



# **2021-22 Budget Estimates Volume of Additional Information**

**Transport and Resources Committee**  
**August 2021**

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Documents tabled at hearing – 10 August 2021

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**Questions on notice and responses – *Minister for Transport  
and Main Roads***

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## Question on Notice

### Government Question No. 1

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2021-22 to 2024-25 (QTRIP), referenced on page 5 of Budget Paper 3, will the Minister advise on the government's record investment in road and transport infrastructure, including how this will benefit regional Queenslanders?

#### ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is continuing to deliver key transport and road infrastructure projects across the state to support jobs and Queensland's economic recovery.

The recently released \$27.5 billion *Queensland Transport and Roads Investment Program (QTRIP) 2021–22 to 2024–25* ensures a pipeline of construction and maintenance projects that will benefit Queenslanders across the state, particularly in regional areas. This investment is estimated to support an average of 24,000 direct jobs over the life of the program.

Approximately \$17.5 billion of the \$27.5 billion QTRIP 2021–22 to 2024–25 is allocated to investments outside the Department of Transport and Main Roads' Metropolitan Region, supporting 15,870 jobs.

The Bruce Highway remains a key focus, with major projects continuing to be delivered under the jointly funded Bruce Highway Upgrade Program to improve safety, flood immunity and capacity along this important link between Brisbane and Cairns. The Queensland and Australian governments have committed a further \$500 million to upgrade the Bruce Highway, bringing the Bruce Highway Upgrade Program to \$13 billion over a 15-year period (2013–14 to 2027–28). The Palaszczuk Government's priorities for this additional investment include improvements to sections between Gladstone and Rockhampton, and between Mackay and Proserpine.

The Palaszczuk Government has also allocated an additional \$200 million in state funding in 2024–25, which represents Queensland's contribution towards continued joint investment on the Bruce Highway of \$1 billion per annum (80:20 funding basis). The Palaszczuk Government is calling on the Australian Government to match this funding, to progress additional priorities such as duplicating sections between Gladstone and Rockhampton and further capacity upgrades (including to the north of Townsville).

The Palaszczuk Government is committed to providing trucks an alternative to the Bruce Highway by investing in the Inland Freight Route from Charters Towers to Mungindi. We will be working with the Australian Government to identify and deliver projects under the jointly funded \$500 million upgrade on this corridor to encourage more trucks to move freight inland via the Carnarvon, Dawson and Gregory Highways. This project will support regional jobs and improve freight productivity for truck drivers, farmers and mine workers.

Roads around Cairns are being upgraded with jointly funded projects such as the \$481 million Cairns Southern Access Corridor (Stage 3) between Edmonton and Gordonvale; the \$359 million Cairns Ring Road (Cairns CBD to Smithfield) and the \$300 million Cairns Western Arterial Road from Redlynch Connector Road to Captain Cook Highway, as well as the fully state-funded \$164 million Smithfield Bypass.

Further south, we are delivering the \$1.065 billion Rockhampton Ring Road; the \$514.3 million Haughton River Floodplain upgrade; the \$350 million Mackay Port Access, Bruce Highway to Mackay–Slade Point Road; the \$230 million Townsville Ring Road (Stage 5); and the \$46.4 million Stuart Drive safety improvements in Townsville.

There is also \$237.5 million in funding for the Mount Isa to Rockhampton corridor, jointly funded with the Australian Government, with investment priorities subject to further planning and consultation including consideration of local government contributions where required.

Further south on the Bruce Highway, we are progressing the \$1 billion Cooroy to Curra (Section D) project, the \$932.2 million Caloundra Road to Sunshine Motorway upgrade, the \$662.5 million Caboolture–Bribie Island Road to Steve Irwin Way upgrade and the \$301.3 million upgrades to Maroochydore Road and Mons Road interchanges. We are also progressing the \$550.8 million Beerburum to Nambour (Stage 1) rail upgrade and the \$320 million Mooloolah River Interchange (Stage 1) at the Sunshine Motorway.

West of Brisbane, we are delivering \$543.9 million in joint funding for the Warrego Highway, noting the Palaszczuk Government's initial priority for this is upgrading the Mount Crosby interchange. There is also \$139.5 million allocated for Cunningham Highway to upgrade priority sections of the highway.

Western Queensland communities will also benefit from \$984 million in funding over the next four years for western roads and highway upgrades. This investment is estimated to support an average of 1180 direct jobs over the life of the program, with many of those projects contracted to councils so work is delivered by locals, for locals.

We continue to be committed to building better roads, improving driver education and training, and developing policies designed to reduce road crashes and trauma. This QTRIP outlines almost \$1.7 billion across four years to improve our roads and make them safer through dedicated and targeted road safety initiatives, including an additional funding boost under the Road Safety Program in partnership with the Australian Government.

The Palaszczuk Government also maintains funding for councils through the successful Transport Infrastructure Development Scheme, with \$280 million allocated over four years. This funding is vital for councils to deliver projects for their communities that improve safety and address congestion.

It is relevant to compare this approach with that of the former LNP Newman government, under which \$1.6 billion was cut from QTRIP, including \$60 million from road safety, \$93.2 million from TIDS, and almost \$100 million from active transport. In fact, the current QTRIP represents a more than 50 per cent increase on the investment outlined in the last QTRIP handed down by the Newman government.

## Question on Notice

### Government Question No. 2

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

In relation to page 8 of Budget Paper 3 and the government's commitment to build trains in Maryborough, can the Minister:

- a) provide an update on the rollingstock expansion program and regional supply chains
- b) advise of the likely implications of funding not being committed to build trains in Queensland, as was proposed in Liberal National Party's election costings released on 29 October 2020.

#### ANSWER:

I thank the Committee for the question.

- a) As part of the Rollingstock Expansion Program (REP), the Palaszczuk Government has committed \$600 million to building 20 new six-car trains in the Maryborough region to support local jobs and local supply chains including in Rockhampton.

This is part of our commitment to a \$1 billion pipeline of train manufacturing works that will be delivered in regional Queensland.

Procurement of the initial 20 trains commenced in December 2020. There is also an option for a further 45 trains to be built by 2030 in Maryborough to meet future demand.

The next step in the REP is the Request for Proposal phase, following an Expression of Interest that shortlisted three leading train manufactures to build the new trains – CAF, Alstom and Downer Rail.

This next generation of Queensland trains is anticipated to support 690 local jobs, which is based on Queensland Treasury guidelines, and is subject to confirmation through detailed economic impact analysis.

A new, purpose-built manufacturing facility in the Maryborough region will be delivered via a 'Design, Build and Maintain' delivery model, and will be a state-owned asset.

Construction of the new facility is expected to support up to 330 full-time equivalent construction jobs.

The Palaszczuk Government will also bring rail manufacturing supply chain jobs back to Rockhampton.

Rockhampton has a great history in rail manufacturing and it will be included as part of the regional supply chain for building trains in Maryborough.

Negotiations began last year to secure the land to establish a rail maintenance, manufacturing and logistics centre. The Department of Transport and Main Roads is currently in discussions with the owner, Aurizon Operations Limited, to finalise purchase of the site.

Once acquired, the site will be redeveloped to create a regional rail supply chain hub that will offer employment opportunities for local industry and a range of jobs across multiple labour markets.

Fostering rollingstock supply chain capabilities through the redevelopment of the site supports the Palaszczuk government's objectives of supporting jobs, making it for Queensland, building Queensland, growing our regions and investing in skills as part of our economic recovery plan.

