

## **Question on Notice**

**No. 523**

**Asked on 19 April 2006**

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

### **QUESTION:**

With reference to federally funded roadworks projects completed during 2004-05 and 2005-06 to date –

- (1) Which projects have been completed?
- (2) What was the cost of completed projects (reported separately)?
- (3) Of the completed projects, what were the budget over-runs for each project (reported separately)?

### **ANSWER:**

I thank the Member for Lockyer for the question.

Every year, Main Roads publishes a five-year rolling program of works on the basis that funding for projects in years one and two is firm, with years three to five indicative for planning purposes.

The Roads Implementation Program (RIP) reflects clear and open statements of what road projects the state government intends to do - irrespective of funding source – subject to normal roads engineering risks (eg. geological and climatic conditions; land acquisition, environmental, cultural heritage issues; results of community consultation and industry market forces.)

The 2005-06 to 2009-10 Roads Implementation Program (RIP) was tabled in Parliament on 29 November 2005, following which it was launched by Premier Peter Beattie and I at an industry/media launch at the Parliamentary Annexe. This RIP provides a record program of works over the next five years with a massive \$10.5 billion for roadworks and supporting services. It includes \$8.8 billion from state sources and \$1.7 billion in Australian Government funding over the remaining four years of the current AusLink plan. A copy of this five-year RIP is available in the Parliamentary Library and can also be accessed via the Main Roads Website [www.mainroads.qld.gov.au](http://www.mainroads.qld.gov.au).

Queensland is the only state or territory government that provides a five-year rolling plan of what it intends to do on the roads front. The RIP allows local government, industry and the community to plan ahead with confidence. Main Roads' public consultation processes provide extensive opportunities for local communities to influence the Department's thinking at all stages of road construction – planning, design and project delivery.

The RIP includes roads funding provided from all sources, including the Federal Government. Full details of all roadworks Main Roads plans either to undertake or, in the case of local government roads, those it plans to subsidise, are published by region and by road sub-set; namely AusLink National Road Network, Other state-controlled roads, and Transport Infrastructure Development Scheme (TIDS).

Federally-funded projects (either full or in part) are detailed under the AusLink National Road Network section in the Roads Programs section of the RIP, by region. Please note that while federal funds may have been announced for a project (either as part of the federal budget or subsequently as part of an election campaign or media release), Queensland cannot commence construction works or claim reimbursement until necessary instruments have been formally approved by the federal Minister/DoTaRS. As part of this federal approval process, a Stage 2 approval may be sought for planning/design and preconstruction costs associated with a project. However, before construction can commence, a Stage 3a approval for the total estimated cost of the works is necessary. This Stage 3a approval is generally not provided until planning and design processes are complete and project scope, timing and cost are agreed by the federal government. Accordingly, an announcement of funding for a project by the Australian Government does not allow the State Government to immediately commence construction. This bureaucratic approval process can be illustrated by the following project timelines:

- **Ipswich Motorway: Planning**

- Planning for full six-lane upgrade commenced in mid 2000. Planning of full six-lane upgrade was completed in early 2003.
- May 2001, the federal government announced \$64m over four years to complete detailed planning and make a start on the six-lane upgrade, with priority to be given to the section between Goodna and Gailes, and reconfiguration of on-off ramps to the Logan Motorway; ie. these works were planned to be undertaken by 2004-05.
- March 2003, the federal government formally diverted the balance of the \$64m funding commitment to the six-lane upgrade works that was not used up in the planning phase, to a package of priority interim safety works on Ipswich Motorway. This equated to \$54m over three years from 2003-04.
- Priority interim safety works program developed and submitted to DoTaRS in November 2003 for funding approval. Notification of formal funding approval not received until 12 March 2004.

- **Ipswich Motorway: Logan Motorway interchange**

- \$160m federal funding announcement by media release June 2004; PPR developed and Stage 3 formal funding request submitted to Canberra May 2005; stage 3A funding approval by Federal Government provided December 2005. Tenders closed on 4 May 2006 and are currently being evaluated.

- **Ipswich Motorway: Six-laning Wacol to Darra**

- Prime Minister announced \$320m towards the cost of these works in November 2005 (in 2005 dollars and does not include land acquisition costs); PPR and Stage 2 planning PPR and funding request for \$60m submitted to DoTaRS to cover pre-construction costs; federal funding approval not yet to hand – but, Queensland Government is progressing in the interim to keep the ball rolling.

- **Ipswich Motorway: Alternative Northern Corridor (ANC) Option (Dinmore-Gailes)**
  - March 2003 – a joint federal/state agreement signed which required Main Roads to develop a feasibility study for an ANC option; study completed and joint ministerial briefing provided by independent consultant Maunsell in April 2005; the outcome of this ANC study proved conclusively that the Queensland Government's preferred option (the full six-lane upgrade) was the best solution.
  - November 2005 – Prime Minister announced \$10m for further ANC investigations and planning – seven months later, and without any prior discussion with the state government.
- **Tugun Bypass**
  - \$120 million committed by the federal government as part of a formal federal/state agreement in March 2003 (\$60m in 2006-07; \$60m in 2007-08). The total estimated cost of this project is \$543m, with \$423m to be funded by the State Government. To date, Queensland has spent \$119.7m towards the cost of this overall project. Planning and land acquisitions are complete; early works on the Stewart Road interchange were completed and opened to traffic in December 2004; pre-construction activities are well advanced and the contract has been awarded for the major works package. Yet, the federal government has not paid the Queensland Government a cent towards the cost of Tugun Bypass at this point.

