenance work to open tender. Local governments have been assured of continuing preferred status for routine maintenance subject to improvements in productivity. A three zonal system has been adopted to manage the impact of increased competition requirements for construction. These are: the coast and city zone, where open competition is required; the intermediate zone, where open competition is encouraged and is the preferred position; and the remote zone where there are sole invitee contracts for traditional work and the maintenance of the status quo for council work forces.

3.4.3 National Highway Program

Concern was expressed over the decision by the Federal Government to reduce funding for the National Highway Program. It was noted that the allocation to Queensland this year was approximately \$190 million, a similar figure to the 1995/96 allocation. The Minister was asked whether this would mean that national highway funding to Queensland would dry up and, as a consequence, no new construction would begin. The Minister responded by indicating that the Federal Minister for Transport had suggested that Queensland's share of National Highway Program funding would increase in coming years. It was explained that the Federal Government had been moving away from fixed shares of funding for each state towards a system where funding was allocated on a project by project basis. Because of this, negotiations with the Commonwealth for programs throughout the State are ongoing.

3.4.4 Noise Barriers - Sandgate and Depot Roads Area

The Federal Government has allocated \$1.2 million for the construction of noise barriers in the Sandgate and Depot Roads area. The Department was asked how much of this money had been spent and whether any money was still available. Advice from the Department was that the remainder of the money was still available to complete the project. Final design is currently being considered and will be resolved by the end of 1996. It is likely that the project will be completed under budget, in which case approval will be sought from the Federal Government to construct other noise barriers in the region.

3.4.5 Edmonton Realignment

The Department was asked whether any work were planned under the National Highway program for the Edmonton realignment. According to the Department, \$2 million has been approved for pre-construction work on the road but the Department is waiting for approval for construction.

3.4.6 Ron Camm Bridge Duplication

Responding to a question about the status of planning and construction on the Ron Camm Bridge Duplication at Mackay, officers from the Department explained that planning had progressed and the Department would be in a position to call for tenders by November 1996. Construction will commence once approval is given by the Federal Government.

3.4.7 Safety

- *Safety of children around main roads*

The Committee asked about what the Department was doing to improve safety for children who travel in the vicinity of main roads. It was advised that funding of \$1 million per annum for the Schoolsafe and Roads Program would continue, a further \$2 million has been provided over three years for the retro-fitting of school bus set down areas, and \$18 million over three years has been dedicated for an extension of the State Bikeways Network.

- *Blackspot funding*

The funding of works to rectify blackspots on highways and urban arterial roads is an important road safety issue. The Committee sought clarification on Queensland's share of Commonwealth blackspots funding. The Minister advised that he was confident that Queensland would receive its fair share of the \$36 million available this year. He also told the Committee that the Department and local government in Queensland has agreed to a streamlined process to ensure that maximum funds available are directed to road safety improvement rather than administration.

4. GENERAL

The Committee appreciates the cooperation and contribution by Ministers and public officials with respect to the Estimates Committee process.

Question time was shared during the hearing with Opposition Members having more than half the time available.

5. RECOMMENDATION

The Committee recommends that the proposed expenditure be agreed to.

6. ACKNOWLEDGMENT

The Committee wishes to acknowledge the valuable support and assistance of Committee Office and Hansard staff during the estimates process.

[Original Signed]

Mr John Goss MLA
Chairperson

7. STATEMENT OF RESERVATIONS BY NON-GOVERNMENT COMMITTEE MEMBERS

7.1 PUBLIC WORKS AND HOUSING

The inability or unwillingness of the Minister to commit to the employment of at least 90 apprentices in Q-Build in 1997 was disappointing. Opposition members sought specific details of the next apprenticeship intake and the Minister refused to guarantee an intake in this financial year and refused to specify likely numbers of apprentices.

Committee members requested information about a proposed transfer of \$55 million from the Departmental building maintenance and construction budget to the Education Department budget to allow schools to privately contract for maintenance services. The Committee was unable to determine the full impact this transfer will have on the workload and staffing levels in Q-Build as the Minister deliberately evaded the question and refused to allow his officers to answer Committee members about this transfer of funds.