- b) There are likely implications associated with funding not being committed to build trains in Queensland.

The LNP costings released just before the Election did not include funding for trains to be built in Maryborough or Queensland.

The Palaszczuk Government has identified that rail demand is forecast to increase significantly over the next decade.

To deliver extra timetabled services, the existing passenger rollingstock fleet will need to expand. The number of trains required will be determined by a range of factors which include passenger demand, service frequency and the underlying rail infrastructure.

The REP will meet this demand and evaluate procurement options against agreed evaluation criteria.

The REP will provide considerable benefits, modernising and enabling the expansion of the passenger fleet to support South East Queensland's growth, with the trains being fit-for-purpose to support Cross River Rail.

The likely consequence of the LNP not allocating funding to build new trains in Maryborough or Queensland within their costing document is, that had the LNP been elected at the 2020 State election, trains would not have been built in Maryborough by locals. Those trains may have been built overseas, consistent with the LNP's approach to procuring the New Generation Rollingstock in 2013.

## Question on Notice

### Government Question No. 3

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

In relation to the “Other Construction Works” contained in QTRIP which is referred to in Budget Paper 3, can the Minister provide:

- a) full details of the projects included in the Other Construction Works, including how many jobs will be supported overall and benefits to be delivered as part of Queensland’s economic recovery plan;
- b) details of the impact on those funded projects if \$695 million of this funding had been redirected to pay for the State’s contribution to the Coomera Connector, particularly projects on the Sunshine Coast and in regional Queensland, as was proposed on page 23 of the of the Liberal National Party’s election costings released on 29 October 2020; and
- c) progress of the projects which would have been cut had \$695 million been redirected as was proposed on page 23 of the of the Liberal National Party’s election costings released on 29 October 2020.

#### ANSWER:

I thank the Committee for the question.

- a) 'Other Construction Works'

The 2021–22 *Budget Paper 3 – Capital Statement* highlights many of the Department of Transport and Main Roads' (TMR) key investments (programs and projects) as individual line items. Budget Paper 3 also contains an "Other Construction Works" line item for each of TMR's regions (as well as one for statewide). These seven Other Construction Works lines total \$1.203 billion for 2021–22 and comprised of various other TMR capital investments, including capital maintenance works, such as rehabilitation and programmed maintenance, as well as projects jointly funded with the Australian Government such as Bruce Highway Safety Package works.

The *Queensland Transport and Roads Investment Program (QTRIP) 2021–22 to 2024–25* builds on Budget Paper 3 and details over 1500 investments across Queensland. The QTRIP 2021–22 to 2024–25 was released with the 2021–22 State Budget on 15 June 2021, and outlines \$27.5 billion in road and transport infrastructure investment, estimated to support 24,000 direct jobs over the four-year life of the program.



b) Impact of funding re-direction

TMR's projects and programs in the Other Construction Works line items of Budget Paper 3 contribute to the Queensland Government's plan for economic recovery and jobs.

If \$695 million of this funding was re-directed in 2020, there would be adverse impacts to transport and roads investment and economic activity across the state. It would contribute to network inefficiencies, safety impacts and a reduction in investment, including in regional Queensland and on the Sunshine Coast, which would otherwise support jobs over this economic recovery period.

This proposed redirection would have likely had some of the following impacts:

- stopping some projects in construction, with significant contractual implications and costs to the state
- reduction in jointly funded works with the Australian Government, particularly on the National Land Transport Network (including the Bruce Highway)
- reduction in delivering the Road Safety Program in partnership with the Australian Government
- reduction in the Targeted Road Safety Program funding
- significant cuts to the maintenance investment that would adversely impact road condition and safety
- reduction in investments supporting employment, including investments in regional Queensland and on the Sunshine Coast, which would adversely impact economic recovery in these areas.

c) Progress of projects which would have been cut

TMR has consistently delivered ahead of its capital program in recent financial years (2017–18 to 2020–21), helping to support Queensland's economic recovery through strong infrastructure delivery. In 2020–21, the items included under 'Other Construction Projects' in TMR's Capital Program Update (published September 2020) all incurred expenditure, with progress on projects such as:

- Rockhampton Northern Access Upgrade – continued construction
- Rockhampton Ring Road, plan, preserve and construct – continued planning
- Peak Downs Highway (Nebo – Mackay), Eton Range, improve safety and realign – finalised construction
- Walkerston Bypass – continued procurement
- Bruce Highway (Pine River – Cairns), road operations improvements – continued delivery
- Bruce Highway (Brisbane – Gympie), Pine River to Caloundra Road, Smart Motorways (Stage 2) – continued procurement
- Bruce Highway (Gympie – Maryborough) and Wide Bay Highway (Gympie), upgrade intersection – continued construction
- Pacific Motorway, Mudgeeraba (Exit 79) to Varsity Lakes (Exit 85) upgrade, construct additional lanes – finalised construction
- Pacific Motorway, M1/M3 Gateway merge, Miles Platting Road to Rochedale Road, construct additional lanes – finalised construction
- Burnett Highway (Monto – Biloela), North Kariboe Creek, replace bridge – continued construction
- Bruce Highway (Maryborough – Gin Gin), Saltwater Creek, upgrade bridges and floodways – continued construction
- Roma–Condamine Road, Tchanning Creek, replace timber bridge – continued construction

- Peak Downs Highway (Clermont – Nebo), various locations (Wolfgang), rehabilitate and widen – continued construction.

## Question on Notice

### Government Question No. 4

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

In relation to the road safety performance standards reported in the SDS, will the Minister advise what steps the Government is taking to improve road safety in Queensland, and whether the Minister is aware of any alternative approaches?

#### ANSWER:

I thank the Committee for the question.

Every life lost on Queensland roads is a tragedy that impacts families and communities across Queensland. After a record low number of road deaths in 2019, we've seen the number rise last year, and again in 2021. 277 people lost their lives on Queensland roads in 2020. That's 277 too many.

The Palaszczuk Government is committed to implementing a world-leading, best-practice approach to a range of road safety issues, with our current program of work demonstrating the breadth of initiatives across the transport system.

The *Queensland Road Safety Action Plan 2020–21* highlights the strong partnerships on road safety we have within the Department of Transport and Main Roads (TMR), and with the Queensland Police Service (QPS) and Motor Accident Insurance Commission (MAIC).

The action plan features 50 actions, including six 'showcase' action areas highlighting complex, multi-layered projects targeted at having the highest impact on road trauma. These include:

- tough new penalties for illegal mobile phone use while driving came into effect in February 2020, to discourage this dangerous behaviour
- new education programs for drink drivers and reforms to the Alcohol Ignition Interlock Program which will commence on 10 September 2021
- implementing the new Road Safety Policy for infrastructure, which provides guidance for new infrastructure builds to help design in safety from the outset of a project. This policy is now standard business and being applied to all new infrastructure
- delivering infrastructure safety treatments through the Targeted Road Safety Program (TRSP), which is ongoing with treatments being implemented across the State
- piloting connected and automated vehicles through our Connected and Automated Vehicle Initiative
- a multi-agency partnership between TMR, MAIC, Queensland Health and QPS on data to improve the road safety knowledge base, through the establishment of the Road Safety Data Bureau.

Of the 50 initiatives in the Action Plan, 22 have been implemented, of which five have been embedded into ongoing business, including the StreetSmarts program and Road Safety Policy. The remaining 28 are on track for delivery by the end of 2021.

