

## Question on Notice

No. 923

Asked on 21 August 2024

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

### QUESTION:

Will the Minister advise the reason for the increase in cost of the Archer River Crossing from \$54.9m in the 2023–24 QTRIP to \$131m in the 2024–25 QTRIP?

### ANSWER:

I thank the Member for Scenic Rim for the question.

The Miles Government is delivering its ninth record transport and roads infrastructure program in a row, as detailed in the *Queensland Transport and Roads Investment Program 2024–25 to 2027–28*, which outlines \$37.4 billion in investment over the four financial years and is estimated to support an average of 28,000 direct jobs over the life of the program. Of this, \$1.637 billion is committed across the Department of Transport and Main Roads' (TMR) Far North District, investment which is estimated to support an average of 1280 direct jobs over the life of the program.

The Archer River Crossing project is part of the \$323.12 million Cape York Region Package Stage 2 program of works to upgrade essential road infrastructure and deliver long-lasting benefits for the people and communities of Cape York Peninsula.

I am advised that, like many other infrastructure projects across Australia, the Archer River Crossing project has experienced significant, industry-wide cost and resource pressures. Further, the project has experienced significant geological challenges.

The Archer River Crossing serves as an essential link, connecting road users and communities in Cape York Peninsula. Currently, during the wet season, Cape communities are cut off from the rest of the state at Archer River Crossing for around 88 days per year due to extreme flooding. This severely impacts residents' ability to access essential services, such as food and healthcare.

It was crucial for the Queensland Government to get the design of the crossing right to address this issue. In addition to height, it was necessary to integrate a specialised design that would ensure the bridge had the structural resiliency to endure regular and repeated monsoonal flooding. I am happy to announce these efforts have paid off, and I am advised the new design will drastically cut down the closure period at Archer River Crossing during the wet season to about two days per year.