Mr Graham Smith advised the Committee that some products purchased by the Department are purchased through contracts outside the Standing Offer Arrangements established by the Procurement Services Unit. The Minister advised that he had no knowledge of these alternative arrangements. In the face of confirmation from the Department to the contrary, the Minister exhibited little or no concern about the apparent evasion of the Standing Offer Arrangements and the effect this may have on some companies.

Opposition members of the Committee sought information about the circumstances surrounding an "arrangement" for the procurement of Electronic Trading services from a consortium of ISSC and Dialog. The Minister confirmed that both he and his Director-General Mr Kevin Davies had been entertained by ISSC representatives in Singapore and New York during the period that tenders for the project were being considered. Opposition members expressed the view that the tender process appeared irregular and that the Minister's dealings with this company were questionable and inappropriate.

In response to subsequent questions about any interest which ISSC may have in purchasing CITEC, the Minister was unable to recall whether he, or his Director-General, had discussed any such proposition with company representatives during their overseas meetings. The Minister was not able to rule out any personal knowledge of this company's interest in CITEC and his responses could only be characterised as evasive.

Both the Minister and departmental officers confirmed a reduction in funding to backflow prevention and asbestos removal programs. While the shortfall is to be met from the maintenance budgets of individual departments there is no monitoring or enforcement procedures in place to ensure that program aims are met. The opposition regards this as both dangerous and unsatisfactory.

Opposition members of the Committee were not satisfied with the Minister's inability to explain the large unspent allocations in both Client Capital Works and dwellings purchased or built under the Housing program in the 1995/1996 year. The Minister's explanations, which relied on bankruptcies in the construction industry, were unconvincing and implausible.

In an attempt to explain to the Committee the policy basis upon which some capital works projects had been 'frozen' by the coalition Government, the Minister indicated that cost neutrality was a significant consideration in major public projects such as the redevelopment of the Roma St Rail Yards and Stage three of Southbank. The Minister indicated further that the Government would be seeking cost neutrality at Southbank but was unwilling or unable to indicate how this might be achieved.

The Minister did not deny that there had, in fact, been a freeze of capital works projects under the coalition government. On the contrary, his explanation confirmed that some major projects had been deliberately abandoned or put on hold.

7.2 MAIN ROADS

The details of a number of projects such as Linkfield Road, Bald Hills, the roads linking the Centenary Highway with the Springfield Development, and upgrade of the Peak Downs Highway between Mackay and Moranbah are outlined in the report without making it clear that these works were initiated under a Labor Government and are merely being continued by the Coalition Government.

The Minister was unable to satisfactorily explain the sources of funding for the \$630 million Pacific Motorway eight laning between Nerang and Beenleigh. He was unable to provide a clear guarantee that in the future the cost of this road would not impact adversely on the roads budget for the rest of Queensland, given the Government will be reliant on sale of assets to fund a significant proportion of the project.

The Minister was unable to satisfactorily address concerns expressed by the Committee about the Federal Governments apparent abandonment of an ongoing commitment to the funding of construction of new works on the National Highway System. Although he suggested he was lobbying his National Party colleague, the Federal Minister, he was unable to avoid the reality that there will be decreasing amounts available for construction and the vast majority will be concentrated on the Pacific Highway in New South Wales.

Unless there is a reversal of direction by the Commonwealth Government, the vital projects right across Queensland will suffer.

It was finally revealed that after former Federal Minister for Transport, Laurie Brereton had announced he had approved the Woolcock Street project in Townsville in late November last year, his Department had provided indicative cash flows to Queensland Transport.

The third stage of the approval process cannot be signed off until a Project Proposal Report (PPR) including an environmental clearance from the Commonwealth Environmental Protection Agency (CEPA) is approved.

Once the announcement was made Queensland Transport immediately began to develop a PPR. This process including environmental approvals takes some months and was still underway when the Federal election was called in late January.

Thus Mr Brereton was not able to finally sign off on the project but it was clear he had approved the project and the cash flows. Mr Johnson assured us that this “advice was provided by him and his senior officers to Queensland”.

It was revealed that the Department would not be spending the full allocation of \$1.2 million on the construction of noise barriers in the Sandgate and Depot Roads area.

7.3 TRANSPORT PORTFOLIO

7.3.1 Queensland Motorways Limited

The cost to the tax payers of Queensland of Joan Sheldon’s decision to abolish tolls on the Sunshine Coast Motorway was clearly laid out as being \$394 million. This comprised of an \$83.6 million up front payment, payments out of the roads budget over each of the next 20.5 years of \$12.6 million at a total cost of \$258.3 million and the writing off of \$52.25 million of equity contributions to Queensland Motorways Limited.