Of note, it is important to recognise that while road safety is an ongoing problem to solve, Queensland is leading globally in a number of key areas. For example, with respect to licensing of novice drivers and motorcyclists, Queensland's Graduated Licensing System (GLS) not only meets global best practice standards, but also leads in several key areas. An example includes the rollout of PrepL in November 2018 as a part of the GLS, and new hazard perception testing delivered in March 2021. PrepL is a revolutionary online learning and assessment program designed to replace the written road rules test. Since its launch, over 170,000 young drivers have completed PrepL and the model is being adopted by many jurisdictions across Australia.

Queensland is also leading globally in our approach to combatting the devastating impact of drink driving on our roads with comprehensive reforms being implemented in September 2021. In addition, our camera enforcement program will also soon see the addition of new cutting-edge technology designed to detect illegal mobile phone use and failure to wear seat belts. This will ensure Queensland continues to lead the way with a program that includes camera enforcement for red light, speed, mobile phones, seat belts and automatic number plate recognition for unregistered vehicles.

Specific initiatives being delivered include the following.

### **Mobile phone/seatbelt cameras**

Fixed and mobile cameras targeting drivers who choose to illegally use their mobile phones behind the wheel or are not wearing a seatbelt are being rolled out across Queensland. These new cameras will become part of our Camera Detected Offence Program.

The deployment strategy will see cameras moved frequently to locations based on crash risk and offence frequency. Initially warning letters will be sent as part of the education process before enforcement commences from 1 November 2021. Supporting the implementation will be a significant media and social media education campaign to ensure the community is aware of the new cameras.

To support the new cameras and increased penalties, we are also looking to develop and trial new cutting-edge technology which can detect when a driver is illegally using a mobile phone and display a message in real time prompting them to put their phone down. These are called phone awareness monitors and it is intended these can be used to influence driver behaviour without penalties, similar in concept to the Smile for SAM speed awareness monitors.

### **Drink driving reforms**

A package of new drink driving initiatives that will strengthen the current Alcohol Ignition Interlock Program and introduce new educational programs to assist offenders to separate drinking and driving will commence in September this year.

An online early intervention education program will be introduced. All drink drivers will be required to complete this course before getting their driver licence re-issued.

Enhancements to the interlock program include:

- mid-range (0.1 BAC) offenders and all repeat offenders (two drink driving offences within a five-year period) will be required to install an interlock, or sit out of the licensing system for five years. This has been increased from two years
- offenders with an interlock will need to prove they can separate their drinking from driving by not failing a test for a 'performance period' of four consecutive months at the end of an initial 12-month period.

Repeat drink driving offenders will also be required to complete an intensive multi-session education program before they can remove the interlock from their vehicle. This program is designed to support the offender separate their drinking and driving.

### **New hazard perception test arrangements**

New hazard perception tests for both learner drivers and learner motorcycle riders were introduced in March 2021. Since their introduction, over 44,000 learner drivers have completed the car hazard perception test, and over 4000 learner motorcycle riders have completed the motorcycle hazard perception test.

The introduction of the new hazard perception tests, using high quality computer-generated imagery, represents a further strengthening of Queensland's graduated licensing system.

Novice drivers and riders are some of Queensland's most at-risk groups. Hazard perception testing ensures novices will have demonstrated their hazard perception abilities before they can drive or ride unsupervised. This in turn should create safer young drivers and riders.

### **Motorcycle Safety Project**

In response to a concerning increase in the number of motorcyclists dying or being injured on our roads, TMR directly contacted motorcycle riders across Queensland to remind them of the need to be safe on the roads, to refresh their skills and wear the best safety gear they can.

Work is also underway on long-term research and engagement work involving the motorcycle community in Queensland. This research has identified seven key distinct 'personas' and their motivations for riding. This work has measured prevalent attitudes held by riders and identified significant differences in motivations, beliefs and behaviour exhibited by each persona group. Each persona has been mapped to departmental data such as infringement, licensing, and registration, providing an understanding of the size of each persona group and the ability to assess persona risk to determine engagement priorities.

A range of engagement activities have occurred with riders, and the riding community (retailers, trainers and so on) this year. The next step is to co-design road safety engagement ideas with riders. The outcome will be programs developed with riders for riders.

### **Roadside worker safety review**

During the 2020 State Election, the Palaszczuk Government made a commitment to undertake a policy review, considering legislative and regulatory amendments, to better protect roadside workers.

TMR is undertaking this review which will examine road rules, driver education, road safety campaigns and engineering solutions. The review is currently in the consultation phase and the outcomes of the review are expected to be known by the end of 2021.

### **Road Safety Education Blueprint**

TMR, in consultation with education experts, has developed the *Road Safety Education Blueprint*, which provides 27 actions across six pillars that embed a whole-of-life road safety educational approach.

These underpin TMR's efforts for a broader positive community culture to improving road safety and are likely to see impacts over the longer term.

There are 12 short-term actions that are well underway for implementation by the end of this year, including providing resources for early childhood educators, running a pilot of education sessions with government apprentices (QBuild and QFleet), and evaluating our online education program *Journi*, which aligns with school curriculum for years 5 and 6.

## **Road Safety Infrastructure**

The Road Safety Policy for Infrastructure embeds safe system principles in the design phase of the infrastructure projects, meaning these costs are embedded and not an add on after the project is approved.

The Palaszczuk Government has outlined a record \$27.5 billion in works over the next four years in the latest Queensland Transport and Roads Investment Program (QTRIP) to keep Queensland connected. This is our sixth record QTRIP, and represents a 50 per cent boost to investment compared to the final QTRIP handed down by the LNP.

It is relevant to contrast the approach of the Palaszczuk Government to that of the former Newman LNP government, who cut \$60 million from road safety funding.

From QTRIP, the TRSP is investing almost \$1.7 billion over four years from 2021–22 to 2024–25, and includes interventions such as the Safer Roads Sooner Program, Australian Government Road Safety Program, Black Spot Program, High-Risk Roads and Mass Actions Programs.

As at 30 June 2021, the TRSP has expended \$443.6 million, which exceeds previous financial year delivery benchmarks of \$177.9 million in funded safety projects delivered across Queensland in support of the actions outlined in the 2017–19 and 2020–21 Queensland Road Safety Action Plans.

The TRSP will continue to deliver a record infrastructure program over 2021–22 through to 2024–25 with the addition of Australian Government Road Safety Program (RSP) funding, including \$150 million of funding for a safety stimulus program funded as part of the \$415 million Australian Government stimulus package announced in June 2020, and \$783 million of funding has been nominally approved for Queensland for the RSP to stimulate employment and improve safety on the state-controlled network.

## **Queensland Road Safety Strategy**

The current *Queensland Road Safety Strategy 2015–21* will expire at the end of this year.

Development of the next *Queensland Road Safety Strategy 2022–31* and *Queensland Road Safety Action Plan 2022–24* is currently under way.

The strategy will set a path for Queensland to make the next step change in road safety to meet our vision of zero road deaths by 2050. This will involve a more holistic approach with new partnerships and collaborative opportunities.

In order to make significant gains the strategy will look beyond the traditional transport sector and consider the broader social factors contributing to road trauma, ultimately reframing the problem of road trauma as a public health issue reflecting broader cultural/societal trends. This approach aligns with the new National Road Safety Strategy which will take a social model approach.

