

## Question on Notice

No. 312

Asked on 20 March 2024

**MR S ANDREW** ASKED MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON B MELLISH)—

### QUESTION:

With reference to the \$497.3m Mackay Ring Road Development Project—

Will the Minister provide (a) an update on the expected final project cost, and details of any cost increases, (b) an update on the expected completion date for this project, (c) an update on all substantive contract variations made to the project, (d) the total amount expended in travel costs for transporting out of state workers/officials engaged on the project and (e) whether these travel costs were included in the company's original tender quote?

### ANSWER:

I thank the Member for Mirani for the question.

The Miles Government is delivering its eighth record transport and roads infrastructure program in a row, as detailed in the *Queensland Transport and Roads Investment Program 2023–24 to 2026–27*, which outlines \$32.1 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, \$769 million is committed across the Department of Transport and Main Roads (TMR's) Mackay/Whitsunday District, estimated to support an average of 700 direct jobs over the life of the program.

- (a) A total of \$497.3 million, jointly funded by the Australian and Queensland governments, was allocated to the Mackay Ring Road project, which was opened to traffic in late 2020. As a continuation of this project, and within the original project budget and no cost increase, TMR is currently delivering the Mackay Ring Road to Bald Hill Road Connection project.
- (b) The Mackay Ring Road to Bald Hill Road Connection project will duplicate the highway between the ring road and Bald Hill Road, build two new overpass bridges, a new port rail line overpass and upgrade the Bald Hill Road intersection. The project is expected to be completed in early 2025.
- (c) The Mackay Ring Road construction contract is finalised, and any information related to contract variations associated with the project remains commercial-in-confidence.
- (d) During tender development for all Queensland Government road infrastructure projects, tenderers are required to account for all anticipated construction costs associated with plant, supply of materials and labour. The allowance for, and distribution of, these costs within their submitted tender are commercial decisions made by these companies.
- (e) All anticipated construction costs, including any travel costs, were accounted for by the tenderers as part of the tender development process.