Under previous arrangements tolling would have ceased in 2013 at which point the Government would have had the option of continuing to collect the toll to regain its equity contributions to the company. This was not disputed.

It was also revealed that the tolls on the Gateway would now be levied until 2016 instead of 2009 with a maximum debt level of \$440 million in 2002, rather than \$360 million in 2000. The Committee was informed that the total extra cost of this extension of debt was \$150 million - this is a figure which is very difficult to understand or believe.

7.3.2 Queensland Rail

There was a deal of confusion about the attitude of the Government towards third party access to Queensland Rail’s business. The Minister said he would be working hard to make Queensland Rail “the leader in rail business ... in the Commonwealth”. He added “we will be keeping third party out”.

The Minister has continually told rail workers around the State that he was opposed to third party access and that it was all Labor’s fault.

Further into the session he said he believed “all parts of Queensland Rail need(ed) protection” from third party access. Later on when asked if he would keep third party access out Mr Johnson answered emphatically: “Yes”.

Then when questioned about the Premier’s support for third party access and private sector involvement in the provision of rail infrastructure, the Minister confirmed for the first time that he supported third party access.

Mr Johnson said: “there will certainly be areas within Queensland that we are probably not going to be able to keep third party access out of”. He also confirmed he would “work with the private sector in building infrastructure”.

The Minister confirmed for the first time, despite statements to the contrary in the past, that under his stewardship Queensland Rail would conform generally with National Competition Policy requirements.

He also confirmed, again contrary to statements he has regularly made around the State, that QR is moving towards the achievement of World’s Best Practice, including staffing levels, right across the organisation by the year 2000.

The Minister confirmed for the first time that he supported substantial reductions in the Queensland Rail workforce particularly in the Workshops Group and the Freight Group.

It was explained that the Workshops Group had 1844 employees at the start of the current year and would reduce that to 1,100 - 1,200 by 1998, a level considered to be efficient.

When asked if he was comfortable with this cutback of at least 650 jobs or nearly 40% of the Workshops workforce over the next two and a half years, Mr Johnson answered: “Very, very comfortable”. It was then pointed out that those figures were dependant on the Group being successful at winning outside work. Mr Johnson pointed out that despite the impending job cuts that he supports, “we are growing the business”.

It was acknowledged that employment in the Freight Group would drop from 6,306 at 30 June, 1996 to around 4000 in the year 2000

When asked if he was comfortable with these staff reductions in the Freight Group Mr Johnson said: “We are comfortable”.

The Minister failed to explain the impact of the upgrading of rollingstock maintenance facilities at Alpha and Hughenden and the construction of a new maintenance facility at Charleville on the rest of the organisation. Given the continuing overall reduction in staff numbers in Queensland Rail, it was not clear where the 28 - 33 jobs that would be created in these areas would be cut from.

Mr Johnson also confirmed he continued to support the disbanding of the Road Transport Division of Q-Link.

It was made clear that the only money allocated in relation to the Whyte Island refuelling facility was towards obtaining Quality Assurance for the operation of the facility. There is

no money for moving the facility or for investigating moving the facility or for an independent environmental audit of the facility or even the development of an environmental management plan for the facility by independent advisors.

7.3.3 Queensland Transport

The Minister was unable to offer any strategy to combat the clear commitment of the Federal National Party Transport Minister to the privatisation of ports. He refused to even acknowledge Mr Sharp's specific threat to withhold competition policy payments to force the issue.

The possible sale of the airports at Cairns and Mackay was floated by the Minister as a matter under investigation. He asserted that the airports were not core business for the Cairns and Mackay Port Authorities.

The Minister outlined a decrease of at least \$12 million from Labor's commitment to busways in south east Queensland, scaling down this year's allocation from \$20 million to \$8 million. The decrease is probably greater because some of the \$8 million is for planning, consultation, design, pre-construction work and property acquisitions for extra road capacity as well as bus and high occupancy vehicle lanes between the Gateway and Brisbane.

