

## **Question on Notice**

**No. 832**

**Asked on Tuesday, 5 June 2007**

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

### **QUESTION:**

With reference to the new Citytrains which were specified, contracted and purchased by Queensland Rail (QR) but did not fit through the tunnel between Central and Brunswick Street stations requiring Queensland Rail to widen a section of the tunnel:

- 1) What was the cost of widening the tunnel?
- 2) What was the scope of the tunnel widening project?
- 3) Who incurred the cost of the widening project?

### **ANSWER:**

The first of 44 new QR Citytrains went into service on the Gold Coast on Monday 28 May 2007. These are state of the art trains and they will initially provide more than 800 extra seats for Gold Coast commuters.

The Beattie Government will spend over \$500 million to deliver 44 new three car train sets by the end of 2010 and will boost QR's fleet by 30% providing an extra 30,000 extra seats a day across the network.

The allocation plan for new rollingstock for 2007 intends to commission six new Citytrains for the Gold Coast and Sunshine Coast lines. For 2008, Gold Coast, Caboolture, Ipswich and Ferny Grove lines will all receive new rollingstock. For 2009 and beyond rollingstock will be allocated in line with track upgrades and expansions and to meet associated demand.

With reference to the specific question I have been advised that the cost of widening the tunnel was approximately \$25 000.

The scope of the project was to:

- Determine the level of infringement by a survey of the tunnel wall at one metre intervals for the first 10 metres.
- Determine the track alignment with the tunnel and determine the lateral movement of the train through the 10 metre section.
- Carry out minor modifications to the tunnel wall by removing small sections of shotcrete at selected points along the first four metres of the tunnel wall – the work carried out over one evening for four hours involved a number of saw cuts into the shotcrete, followed by removal with hammer and chisel to improve safety clearances on the curve entering the tunnel.
- Conduct tests with a train using a simulated air-conditioning unit to prove results.

I have been further advised that Queensland Rail (QR) incurred the initial cost for the tunnel widening. As the tunnel widening project was necessary due to a contractor error, QR has sought and achieved a commercial arrangement with the contractor where these costs have been recovered.