## **Road safety grants and community support**

The Community Road Safety Grants scheme is a key component of combatting road trauma. The Queensland Government funds community organisations a total of \$4 million per year to deliver grassroots education projects and programs to local communities and schools across Queensland.

This funding includes programs to support our disadvantaged communities to meet the required 100 hours to get a P licence, which helps them obtain employment. The Queensland Government also fund programs to educate our upcoming young drivers about the fatal five and provide them strategies to assist them avoid these dangerous behaviours.

## **Road safety education and communication**

StreetSmarts is a road safety public education program, which seeks to positively influence behaviour and culture on Queensland roads. StreetSmarts aims to improve road safety through targeted campaigns and activities to encourage safer road use by all Queenslanders.

StreetSmarts focuses on key road safety issues such as the Fatal 5 (driver distraction, drink and drug driving, fatigue, speeding and not wearing a seatbelt), and also targets vulnerable road users including young people, bicycle and motorbike riders, and pedestrians. StreetSmarts road safety advertising campaigns rolled out in 2020-21 included:

- Drink driving – 'All good. All bad.'
- Seat belts – 'Seatbelts every time'
- Holidays/road trips – 'Keep safe this road trip'
- Regional roads – 'Regional roads aren't a game' and an outdoor billboard campaign targeting speed, drink driving, and seatbelts.
- Tailgating and failing to give way – 'Dangerous driving habits'
- Driver distraction – trial of phone and seatbelt detection cameras in Queensland
- Speed – police enforcement.

StreetSmarts has a significant social media presence reaching up to one million people each month with a range of road safety messages on issues such as sharing the road safely, cycling and pedestrian safety, driving tired and other important messages. StreetSmarts has over 160,000 followers and TMR's road rule quizzes receive national coverage through multiple news outlets.

StreetSmarts sponsorship of Queensland Cricket is now into its fifth year and will continue until 2023. The partnership helps to amplify StreetSmarts campaigns and road safety messages year-round to the community through promotions at professional T20 cricket matches, community cricket events, school cricket competitions across Queensland and events in support of Queensland Road Safety Week. StreetSmarts also sponsors the Gold Coast Suns AFL team. This sponsorship helps to further promote the safety messages from StreetSmarts recent drink driving and seatbelt campaigns

The Queensland Government also supports grassroots, community initiatives like National Road Safety Week and Fatality Free Friday.

Upcoming StreetSmarts campaigns will target distracted driving (the introduction of phone/seatbelt detection cameras in Queensland), drink driving (alcohol ignition interlocks), and motorbike riders, one of the most vulnerable road user groups.

## **Question on Notice**

### **Government Question No. 5**

**Asked on 9 July 2021**

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### **QUESTION:**

In relation to the Transport Infrastructure Development Scheme (TIDS) referenced on page 111 of Budget Paper 3, will the Minister advise on the Palaszczuk Government's approach to collaborating with local government to deliver road and transport infrastructure, and provide details of TIDS projects delivered in the 20-21 financial year under, projects planned to be delivered under TIDS in the 21-22 financial year, and details of other state-funded projects (including stimulus projects) being delivered or planned to be delivered by local government, or that will benefit locally controlled roads, or state controlled roads of local significance.

#### **ANSWER:**

I thank the Committee for the question.

#### **Transport Infrastructure Development Scheme program**

The Palaszczuk Government is committed to collaborating with local government to deliver road and transport infrastructure, and a key component of that commitment is the 50:50 jointly funded Transport Infrastructure Development Scheme (TIDS).

The Palaszczuk Government provides \$70 million annually in targeted investment towards local government through TIDS, having committed to maintain this vital funding with \$280 million over four years.

TIDS funding underpins the Roads and Transport Alliance, a 19-year partnership between the Department of Transport and Main Roads (TMR) and the Local Government Association of Queensland, on behalf of Queensland local governments. Under the Alliance, local governments voluntarily collaborate with TMR's districts to form 17 Regional Roads and Transport Groups (RRTGs) who make local roads and transport infrastructure investment decisions, based on regional priorities.

TIDS provides local government with certainty of funding to promote good planning and best value delivery methods. It also assists to maintain local government employment in regional areas. Further, the financial sustainability of rural and remote councils (and, in some cases, whole communities) is highly dependent on the certainty of roads and transport program funding, with the roads program forming the bulk of councils' operating expenditure.

The Queensland Government's investment in TIDS is estimated to support an average of approximately 230 direct jobs over the four-year program life.



The 2020–21 RRTGs TIDS program comprised 252 projects statewide, fully delivered by 30 June 2021, including:

- Bundaberg Regional Council, Wide Bay Burnett RRTG, invested approximately \$579,000 of TIDS funding to replace a timber bridge on Monduran Road, One Mile Creek
- Brisbane City Council invested approximately \$547,000 of TIDS funding to create a new link between the Weyers Road Bikeway with the Gateway Upgrade North in Nudgee for pedestrians and cyclists
- Flinders Shire Council, North West Queensland RRTG, invested \$445,000 of TIDS funding to construct a concrete floodway on Glentor Road, Flinders River crossing
- Lockyer Valley Regional Council, Scenic Valleys RRTG, invested \$459,000 of TIDS funding to widen and upgrade an intersection of Postmans Ridge Road to improve the standard of the road access and increase road user safety
- Murweh Shire Council, South West RRTG, invested approximately \$975,000 of TIDS funding to pave and seal a section of Killarney Road.

The 2021–22 RRTG TIDS program comprises 175 projects statewide, to be delivered by 30 June 2022, including:

- Isaac Regional Council, Bowen Basin RRTG: Valkyrie Road (Nebo), pave, seal and drainage works – \$1.44 million TIDS funding
- Cloncurry Shire Council, North West Queensland RRTG: Sir Hudson Fysh Drive, reconstruct and widen pavement – \$500,000 TIDS funding
- Tablelands Regional Council, Far North Queensland RRTG: Cashmere-Kirrama Road, upgrade bridge and approaches – \$442,000 TIDS funding
- Blackall Tambo Regional Council, Outback RRTG: Scrubby Creek Road, install concrete floodway – \$200,000 TIDS funding.

TIDS funding includes \$600,000 annually, provided as matched subsidies through the Statewide Capability Development Fund, to develop the capability and capacity of local government in areas such as asset management and program development:

- North West Queensland RRTG received approximately \$82,000 in 2020–21 for Carpentaria Shire Council to obtain prequalification with TMR as an accredited construction contractor.
- The 'Using Artificial Intelligence for road maintenance management' project commenced in 2021, and will receive \$24,000 over two years (2020–21 to 2021–22).

TIDS funding also includes \$8.2 million annually for the upgrade of transport infrastructure to improve access (roads, air and sea) to Indigenous communities. Projects in 2020–21 included:

- Palm Island Aboriginal Shire Council, Beach Road, rehabilitate pavement – approximately \$644,000 TIDS funding
- Pormpuraaw Aboriginal Shire Council, Strathgordon Road, bitumen seal and drainage – approximately \$687,000 TIDS funding
- Northern Peninsula Area Regional Council, Seisia jetty, replace balustrade – approximately \$366,000 TIDS funding.

The 2021–22 Aboriginal and Torres Strait Islander TIDS program includes (approximately):

- \$623,000 to undertake safety improvements at Badu Island Airport in Torres Strait Island Regional Council
- \$800,000 for airport runway and apron, and pavement rehabilitation in Northern Peninsula Area Regional Council.

