

## **Question on Notice**

**No. 1416**

**Asked on 30 November 2022**

**MR S MINNIKIN** ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—

### **QUESTION:**

Will the Minister advise why the cost of the Archer River Crossing (Investment ID 1445971) has increased from \$32.3m to \$44.8m and the reason for any delays in completion?

### **ANSWER:**

I thank the Member for Chatsworth for the question.

The Palaszczuk Government is committed to the Cape York Region Package (CYRP) Stage 2, a \$237.5 million program of work to upgrade priority land transport infrastructure on Cape York Peninsula. CYRP Stage 2 is jointly funded by the Australian and Queensland governments under the Roads of Strategic Importance program.

As is the case right around the country, infrastructure delivery is experiencing significant, industry-wide cost and resource pressures due to record inflation left by the former federal government.

Anyone building or renovating their home at the moment would know the cost of buildings supplies are on the rise, and the ability to secure tradies when you need them is tough at the moment.

Due to ongoing impacts of COVID, natural disasters across the eastern seaboard, and a piping hot construction market, our infrastructure projects are facing stronger than ever cost and schedule pressures.

Another unique consideration is the protection and preservation of Cape York's rich cultural heritage. Some areas of the construction site have been identified as culturally sensitive, which justifiably limits the construction footprint.

Each year, the Cape York region experiences approximately six months of heavy monsoonal rainfall and flooding associated with the annual wet season, severely hindering progression of projects and delivery of materials due to the prolonged closure of the Peninsula Developmental Road at inundated river crossings and causeways during this period.

The bridge design for the Archer River Crossing is complex, as the structure will be submerged for extended periods and must resist uplifting forces in excess of what would normally be seen on conventional bridges. Recently, significant geotechnical challenges were identified with the Archer River Crossing project. To overcome these challenges, the Department of Transport and Main Roads (TMR) has had to make changes to the design and construction methodology, which will increase construction cost and delay completion.

TMR is currently working with stakeholders to review the current CYRP Stage 2 program and determine the best possible delivery strategy, moving forward. The scope of the Archer River Crossing and Archer River Crossing Southern Approach projects remains unchanged.

The Palaszczuk Government is delivering its seventh record transport and roads infrastructure program in a row, as detailed in the *QTRIP 2022–23 to 2025–26*, which outlines \$29.7 billion in investment over the next four years and is estimated to support an average of 25,200 direct jobs over the life of the program. Of this, \$1.599 billion is committed across TMR's Far North District, estimated to support an average of 1440 direct jobs over the life of the program.