The Minister also made it plain that there was no guaranteed funding for any of this project and that it would all depend on sale of assets and even private sector equity funding towards the project. No evidence was produced to explain how this was possible or could possibly be structured and arranged. He did assert that some work would actually get underway in late 1997.

The Minister also made it clear that every cent of road funding had absolute priority over any funding for busways, no matter how small.

He further outlined that there was no specific allocation for any other busway works other than general planning work within the Integrated Transport Planning area. It was confirmed that the old Airport Motorway corridor remained a route for investigation for busways.

Mr Johnson strongly supported the joint Queensland Transport/Queensland Police Service anti-speeding campaign currently being conducted in the electronic media. It outlines travelling as little as 10 kilometres an hour over the speed limit can mean the difference between life and death in an accident.

He was unable to explain how the exercise of discretion when offenders, such as Mrs Sheldon's Ministerial vehicle, were caught could benefit such a campaign. It was confirmed that such discretion would be much less likely to be introduced once speed cameras were introduced.

The Transport Department had not been consulted about yet further increases in registration fees, on top of the \$66 compulsory third party hike, the \$15 tyre tax on new cars and the

\$3.50 additional administrative fee. The fourth increase under this Government in registration fees will come from the 'harmonisation' of stamp duties across Australia.

[Original Signed]

Hon Jim Elder MLA

Deputy Leader of the Opposition
Shadow Minister for Transport,
Youth, Sport and Recreation
Member for Capalaba

[Original Signed]

Hon Terry Mackenroth MLA

Shadow Minister for Housing, Local
Government and Planning
Member for Chatsworth

[Original Signed]

Ms Anna Bligh MLA

Shadow Minister for Public
Works, Administrative
Services and Public Service
Matters
Member for South Brisbane

8. MINUTES OF PROCEEDINGS

8.1 MINUTES OF MEETING HELD 11 SEPTEMBER 1996

ESTIMATES COMMITTEE F

**Minutes of the Meeting held on 11 September 1996
at 1.15 pm in Room 15.11, 15th Floor
Parliamentary Annexe, Brisbane**

1. **Present:** Mr Bill Baumann MLA
Ms Anna Bligh MLA (from 1.20 pm)
Hon. Jim Elder MLA
Mr John Goss MLA
Mr Graham Healy MLA
Hon. Terence Mackenroth MLA
- In Attendance:** Mr Rob Hansen (Research Director)
Mr Rob McBride (Research Officer)
Miss Tania Jackman (Executive Assistant)
- Apologies:** Nil

2. Election of Chairperson

Mr Hansen welcomed everyone and introduced the Committee Secretariat. He called for nominations for the position of Chairperson.

Mr Goss was nominated by Mr Healy and seconded by Mr Mackenroth.

There being no further nominations, Mr Goss was declared elected and took the Chair.

3. Election of Deputy Chairperson

Mr Hansen called for nominations for the position of Deputy Chairperson.

Mr Elder was nominated by Mr Mackenroth and seconded by Mr Baumann.

There being no further nominations, Mr Elder was declared elected.

4. **Questions on Notice**

A discussion followed on the allocation of questions and the time-frame for formulating questions.

It was agreed that questions on notice for each ministerial portfolio are to be submitted to Mr Hansen by Wednesday, 19 September 1996.

The Chairperson will have an opportunity to examine questions to ensure they are not unreasonably arduous before they are forwarded to CLLO's.

5. **Scheduling of Attendance by Witnesses**

A discussion followed on the scheduling of witnesses for the Public Hearing on Wednesday, 25 September 1996.

The following timetable was agreed upon:-

Public Works and Housing Portfolio	9.00 am to 1.00 pm
Lunch	1.00 pm to 2.00 pm
Transport and Main Roads Portfolio (including Queensland Rail)	2.00 pm to 7.30 pm
Close	7.30 pm

6. **General Business**

(a) Televising of Public Hearing

Mr Hansen sought a resolution from the Committee on media coverage of the public hearing.

Mr Mackenroth moved that the public hearing be treated in exactly the same manner as Parliament, and be televised.

A brief discussion took place on the decisions that had been taken by other Estimates Committees on this issue, and the desire for a common approach.

It was agreed that the option of referring the issue to the Parliament be canvassed.

Mr Mackenroth postponed his motion until further clarification was received.

The Committee noted that Ms Bligh and Messrs Elder and Mackenroth were strongly opposed to moves that would stop the hearing being televised.