Other state-funded capital grants towards projects to be delivered by local governments across Queensland in 2021–22 include:

- \$16.648 million – Cycling Grants Program
- \$4 million – Bus Stop Shelter Program
- \$5.09 million – Passenger Transport Accessible Infrastructure Program.

### **State-controlled roadworks projects delivered by local governments (excluding capital grants)**

Sustaining local government employment in regional and rural areas of the state is a key consideration of the Palaszczuk Government. To this end, in addition to funding upgrades to local roads and transport infrastructure under the TIDS program, local government work forces play a vital role in the delivery of upgrades and maintenance of the state-controlled road network as part of overall Queensland Transport and Roads Investment Program.

Local governments across Queensland were awarded 399 contracts by TMR for the 2020–21 financial year and beyond, as summarised below.

- Total value of contracts awarded to local governments is \$638 million.
- These contracts are delivering more than 567 projects, or parts of a project, with a total budget greater than \$3.703 billion.
- All of the contracts awarded have commenced, resulting in \$256.5 million of delivered works to date.
- 48 of the 399 contracts are two-year Road Maintenance Performance Contracts, totalling \$101.2 million.

Local government workforces will benefit from additional investment provided through delivery of the Palaszczuk Government's Unite and Recover for Queensland Jobs initiative. Examples of projects to be delivered by local governments in regional areas as part of this initiative include:

- two projects totalling \$14 million for progressive sealing of Fitzroy Developmental Road, between Bauhinia and Duaringa and Taroom and Bauhinia
- \$10 million to pave and seal priority sections on Eyre Developmental Road, between Bedourie and Birdsville
- \$8.95 million for widening of pavement on the Capricorn Highway between Emerald and Alpha
- \$8.5 million for progressive sealing (partial) of Cloncurry–Dajarra Road
- \$8 million for progressive sealing on Cotherstone Road
- \$6.25 million for pavement widening of the Barwon Highway between Talwood and Nindigully, west of Goondiwindi
- \$6 million to pave and seal priority sections on Clermont–Alpha Road
- \$5 million for pave and seal of priority sections on Blackhall–Jericho Road
- \$5 million for pave and seal of priority sections on Cramsie–Muttaborra Road
- \$2.7 million for replacement of culvert on Richmond–Winton Road
- \$1.4 million for major culvert replacement on Wills Developmental Road (Julia Creek and Burketown).

## Question on Notice

### Government Question No. 6

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2021-22 to 2024-25 (QTRIP), referenced on page 5 of the Capital Statement, will Minister advise on the government's record investment in maintenance funding and is the Minister aware of any alternative approaches?

#### ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is committed to maintaining a safe and resilient road network for all travellers, and this is our government's sixth record Queensland Transport and Roads Investment Program (QTRIP) in a row.

Building on the \$3.9 billion increase provided in the \$26.9 billion 2020–21 to 2023–24 QTRIP, the recently released \$27.5 billion 2021–22 to 2024–25 QTRIP provides a further increase of \$600 million across the four-year program.

In our current QTRIP, a record \$4.67 billion—reflecting an increase of \$221 million over the 2020–21 to 2023–24 QTRIP—has been invested by the Palaszczuk Government in the maintenance, preservation and operations budget, compared to the \$2.77 billion invested by the Newman Liberal National Party government in its final QTRIP in 2014–15.

This means the Newman government invested \$1.9 billion less towards maintenance, preservation and operations than that allocated as part of the Palaszczuk Government's current QTRIP – on average, only \$692 million per annum compared to \$1.17 billion on average per annum under Labor.

In February 2020, Infrastructure Australia recognised Queensland's National Land Transport Network (NLTN) maintenance submission as a High Priority Initiative on its Infrastructure Priority List.

Accordingly, it was extremely disappointing to see that, as part of the 2021 Federal Budget, the Australian Government reduced its road maintenance allocation to Queensland by \$10.88 million over the forward estimates, based on a national formula, revised annually, which takes account of traffic volumes, axle loads and adjustments to the NLTN length across Australia.

The key issue here is that, while the NLTN maintenance task continues to grow exponentially, the Australian Government is not only not keeping pace with demand, it has failed to adequately fund the NLTN maintenance allocation over many years. Sadly, this has resulted in state and territory road jurisdictions being left to do the heavy lifting to ensure the NLTN is maintained in a safe and serviceable condition.

As part of the *Queensland Economic Recovery Strategy: Unite and Recover for Queensland Jobs*, I am pleased to report that, of the more than \$400 million in extra funding provided for Queensland roads, \$200 million was directed to road network resilience, widening and progressively sealing of key freight routes across the state, and for upgrading older bridges and culverts.

This \$400 million funding injection will improve network resilience of the state-controlled road network. It will also support 430 direct jobs across Queensland, including 360 direct jobs in regional Queensland at a time when it has never been more important.

Further, on 22 June 2020, the Palaszczuk Government announced a jointly funded \$415 million roads and road safety package for Queensland. This package of works is comprised of capital upgrades to improve safety, productivity, connectivity and asset resilience on state-controlled roads, supporting 670 direct jobs, and economic recovery across Queensland. Delivery of these stimulus works packages will also reduce demands on the overall maintenance task going forward.

As evidenced above, the Palaszczuk Government is taking steps to ensure that, within available funds, the State's road network is not only maintained in a safe and serviceable condition, but is also better able to mitigate the impacts of future major flooding events.

The Palaszczuk Government is making gains on the maintenance program in real terms. Since 30 June 2016, the total length of road network requiring rehabilitation or resurfacing has been reduced by 847 km (as at 30 June 2020). The Department of Transport and Main Roads (TMR) 'run-maintain-build' philosophy supports the prioritisation of investment in maintenance, preservation and operations to get as much as possible out of the existing network. This framework was recognised by the Queensland Audit Office as a mature approach to investment and programming.

This process continues to be enhanced through TMR's focus on insights, innovation and investment. TMR continues to:

- build upon its strong understanding of current and projected performance of the state-controlled road network. This understanding is further strengthened by the extension of a long-term partnership with the Australian Road Research Board to collect comprehensive road condition data utilising the state-of-the-art intelligent pavement assessment vehicle
- explore innovative materials and construction methods, identified through the structured asset research program, which aims to reduce the initial cost of construction, increase the resilience of the pavement to extreme weather events and extend the service life of the road. Such examples include our use of foamed bitumen stabilisation and utilising crumbed rubber in bitumen sealing works
- structure investment across a broad range of competing objectives in order to provide the best overall road user outcome, balancing cost, risk and performance.

**Question on Notice**

**Government Question No. 7**

**Asked on 9 July 2021**

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

**QUESTION:**

In reference to page 1 of the Capital Statement and the COVID Economic Recovery Plan Budget Update, will the Minister outline:

- a) current public transport patronage levels, impacts and any information on assessments that are underway to better understand future patronage trends
- b) any measures implemented to help encourage commuters back on to the network
- c) support provided to transport delivery partners throughout Queensland as part the government's economic recovery plan and what this has meant for Queenslanders.

**ANSWER:**

I thank the Committee for the question.

The number one priority of the Palaszczuk Government during the COVID-19 pandemic is Queenslanders' health, safety and wellbeing.

At the height of the pandemic in April 2020, the South East Queensland public transport network experienced a patronage drop of more than 80 per cent as customers followed health advice and only travelled for essential reasons.

The August 2021 lockdown has seen passenger levels of around 14 per cent of pre COVID-19 levels, or an 80 per cent drop compared to previous weeks. This drop shows that Queenslanders are doing the right thing and have taken on board the message to "stay at home" during lockdown.

