

Question on Notice

No. 968

Asked on 22 August 2024

MR L MILLAR ASKED MINISTER FOR TRANSPORT AND MAIN ROADS AND MINISTER FOR DIGITAL SERVICES (HON B MELLISH)—

QUESTION:

Will the Minister advise why a landowner on the Emerald to Springsure section of the Gregory Highway was told by TMR that in order to receive approval for a cool burn permit, he would have to fund \$10,000 for traffic control as TMR has no funds for this expense?

ANSWER:

I thank the Member for Gregory 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, \$1.961 billion is committed across the Department of Transport and Main Roads' (TMR) Fitzroy District, investment which is estimated to support an average of 1520 direct jobs over the life of the program.

Road safety is one of the highest priorities for TMR in managing Queensland's 33,420-kilometre-long state-controlled road network. This includes proactively managing vegetation to reduce high-risk bushfire load within the road network.

TMR has an overarching strategy for managing roadside vegetation and works closely with Rural Fire Service Queensland (RFSQ) to identify high priority areas within the road network. As per the agreed process with Queensland Fire and Emergency Services, adjacent landholders can seek to undertake a hazard reduction burn within the boundaries of the road corridor. Under the *Transport Infrastructure Act 1994*, approval from TMR is required for a third party to undertake any activity within the state-controlled road corridor, including hazard reduction burns.

TMR approves activities within the state-controlled road corridor through a road corridor permit process, which sets out conditions for the activity to ensure the safe and efficient operation of the road network.

I am advised that the location the Member refers to on the Gregory Highway is not currently identified as a high-priority area by TMR or RFSQ. Further, this area was part of a hazard reduction burn completed last year, with TMR funding the required traffic control activities. TMR considers the environmental impacts of controlled burning and is not generally supportive of burning the same ecosystem in consecutive years. TMR is continuing to engage with the landholder to identify an appropriate way forward.