

Question on Notice

No. 888

Asked on Wednesday, 6 June 2007

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

QUESTION:

For each year since 2001 (reported separately), how many kilometres of new rail track have been laid across the State, where have these new tracks been constructed and what is the cost for each project (reported separately)?

ANSWER:

I have been advised that:

New railway tracks constructed during the period of 2001-2006:

The total length of new track construction, including new and additional tracks, is 249.3km and the total cost is \$569.762m

The year constructed, location, length and the cost of each project are as follows:

2001 - New track construction is 0.3km and the total expenditure is \$3.646m

- Airtrain connection - 0.3km - \$3.646m

2002 - New track construction is 8.3km and the total expenditure is \$8.565m

- South Walker Spur - 8.3km - \$8.565m

2003 - New track construction is 59.4km and the total expenditure is \$114.348m

- Hail Creek Spur - 47km - \$95.363m

- Coppabella Deviation - 11.2km – \$18.015m

- Acland Coal Spur - 1.2km - \$0.97m

2004 - New track construction is 6.1km and the total expenditure is \$11.455m

- Moortvale Spur - 6.1km - \$11.455m

2005 - New track construction is 140.3km and the total expenditure is \$292.778m

- Rolleston (Bauhinia) - 109.5km - \$235.809m

- Wallaroo to Dingo Duplications - 23.5km - \$34.817m

- Minerva Coal Spur - 4.9km - \$16.270m

- Winchester Passing Loop - 2.4km - \$5.882m

2006 - New track construction is 34.9km and the total expenditure is \$138.97m

- Windah to Grantleigh Duplication – 7km - \$25.81m

- Ormeau to Coomera Duplication – 6.9km - \$21.8m
- Byellee Northern Angle - 1.4km - \$4.552m
- Carborough Downs Spur - 4.7km - \$23.929m
- Isaac Plains Spur - 4.8km - \$23.79m
- Millennium Spur - 4.9km - \$23.497m
- RG Tanna Coal Terminal 3rd Loop (Gladstone) - 5.2km - \$15.592m

In addition the Government has committed to an extensive suite of rail projects under the South East Queensland Infrastructure Plan and Program which will provide additional tracks and track extensions. Projects include the already completed Ormeau to Coomera Duplication, as well as:

- Salisbury to Kuraby 3rd track (approximately 9.3km)
- Helensvale to Robina 2nd track (approximately 15.9km)
- Mitchelton to Keperra 2nd track (approximately 2.5km)
- Caboolture to Beerburrum 2nd track (approximately 14km)
- Beerburrum to Landsborough 2nd track (approximately 17km)
- Corinda to Darra third track (approximately 5.2km)
- Robina to Varsity Lakes (Reedy Creek) track extension (approximately 4.1km)
- Darra to Springfield track extension (approximately 13km)

The Surat Basin Railway, formerly referred to as Dawson Valley Railway/Southern Missing Link, is a private sector proposal for a direct rail line between Toowoomba and Gladstone. The project will require the construction of a new 207km rail link between Wandoan and Banana. Initial estimates are that the line could be constructed by 2010-11 (subject to outcomes of current planning).

The Beattie Government is also committed to retaining under-utilised railway corridors for future transport purposes and has no plans to sell corridor right of way such as occurred for the Gold Coast corridor under the Coalition Government in 1964 and further, the removal and sale of rail infrastructure from the Greenvale Corridor in the financial year 1997-98.

New track construction undertaken by the Borbidge Government during the period from February 1996 to June 1998:

The total length of new tracks constructed during the period from February 1996 to June 1998 is 67km at a cost of \$289.8m.

1998 - Burton Mine Spur - 5km - cost \$4.8m

Gold Coast Line - 62km at a cost of \$285m – works undertaken as listed below:

- 1996 - Beenleigh to Helensvale - 44km

- 1997 - Helensvale to Nerang - 8km

- 1998 - Nerang to Robina - 10km

While the Gold Coast Railway project was completed under the Borbidge Government, project construction began under the Goss Labor Government. Furthermore, the project was partially funded through a commitment from a Federal Labor Government program known as the Better Cities Program (1991–96).