Before the lockdown was announced, patronage was around 65 per cent of pre COVID-19 levels.

It is difficult to accurately predict future patronage levels, with estimates subject to a number of assumptions including vaccination levels and timing of the opening of Australia's international borders to students and tourists, as well as population growth and the benefits of the Olympics being secured for Queensland in 2032.

The pandemic has also led to a preference for people to utilise technology to work and study from home. This is consistent with the rest of the world and will continue to reduce demand until vaccines are fully rolled out.

Further, a recent study conducted in conjunction with TMR and the University of Sydney found that 8.4 per cent of Queenslanders would not use public transport again in the foreseeable future, and 18.3 per cent would only return to public transport once they and all of their household were vaccinated.

An American Study, *Why Working from Home will Stick*, surveyed over 30,000 Americans and data found that 20 per cent of full workdays will be supplied from home after the pandemic ends, compared to just 5 per cent before.

Working from home is a major structural shift which will have more impact on certain jobs compared to others. Many of the jobs that it will directly impact are those workers who historically would have used public transport to get to their place of work. Many of the employees who cannot work from home (labourers, machinists, tradies) would not have been public transport users historically and, therefore, this change is expected to impact more heavily on public transport usage compared to road usage.

COVID-19 has significantly impacted public transport patronage and revenue in south east Queensland, as it has across Australia, and cities across the world.

The Palaszczuk Government decided early on to maintain services so that people could continue to depend on public transport to get to work, school or wherever they need to go.

Instead of cutting services or downgrading them because of low passenger numbers, we introduced an additional 105 train services as well as 960 additional weekly bus services – which we have continued from our initial August 2020 uplift.

Approximately \$3 billion is invested every year to operate public transport services.

We subsidise more than 80 per cent of the cost of every bus, train, tram and ferry ticket that is sold.

Last December, we froze public transport fares for 12 months to back commuters and encourage Queenslanders back on to public transport.

Significant work has been undertaken within the Department of Transport and Main Roads (TMR) and with key delivery partners and partner agencies to support the whole-of-Government response to the COVID-19 pandemic and recovery, including progressing delivery of the Customer Confidence Program to improve TMR's TransLink ability to respond, reassure, and position itself to be able to reacquire customers to the public transport network. Initiatives delivered to date include:

- continued updates to the COVID-19 Safe Travel Plan and supporting customer information in line with adjustments to the latest health advice
- The COVID-19 Safe Travel Plan includes three key messages, 'leave a gap', 'adjust your travel' and 'keep it clean'. Measures include:
  - o encouraging customers to sit away from other people
  - o encouraging customers to leave a gap between themselves and others where possible by standing away from others while at a stop or platform
  - o encouraging customers to consider options to adjust their travel to make their journey outside of peak times

- encouraging customers to walk or cycle between home and work for part of their journey
  - daily sanitising of all services and regular cleaning of hard surfaces and customer touch points on board services and at stations
  - hand sanitiser available at key stations across the network.
- delivery of a Service Capacity Tracker to assist customers to replan their travel to use less busy services, and to support their ability to effectively social distance while on public transport
  - launch of the 'Play your Part' campaign, which encourages customers to 'be safe, be cool, be kind' and do the right thing while travelling on public transport
  - multiple tranches of customer research into attitudes and behaviours regarding travelling on public transport during the pandemic, to assist with the government response and additional safety measures
  - maintaining policies and practices, in partnership with service delivery partners, to support the safety of customers and frontline public transport workers, including cashless services, rear door boarding and blocking off front rows of seats on some services, and enhanced cleaning and sanitisation of vehicles/stops/stations
  - support for affected industry suppliers through adjustments and extensions to policies and contractual arrangements, to facilitate the continuation of essential services
  - temporary adjustments to policies and processes to support vulnerable customers (e.g. extension of eligibility criteria for tertiary student concessions, automatic renewals for Taxi Subsidy Scheme members).

It should be noted that customer satisfaction with public transport services has remained above targets during the pandemic.

On 25 April 2020, the Palaszczuk Government announced the \$54.5 million Keep Queensland Moving package, which has allowed regional transport services to keep running while COVID-19 response measures are in place.

Under this package, assistance has been provided to aviation, ferry, regional urban bus and long-distance coach delivery partners to establish and maintain minimum service levels to remote communities across the state.

TransLink agreed to a range of COVID-19 contractual variations and arrangements with delivery partners in April 2020 to facilitate funding assistance for a period of up to six months.

These arrangements were initially due to expire on 30 September 2020. The majority were extended until 30 June 2021 to assist with the ongoing viability of public transport delivery partners and provide service continuity in the event of further COVID-19 impacts.

To assist communities in remote areas of Queensland not covered by regulated air-service contracts, TransLink also entered into emergency service contracts with Skytrans and Hinterland Aviation in April 2020 for a period of 12 months. This ensured minimum service levels were maintained for communities in the Torres Strait, Cape York and on Palm Island.

In April 2021, the Palaszczuk Government approved additional funding of \$16.3 million to transport service providers for the period from 1 July 2021 to 31 December 2021. This continued COVID-19 Transport Services Assistance Program will be in place until late 2021 and will ensure regional operators continue to be supported through the COVID-19 recovery period.

In June 2020, the government announced \$23.16 million in support payments for taxi and limousine operators, licence holders and authorised booking entities. This was in addition to licence and authorisation extensions and refunds provided as part of the Keep Queensland Moving package.

Applications to access the assistance opened on 7 August 2020 and closed on 11 September 2020. There was a strong response to the scheme, with over 3900 applications received and \$18.9 million paid to the industry.

There are a small number of applications outstanding that were submitted late or lacked sufficient evidence to support the claims. These are being finalised as soon as the required information is received.

This support will sustain thousands of jobs in the Queensland taxi and limousine industry and ensure services continue to be available for those who rely on them.

The support consists of one-off lump sum payments of:

- \$3500 per licence to taxi and limousine operators
- \$1000 per licence as an additional incentive payment for wheelchair accessible taxi operators
- \$1000 per licence to taxi and limousine licence holders
- \$1500 per vehicle to authorised booking entities for each affiliated taxi or limousine, capped at 1000 vehicles, for entities that provide booking services predominantly for taxis and/or limousines.



## Question on Notice

### Government Question No. 8

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

With reference to page 6 of the Capital Statement, and the Cross River Rail project, can the Minister advise:

- a) what roll the project has played in Queensland's bid to host the 2032 Olympics
- b) the current status of the project's budget and progress of construction
- c) the economic benefits for Queenslanders, including by supporting local jobs and suppliers.

#### ANSWER:

I thank the Committee for the question.

- a) The \$5.4 billion Cross River Rail (CRR) is Queensland's largest infrastructure project that will unlock the bottleneck at the core of our transport network.

CRR will transform how we travel to, from and through Brisbane in the future. It's a city-shaping transport project that will reduce journey times for commuters with new stations in more convenient locations and an increased network capacity allowing us to increase train services as our population grows.

With four new underground stations through the middle of Brisbane, new aboveground stations at Exhibition and Dutton Park, rebuilt stations between Fairfield and Salisbury, three new stations on the Gold Coast, and a new world-class signalling system, CRR is critical infrastructure to prepare our growing SEQ region for the future.