(b) Government Owned Corporations

It was agreed that the Committee would resolved at its meeting on Friday, 13 September 1996, which GOC's and public servants would be requested to appear at the public hearing.

7. **Correspondence**

The inward and outward correspondence was tabled.

It was moved by Mr Baumann and seconded Mr Elder that the inwards correspondence be received and the outwards correspondence endorsed.

8. **Next Meeting**

It was resolved that the next meeting be held on Friday, 13 September 1996 at 1.15pm. Meeting room to be advised.

9. **Adjournment**

There being no further business, the Committee adjourned at 1.48 pm.

Confirmed this 13th day of September 1996.

[Original Signed]

CHAIRPERSON

8.2 MINUTES OF MEETING HELD 13 SEPTEMBER 1996**ESTIMATES COMMITTEE F****Minutes of the Meeting No. 2 held on 13 September 1996
at 1.15 pm in Room 16.11, 16th Floor
Parliamentary Annexe, Brisbane**

1. **Present:** Mr John Goss MLA (Chairperson)
Hon. Jim Elder MLA (Deputy Chairperson)
Mr Bill Baumann MLA
Ms Anna Bligh MLA
Mr Graham Healy MLA
Hon. Terence Mackenroth MLA

In Attendance: Mr Rob Hansen (Research Director)
Mr Rob McBride (Research Officer)
Miss Tania Jackman (Executive Assistant)

2. **Apologies:** Nil

3. **Confirmation of Minutes**

The minutes of meeting No. 1 held on 11 September 1996 were accepted and confirmed.

Moved Mr Healy/seconded Mr Baumann
Carried

4. **Business Arising**

There was no business arising from the previous minutes.

5. **GOC's and Statutory Authorities to Appear at the Hearing**

It was agreed that an allocation of 2 minutes be made for the Ministers' opening statements. After a brief discussion, the following order for Departments and allocations of times was agreed upon:

Chairman's opening statement and opening address
by the Minister for Public Works and Housing 9.00 am to 9.10 am

Department of Public Works and Housing	9.10 am to 1.00 pm
Lunch	1.00 pm to 2.30 pm
Chairman's opening statement and opening address by the Minister for Transport and Main Roads	2.30 pm to 2.40 pm
Queensland Rail	2.40 pm to 4.40 pm
Department of Transport and Department of Main Roads	4.40 pm to 7.30 pm
Close	7.30 pm

Mr Mackenroth advised that he would require the following statutory authorities to appear before the hearing:-

- Queensland Building Services Authority; and
- Residential Tenancies Authority.

Mr Elder advised that he would be requiring the following statutory authorities to appear before the hearing:-

- Queensland Rail

Mr Elder also advised that if he had any issues relating to port authorities, he would put questions on notice to the Minister.

6. **Public Officials to Appear at the Hearing**

Messrs Elder and Mackenroth tabled their respective lists of witnesses whom they wanted to question at the public hearing.

Opposition-Government advance questions for Ministers are to be received by the Research Director by Wednesday 18 September 1996.

7. **Media Coverage**

After a brief discussion, the following motion was put by Mr Healy:-

“That media coverage of the Estimates Committee F be restricted to the Chairman's opening address and each Minister's opening comments, and that audio coverage be allowed at other times.”

This motion was opposed by Ms Bligh and Messrs Elder and Mackenroth and an amendment was moved by Mr Elder and seconded by Mr Mackenroth to read:-

“That if only the Chairman’s opening address and Minister’s opening comments are televised, all video coverage of the public hearing should be banned and only the audio coverage allowed.”

This amended motion was put to a vote and was **not carried**.

The original motion moved by Mr Healy and seconded by Mr Baumann was put to a vote and was **carried**.

8. **Correspondence**

There was no incoming or outgoing correspondence.

9. **General Business**

(a) Questions from Members not on Estimates Committee F

It was moved by Mr Mackenroth and seconded by Mr Elder that the Chairman may grant leave on behalf of the Committee for other Members of the Assembly to ask questions at the hearing.

Carried

10. **Next Meeting**

It was resolved that the next meeting be held on Wednesday, 25 September 1996 from 8.30 am to 9.00 am in Room B.27, Parliament House.

11. **Adjournment**

There being no further business, the Committee adjourned at 1.50 pm.