The table at **Attachment 1** sets out the federally-funded construction projects completed in 2004-05 and 2005-06.

Appendix 8 of the current RIP provides details of all state and federally-funded projects, with a value of greater than \$1m, for which cost variations were sought in 2004-05 and where the 10 per cent construction contingency allowance was expected to be exceeded, including brief reasons for the cost increase. As noted above, a myriad of factors can affect programmed cost estimates, commencement dates and construction periods. These include geological and climatic conditions; land acquisition, environmental, cultural heritage issues; results of community consultation and industry market forces.

Details of overall roads program delivery performance for the 2005-06 financial year will be published in the 2006-07 to 2010-11 RIP to be released later this year.

# Attachment 1

## AusLink Federally-funded program Physically Completed Projects - 2004-05 and anticipated 2005-06

Project Description	Financial Year Physical Completion	Initial Stage 3(a) Federal Funding Approval \$m	Anticipated/ Actual Final Cost \$m	Variance \$m
<b>Bruce Highway</b>				
Dohles Rocks Road to Boundary Road	2004-05	40.000	40.000	0.000
Overtaking Lanes at Federal – resurfacing	2005-06	5.000	3.900	-1.100
Gympie Safety Improvements	2004-05	3.100	3.438	0.338
Gympie-Maryborough overtaking lanes	2005-06	4.800	4.800	0.000
Glenorchy Straight-Maryborough T/O Realignment	2004-05	10.000	12.052	2.052
Apple Tree Creek Interchange	2005-06	6.000	8.750	2.750
Fairbairn Flats - Bariveloe Road - realignment	2004-05	8.700	10.000	1.300
Baffle Road intersection – realignment	2005-06	2.000	2.300	0.300
Calen and Bloomsbury sections - rehabilitation	2005-06	3.300	3.502	0.202
Burdekin Safety Audit Works	2005-06	7.000	7.661	0.661
Sheehy to Foster Road, Cairns - widening and upgrade	2004-05	8.700	7.645	-1.055
McDonnell Ck - Fishery Falls overtaking lanes	2005-06	2.868	2.660	-0.208
Shirbourne Rd - Woodstock/Giru Rd overtaking lanes	2004-05	2.616	1.959	-0.657
Link Rd - Palm Ck rehabilitation & pavement overlay	2004-05	0.980	0.613	-0.367
Old Garadunga Rd - Canal Ck rehabilitation	2004-05	0.439	0.601	0.162
Corduoy Ck - Murray Flats stabilisation	2004-05	0.471	0.387	-0.084
<b>Warrego Highway</b>				
Laidley - Plainland Interchange	2005-06	12.000	15.600	3.600
Gatton Bypass	2004-05	46.000	44.514	-1.486
East of Mitchell widening & rehabilitation	2005-06	3.101	3.761	0.660
Amby, Bassalt & One Mile Cks widen floodway & bridge	2004-05	1.529	2.381	0.852
Miles rehabilitation	2005-06	1.343	1.574	0.231
Marburg - Gatton rehabilitation	2005-06	4.310	4.982	0.672
Toowoomba Range - The Saddle additional lanes	2004-05	1.000	1.258	0.258
<b>Barkly Highway</b>				
Nowrairie Creek bridge and approaches	2004-05	22.100	23.652	1.552
Buckley River, King Creek bridges and approaches	2005-06	24.000	24.801	0.801
Johnson Ck, May Downs bridges & approaches	2004-05	23.600	23.496	-0.104
<b>New England Highway</b>				
Ellwoods Rd - Northern Stanthorpe bypass widening & rehabilitation	2005-06	3.606	3.879	0.273
Dalveen - Cottonvale rehabilitation	2005-06	1.498	1.698	0.200
<b>Cunningham Highway</b>				
East of Maryvale, Cunninghams Gap - Freestone Ck	2005-06	4.000	4.873	0.873
Eight Mile - Kellys Hill widening & rehabilitation	2004-05	3.648	3.648	0.000
<b>Landsborough Highway</b>				
Williams River - Turpentine Ck widening & rehabilitation	2004-05	4.526	4.058	-0.468
Rehab - 85-86.5km from Kynuna	2004-05	0.579	0.636	0.057
<b>Gore Highway</b>				
Goondiwindi bypass - Ballandry rehabilitation	2004-05	1.251	2.291	1.040
Pittsworth Shire overtaking lanes	2005-06	0.888	1.450	0.562
<b>Other Roads</b>				
Gladstone Port Access Road ( <i>Note 1: Initial Stage 3(a) federal funding approval \$6m; subsequently increased to \$7.5m. Contributions also from Department of State Development \$1.5m; Gladstone Port Authority \$4.5m; Calliope Shire Council \$1.5m</i> )	2004-05	12.000 <i>Note 1</i>	15.000	3.000
Townsville Ring Road Stage 1 - Douglas Arterial ( <i>Note 2: Initial Stage 3(a) federal funding approval \$33.4m; subsequently increased to \$37.4m capped.</i> )	2004-05	40.70 <i>Note 2</i>	63.800	23.100
Yuleba - Surat Road - reconstruction and widening (federal contribution to Bendemere Shire)	2004-05	0.500	0.500	0.000