CRR will also unlock key infrastructure opportunities for Olympic legacy facilities, which will be enjoyed by Queenslanders for decades to come. At Woolloongabba, a new pedestrian plaza will connect the high-capacity station to the stadium, making The Gabba the prime location to host the opening and closing ceremonies and marquee athletics events at the Brisbane 2032 Olympic and Paralympic Games.

At Roma Street, the new Brisbane Arena, and host site for flagship Olympic swimming events, will be the catalyst for accelerating renewal and development in and around the Roma Street precinct. Roma Street will become Brisbane's key arrival destination for the State's premier cultural, tourism and entertainment offerings, with enhanced transport connectivity and stronger physical links west to Caxton Street and Suncorp Stadium.

The Cross River Rail Delivery Authority will continue to work with the Olympic Taskforce and key government departments and stakeholders to get Brisbane 'games ready' and to ensure CRR precincts are maximised for this once-in-a-generation opportunity.

- b) CRR is in its second year of construction and work is now underway at 14 worksites across SEQ, with a direct workforce of over 2900 currently on the project. 2021 is the project's 'Year of Tunnelling' with Tunnel Boring Machines (TBMs) *Else* and *Merle* having now excavated over 2.5 and 2.1 kilometres respectively of the twin tunnels that will run from Dutton Park to Bowen Hills. This huge feat of engineering is happening right now beneath our CBD. TBM *Else* has passed King George Square and has broken through the huge 280-metre long, and fully excavated Roma Street station cavern, with TBM *Merle* due to follow in the coming weeks. The TBMs will then commence their final leg towards the Northern Portal site and emerge later this year.

The Woolloongabba station box is now fully excavated and waterproofing and permanent lining of the cavern is underway, and roadheaders have tunnelled over half a kilometre each in a southerly direction towards Boggo Road station.

At Albert Street, we are building the first CBD train station in over 120 years and piling at this site is complete. At the three other station box locations strong progress is also being made on excavation. Work is also well progressed along the rail corridor at the Northern Portal, the new year-round Exhibition station, and Mayne Yard stabling facilities.

Works at Yeronga Station – the first of the six southside stations to undergo rebuilds as part of the CRR project, are continuing with foundation and retaining wall works for the existing and new platforms, utility relocations works and demolition of the old timber pedestrian bridge in preparation for the new accessible station, are underway.

At our Redbank Plains European Train Control System (ETCS) fitment facility, our first two trains are being fitted with this new signalling system. This new world-class signalling system will allow our trains to operate closer together on the network, enabling trains to run more efficiently and with greater safety. Local trackside signalling work is occurring along the Shorncliffe Line to prepare for pilot line testing later this year.

On the Gold Coast, three new stations at Pimpama, Helensvale North and Merrimac will provide better public transport for the burgeoning population, which is expected to reach almost one million people in the next 25 years. Early investigation and geotechnical work are underway and Pimpama Detailed Design community consultation has been undertaken, with Helensvale North and Merrimac stations to follow.

As outlined in the Capital Statement, this government will invest \$1.517 billion this financial year, of the total state contribution of \$5.4 billion, to continue the construction of Queensland's largest transport infrastructure project. CRR remains on budget and on schedule to complete construction activity in 2024, followed by a detailed phase of testing and commissioning. Once the safety regular is satisfied, CRR passenger services will commence, which is expected to occur in 2025.

- c) Over the life of the project, CRR will create 7700 jobs, and over 450 apprentice and trainees will have the opportunity to learn new skills and trades on this iconic Queensland project. In just the second year of construction, already 258 apprentices and trainees have worked on CRR.

The project is creating a pipeline of subcontractor and supplier opportunities, with over 1350 local businesses already benefitting from CRR to date. These range from a \$40 million contract with Wagners at Wacol, to provide the 27,000 concrete segments required to line the twin tunnels, to a local Banyo company, Rosenlund Contracting, that has secured two contracts totalling \$5.1 million for demolition works for the removal of the old Yeronga station overpass.

The project continues to play a crucial role in Queensland's COVID-19 economic recovery. During 2020–21 – at the height of the pandemic, CRR was injecting more than \$4 million into the economy each day, with more than 90 per cent of this flowing directly into Queensland. For 2021–22, CRR will again bring in more than \$4 million into the economy each day, or over \$125 million each month.

## Question on Notice

### Government Question No. 9

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

With reference to page 8 of the Capital Statement, can the Minister please advise how the Palaszczuk Government is delivering better public transport across Queensland.

#### ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is investing record levels to deliver better public transport right across Queensland.

The Palaszczuk Government has 100 per cent funded the \$5.4 billion Cross River Rail project which will deliver a new 10.2-kilometre rail line from Dutton Park to Bowen Hills, including four new underground rail stations. Cross River Rail will transform the way people in South East Queensland travel, providing faster, more reliable, and accessible public transport journeys.

The Palaszczuk Government has identified that rail demand is forecast to increase significantly over the next 10 years. In addition to Cross River Rail, public transport customers will also benefit from new trains, signalling system upgrades, track upgrades, and level crossing removals being delivered right across the South East Queensland region.

To deliver extra timetabled services, the existing passenger rollingstock fleet will need to expand. The number of trains required will be determined by a range of factors which include passenger demand, service frequency and the underlying rail infrastructure.

My department has commenced a Rollingstock Expansion Program (REP) to evaluate procurement options against agreed evaluation criteria.

The REP will provide considerable benefits, modernising and enabling the expansion of the passenger fleet to support South East Queensland's growth. The Queensland Government has committed \$600 million to building 20 new six-car passenger trains as part of the REP. There is an option for a further 45 trains to be built to meet future demand.

Consistent with the *Queensland Procurement Policy*, the Palaszczuk Government has announced the new trains will be built in the Maryborough region to support local jobs and regional supply chains. A new, purpose-built manufacturing facility in the Maryborough region will be delivered via a 'Design, Build and Maintain' delivery model, and will be a State-owned asset.

An Expression of Interest process for these works is underway. Construction of the new facility is expected to support up to 330 full-time equivalent construction jobs. The manufacture of the first 20 trains is expected to support 360 full-time equivalent manufacturing jobs. These estimates, based on Queensland Treasury guidelines, are subject to confirmation through detailed economic impact analysis.

The Palaszczuk Government is also committed to investment in our rail network on the Sunshine Coast. The North Coast Rail Line is a priority, and the Beerburrum to Nambour Upgrade project is now underway to improve services for passengers and freight.

The full scope of the Beerburrum to Nambour Upgrade project business case includes a duplication of the North Coast Line between Beerburrum and Landsborough stations as well as station upgrades, new Park 'n' Ride facilities and new rail passing loops between Landsborough and Nambour.

The project is being delivered in stages. It is jointly funded by the Australian and Queensland governments, with a commitment of \$550.8 million towards Stage 1. The Australian and Queensland governments have also committed \$6.25 million as part of 2021–22 Federal and State Budgets towards Beerburrum to Nambour Rail Upgrade Duplication Study (Stage 2).

The Department of Transport and Main Roads (TMR) will now work with Australian Government to commence the planning for this study.

A total of \$486.9 million is also being invested in train station upgrades at various locations including Albion, Auchenflower, Banyo, Buranda, Cannon Hill, Fairfield to Salisbury, Lindum, Morningside, Southbank, Wooloowin, Bundamba, East Ipswich, Burpengary, and Dakabin.

Additionally, \$20 million is being spent in 50/50 partnerships with local governments to ensure bus stops are upgraded to meet modern accessibility standards. To date, over the life of this partnership, more than 12,000 bus stops have been upgraded to improve access for customers.