Confirmed this 25th day of September 1996.

[Original Signed]

CHAIRPERSON

8.3 MINUTES OF MEETING HELD 25 SEPTEMBER 1996**ESTIMATES COMMITTEE F****Minutes of the Meeting No. 3 held on 25 September 1996
at 8.40 am in Room B.27 of Parliament House, Brisbane**

1. **Present:** Mr John Goss MLA (Chairperson)
Hon. Jim Elder MLA (Deputy Chairperson)
Mr Bill Baumann MLA
Mr Graham Healy MLA
Hon. Terence Mackenroth MLA

In Attendance: Mr Rob Hansen (Research Director)
Mr Rob McBride (Research Officer)

2. **Apologies:** Ms Anna Bligh MLA

3. **Confirmation of Minutes**

The minutes of meeting No. 2 held on 13 September 1996 were accepted and confirmed.

Moved Mr Mackenroth/seconded Mr Healy
Carried

4. **Publication of Questions on Notice**

The Committee authorised for publication the answers to questions on notice.

Moved Mr Elder/seconded Mr Healy
Carried

5. **Hearing Schedule**

Mr Rob Hansen outlined minor changes to the hearing schedule.

6. First and Second Reading of the Committee's Report

It was agreed that the Committee would meet on Monday 30 September 1996, commencing at 2.00pm, for the first and second readings of the Committee's report.

7. Questions to be Placed on Notice

Mr Elder proposed that a number of questions relating to port authorities be taken on notice by the Minister. He noted that the questions to be taken on notice were in lieu of bringing the chief executives from each port authority to Brisbane and could not be answered at the hearing by the Minister or the public officials to be in attendance.

After a brief discussion the following resolution was accepted by the committee:-

The Committee will provide port authority questions on notice to the Minister immediately after the end of the hearing.

Moved Mr Elder/seconded Mr J Goss
Carried

8. Adjournment

There being no further business, the Committee adjourned at 8.50 am.

Confirmed this 30th day of September 1996.

[Original Signed]

CHAIRPERSON

8.4 MINUTES OF MEETING HELD 30 SEPTEMBER 1996 ***ESTIMATES COMMITTEE F****Minutes of the Meeting No. 4 held on 30 September 1996
at 2.00 pm in Room 16.11, 16th Floor, Parliamentary Annexe, Brisbane**

1. **Present:** Mr John Goss MLA (Chairperson)
Hon. Jim Elder MLA (Deputy Chairperson) (part meeting only)
Mr Bill Baumann MLA
Mr Graham Healy MLA
Hon. Terence Mackenroth MLA (part meeting only)

In Attendance: Mr Rob Hansen (Research Director)
Mr Rob McBride (Research Officer)
Miss Tania Jackman (Executive Assistant)

2. **Apologies:** Ms Anna Bligh MLA

3. **First Reading of Estimates Committee F Report**

The Committee read the report for the first time and requested a number of changes. These were made by staff during a fifty-five adjournment of the meeting.

4. **Second Reading of Estimates Committee F Report**

The report was read a second time and adopted by the Committee subject to further minor corrections.

5. **Confirmation of Minutes**

The minutes of meeting No. 3 held on 25 September 1996 were accepted and confirmed subject to corrections to show Ms Bligh's absence and to record her apology.

Moved Mr Baumann/seconded Mr Healy
Carried

★ NOTE: Minutes of Meeting No. 4 have not been confirmed by the Committee.

9. APPENDIX A - PUBLIC HEARING SCHEDULE

9.00am - 1.00pm Public Works & Housing Portfolio

9.00am

- **Chairman's opening statement**
- **Opening address** - Minister for Public Works & Housing

Statutory Authorities

*Queensland Building Services Authority
Residential Tenancies Authority
Queensland Building Tribunal
Board of Professional Engineers
Board of Architects*

Department of Public Works & Housing

*Community Housing Program
Housing Accommodation Program
Home Purchase Assistance Program
Property Management Program
Housing Policy and Support Program*

10.30am - 10.45am **Morning Tea (tentative)**

*Maintenance & Operations Services Program
Property Services Program
Information and Communication Services
Printing Services Program
Motor Vehicle Services Program
Sales & Distribution Services Program
Aboriginal & Torres Strait Islander Housing Program
Information and Procurement Program
Building Program
Corporate and Executive Support Program
Project Services Program*

