

Question on Notice

No. 205

Asked on 1 March 2006

MR HOPPER asked the Minister for Transport and Main Roads (MR LUCAS) -

QUESTION:

With reference to the Dalby to Bowenville Road - will he provide the following details for each of the last two financial years and for this financial year to date, (reported separately)-

- (a) the expenditure on the road, broken down by project/type of expenditure (reported separately) and when this money was spent
- (b) of the expenditure in (a) a breakdown of money spent on (i) administration (ii) consultancies and (iii) capital works/maintenance (reported separately)
- (c) the capital works/maintenance projects running behind schedule or have not been commenced or completed to date (reported separately according to location and type of project)
- (d) for each of the projects listed in c) the amount expended to date and what level of expenditure is still budgeted to complete each project (reported separately) and
- (e) for each of the projects listed in c) the revised completion date and the corresponding reason why (reported separately)?

ANSWER:

I thank the Member for Darling Downs for the question. As the honourable member is aware, the Warrego Highway is fully federally funded as part of the national highway system (NHS). Successive federal roads ministers have acknowledged Queensland has the worst national highway system in Australia. Yet under the new 5-year Auslink agreement, there was no new money committed to Western rural national highways (for which the Australian Government has full funding responsibility): Brisbane – Sydney; Brisbane – Melbourne; Brisbane – Darwin, apart from a \$4.25m commitment to fix the Eight Mile Intersection north of Warwick.

- (a) Expenditure on reconstruction/rehabilitation of the federally-funded Warrego Highway between Bowenville and Dalby has been as follows:
 - Reconstruction of a 1.5 kilometre section at a cost of \$1.51m completed in the 2003-04 financial year.
 - Reconstruction of a further 1.5 kilometre section at a cost of \$1.19m completed late in the 2003-04 financial year.
 - Rehabilitation of sections at a cost of \$130,000 also completed in the 2003-04 financial year.
 - \$141,611 was expended on maintenance activities in 2003-04, \$165,335 in 2004-05 and \$115,859 has been spent year to date this financial year.

- (b) Almost 90% of the expenditure relates to planning and design, and construction and rehabilitation activities.
- (c) The current project, which the Federal Roads Minister, Hon Jim Lloyd, and I announced last year, is approximately 60% complete.
- (d) Project funding is published in the current Roads Implementation Program.
- (e) The District advises that work on this project was temporarily suspended during prolonged wet weather last year in order to mitigate the cost of delays and rework. The project is expected to be completed before the end of the year, subject to weather conditions.

The Australian Automobile Association's (AAA) annual report card on the AusLink national network – titled AusRAP, which was released last year, highlights that Queensland has the most dangerous links in this federally-funded network.

All of Queensland's national network links, with the exception of the Barcaldine to Winton link, was rated in the study to be in the high or medium-high category for severe crashes, either by length or by amount of travel (measure of exposure) – or both.

This put all but one link in the worst 40% of the nation's AusLink network – a poor indictment on the historic level of federal funding on the NHS – for which the Australian Government previously had full funding responsibility over the last 30 years.

I encourage the honourable member to lobby his Federal counterparts to secure additional funding for Queensland's national highway system, including the Warrego Highway in his electorate.