

Question on Notice

No. 507

Asked on 24 May 2022

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

QUESTION:

With reference to the Mount Isa Rail Corridor—

Will the Minister provide (a) the current value of the maintenance backlog, (b) the average train speed achieved on the line in 2021 and how this compares to 2015, (c) the actual or budgeted amount of capital investment each financial year from 2015–16 to 2024–25 and (d) the actual or budgeted amount of maintenance spend each financial year from 2015–16 to 2024–25?

ANSWER:

I thank the Member for Chatsworth for the question.

The Mount Isa line (MIL) spans more than 1000 kilometres from Stuart to Mount Isa and includes the Phosphate Hill branch line. It plays an important role in supporting mineral freight exports and regional jobs in North West Queensland. It also supports communities along the line through passenger transport with *The Inlander* service and movement of general freight.

Queensland Rail has advised me that, while it has a maintenance program, it does not have a value for what the question describes as a maintenance backlog. The table below shows the budgeted amounts for capital and maintenance for the years specified in the question.

The average train speed per hour on the MIL in 2015 was 44.87 kilometres per hours (kph) and in 2021 was 51.39 kph. Average speeds have been steadily increasing over the past five years due to increased investment in asset renewals by the Palaszczuk Government.

Queensland Rail is committed to improving rail infrastructure along the MIL, with approximately \$316 million in capital upgrades and maintenance work to be invested over four years from 2021–22. This is in addition to the more than \$424 million spent since 2015–16.

The below table details the capital and maintenance investment, with actual figures for the period from 2015–16 to 2020–21 and budgeted figures for 2021–22 to 2024–25.

	Actuals						Budget			
	2015–16 (\$'000)	2016–17 (\$'000)	2017–18 (\$'000)	2018–19 (\$'000)	2019–20 (\$'000)	2020–21 (\$'000)	2021–22 (\$'000)	2022–23 (\$'000)	2023–24 (\$'000)	2024–25 (\$'000)
Capital Investment	12,970	15,634	20,285	40,132	20,670	30,938	42,334 ²	23,475 ²	25,153 ²	38,384
Operational Maintenance	50,777	41,143	40,877	56,112	43,619	51,584	44,610	46,394	47,020	46,938
TOTAL	63,747	56,777	61,162	96,244¹	64,289	82,522	86,944	69,869	72,173	85,322

¹ Enhanced investment in this period to repair Infrastructure after a major flood event.

² The \$50M in grant funding for the waterways resilience improvements and the replacement of ageing rail equipment such as sleepers and ballast and investment is included across FY21/22 to FY23/24 period.