1.00pm - 2.30pm **Lunch Recess**

2.30pm - 7.30pm Transport and Main Roads Portfolio

2.30pm

- **Chairman's Opening Address**
- **Opening Statement** - Minister for Transport & Main Roads

GOCs

*Queensland Rail
Ports Corporation of Queensland
Port of Brisbane Corporation
Bundaberg Port Authority
Gladstone Port Authority
Rockhampton Port Authority
Mackay Port Authority
Townsville Port Authority
Cairns Port Authority*

Companies

*Queensland Motorways Limited
The Gateway Bridge Company Limited
Logan Motorway Company Limited
Sunshine Motorway Company Limited*

4.30pm **Queensland Transport**

*Transport Planning & Coordination Program
Maritime Program
Land Transport and Safety Program
Public Transport Program
Corporate Services Program
Client Services Program*

6.00pm **Department of Main Roads**

*Roads Infrastructure Program
Technology and Environment Program
Corporate Services Program
Commercial Business Operations Program*

7.30pm **Close**

10. APPENDIX B - ATTENDANCE RECORD

PURPOSE	DATE	MR J GOSS MLA	HON J ELDER MLA	MR B BAUMANN MLA	MS A BLIGH MLA	MR G HEALY MLA	HON T MACKENROTH
Committee Meeting	11 Sept 96						
Committee Meeting	13 Sept 96						
Committee Meeting	25 Sept 96						
Public Hearing	25 Sept 96						
Committee Meeting	30 Sept 96						

11. APPENDIX C - WITNESSES CALLED TO GIVE EVIDENCE

11.1 PUBLIC WORKS AND HOUSING PORTFOLIO

The Hon. Ray Connor MLA	Minister for Public Works and Housing
Mr K Davies	Director-General
Mr M Grierson	Deputy Director-General
Mr G May	Executive Director, Building
Mr T Waters	Executive Director, Housing
Mr M Miller	General Manager, Queensland Building Services Authority
Mr C Clapper	A/g Executive Director, Information and Procurement Services
Mr T Hogan	General Manager, Residential Tenancies Authority
Mr M Hobday	Director, Planning and Human Resources
Mr B Parker	General Manager, CITEC
Mr K Farr	A/g Director, Asset Management
Mr D Gilbert	Director, Built Environment
Mr L Clarence	General Manager, Q-Fleet
Mr M Smith	General Manager, Q-Build
Mr G Smith	General Manager, Sales and Distribution Services
Mr E Carfoot	Executive Director, Commercialised Services/Project Services
Mr J Scrivens	Director, Legal and Contractual
Mr J Swan	General Manager, Goprint
Mr T Woodward	Director, Finance and Information Services
Mr A Ackfun	General Manager, Aboriginal & Torres Strait Islander Housing
Mr I Fulton	Director, Housing Finance and Business Services
Ms J Phillips	Manager, Community Housing

11.2 TRANSPORT AND MAIN ROADS PORTFOLIO

The Hon. Vaughan Johnson MLA	Minister for Transport and Main Roads
Mr B Wilson	Director-General, Transport
Mr G Uhlmann	Deputy Director-General, Transport
Mr D Hunt	Executive Director (Transport Coordination)
Mr B Kersnovske	Director (Finance) Transport
Mr L Ford	Executive Director (Integrated Transport Planning)
Mr P Blake	Executive Director (Land Transport and Safety)
Capt J Watkinson	A/g Executive Director (Maritime)
Mr R Wharton	Director-General, Main Roads
Mr D Muir	Deputy Director-General, Main Roads
Mr N Doyle	General Manager (Corporate Services) Main Roads
Mr S Golding	Executive Director (South East), Main Roads
Mr W Turner	Executive Director (Finance), Main Roads
Mrs K Peut	Director (Road Program), Main Roads
Mr J Barton	Queensland Motorways Limited
Mr V O'Rouke	Chief Executive, Queensland Rail
Mr R Scheuber	Deputy Chief Executive, Queensland Rail
Mr T Fisher	Group General Manager (Workshops), Queensland Rail
Mr P Case	General Manager, Freight Operations, Queensland Rail
Mr R Hunter	General Manager, Project Services, Queensland Rail