The Palaszczuk Government is also investing in more reliable bus journeys, with \$72 million dedicated to the Northern Transitway and \$30 million for the Eastern Transitway (Stage 1).

In total, more than 4000 new Park 'n' Ride spaces will be delivered over the next four years as part of the \$210 million Park 'n' Ride upgrade program, which includes \$38.5 million from the Australian Government.

To deliver Stage 3 of the successful Gold Coast Light Rail project, \$1.044 billion is being invested. This project will enable customers to seamlessly connect from Burleigh Heads to Brisbane and beyond via high-frequency, reliable public transport.

A total of \$371 million is being invested in the new statewide Smart Ticketing system that will make choosing public transport easier. It will enable customers to pay for travel using contactless debit and credit cards, smartphones, and wearable devices, as well as current payment methods such as go card. Smart Ticketing will also deliver new digital experiences for customers right across Queensland with improved access to journey planning and real-time travel information.

Smart Ticketing will be the first account-based system in Australia and will cover one of the largest geographical areas of any ticketing system in the world. Eighteen regional urban public transport centres, incorporating both *qconnect* and selected school bus services, will be included.

It will also make it easier for customers to manage their transit accounts more effectively through an improved App and website that integrates payment, ticketing and journey planning options, and extends the real-time service information across the Translink network.

For the first time, commuters and tourists in those regional areas will have integrated ticketing and real-time information on services, helping to boost regional tourism by making public transport easier to use.

Tourists will be able to use one system across the State without needing to plan ahead. Public transport will be accessible upon arrival in Queensland, as they will be able to hop straight on a bus, train or ferry and pay with their contactless credit and debit card or smart device.

The new system provides flexibility to add other transport modes and payment options in future, providing a more integrated transport network for our customers. TMR is committed to delivering an inclusive and accessible integrated public transport network for all customers.

The project continues to prioritise this commitment through ongoing engagement with a dedicated Accessibility Stakeholder Working Group to inform the design and development of equipment and solution and celebrating First Nations people and culture through the creation and application of bespoke First Nations artwork applied to Queensland's ticketing and transport infrastructure.

The new Smart Ticketing system is being progressively rolled out across all modes of public transport in South East Queensland and regional urban bus services, with Gold Coast Light Rail customers already enjoying the new contactless payment options, and Queensland Rail customers being the next to benefit from the new technology.

The Palaszczuk Government is also supporting customers to make 'greener' choices, through trialling electric and alternative fuel types in buses operating across Queensland. Electric vehicle trials are planned in Cairns, Logan, Brisbane, the Gold Coast, and Sunshine Coast, and bioethanol bus trials in Mackay. The information gathered from these trials will be used to accelerate the bus fleet transition to zero net emissions.

The Palaszczuk Government is also looking beyond traditional public transport modes to ensure that Queensland is taking advantage of emerging service delivery models and technologies. A new integrated booking system for on demand public transport services is currently being trialled in Hervey Bay and will be rolled out across relevant services across the State. A new on demand public transport service will also be trialled on the Gold Coast from 2022, providing residents of Nerang West, Highland Park, and Pacific Pines with the option to leave their car at home and connect with major public transport stations via on demand public transport.

## **Question on Notice**

### **Government Question No. 10**

**Asked on 9 July 2021**

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### **QUESTION:**

In relation to the Government Objective of supporting jobs, contained in the Service Delivery Statement and the COVID Economic Recovery Plan Budget Update, will the Minister advise what the Palaszczuk Government is doing to ensure value for money for Queenslanders and quality, secure and safe local jobs in the civil construction sector as part of Queensland's economic boom, and to build local capacity to help deliver Queensland's \$27.5 Billion road and transport infrastructure pipeline.

#### **ANSWER:**

I thank the Committee for the question.

The Palaszczuk Government is committed to maximising our significant investment in roads and transport infrastructure spend to support better outcomes for Queensland, ensure value for money, facilitate economic recovery and stimulate longer-term community benefits.

With a \$27.5 billion pipeline of work under this government, and as we seek to recover from the impacts of COVID-19, it has never been more important to have a skilled and available workforce to help deliver our current and future projects.

The Department of Transport and Main Roads (TMR) and the transport civil sector are looking at ways of working together more effectively through enhanced procurement and delivery to support local jobs and businesses to drive economic, environmental and social outcomes.

A project focussed on better performance in civil construction has been established to deliver a new collaborative model for procurement and delivery, including by implementing key result areas (KRAs) aligned to government priorities and strengthening the focus on contractors' performance against the KRAs.

The introduction of consistent, performance-based KRAs to all major projects (over \$100 million) will strengthen the application of the government's Buy Queensland approach and Best Practice Principles.

These KRAs will be structured to motivate contractors to provide more quality local jobs, safer workplaces, use of local suppliers and manufacturers, advancing infrastructure sustainability outcomes and innovative approaches to optimise project delivery.

The local supply chain and manufacturing KRA focusses on actively supporting quality local suppliers and industries. TMR is encouraging tenderers to contemplate how they can maximise participation of reputable local suppliers on major projects to increase the skills and capability of the local supply market and leave a positive legacy for the local community on project completion.

To support the Quality Jobs KRA, a set of Best Practice Industry Conditions for transport civil projects have been developed (Transport BPIC).

The Transport BPIC outlines a set of model conditions and outcomes that speak to best practice industrial relations for the civil construction industry. It sets the standards and expectations to ensure that a workforce with optimal levels of skills and experience is attracted and retained for the life of a project's delivery and helps ensure positive, collaborative and productive interactions through to successful project completion.

While there has been some public reporting of comments by certain LNP local Members, including by the Member for Burleigh on 16 June 2021, that the application of Transport BPICs has increased the cost of the Gold Coast Light Rail stage 3 project by 50 per cent, that is inaccurate

Construction projects have several elements that contribute to their total cost including labour, plant and materials needed to construct the infrastructure, along with are other non-construction type costs such as land acquisitions.

All of these costs are subject to rise and fall based on what is happening in the market at the time. An escalation in the cost of some materials is currently being experienced. For example, certain contractors have advised TMR that they have experienced up to 50 per cent increases in steel prices over the last six months. There are also supply issues with precast concrete products that are impacting delivery timeframes and costs.

This is not isolated to Queensland and is a larger issue for a market that is responding to increased demand.

The significant investment in infrastructure as part of Australia's recovery from the COVID-19 pandemic to support secure jobs, drive growth and rebuild the economy has also increased the demand for skilled and unskilled labour to contribute to these projects. While labour is key to construction it generally only makes up less than 50 per cent of the construction costs.

The civil construction industry has historically had a reliance on casual and labour hire staff to manage the project nature of their work and keep costs down. However, TMR is aware that casualisation can have wider impacts on inclusion, wellbeing and safe work practices.

Already, we're seeing benefits of the Transport BPIC, with the partial implementation on two projects resulting in the following commitments:

- increasing local content – 90 per cent local participation rate and 90 per cent local contract spend
- exceeding training policy requirements and minimum government targets for skills development and training
- improving job security through more direct employment
- increasing commitment to indigenous participation above the target of three per cent.

As full implementation progresses, starting with the Centenary Bridge Upgrade project, we expect to see further benefits as we work towards building a resilient sector with a skilled local workforce, creating and sustaining quality, secure and safe jobs, and increasing spend on goods and services from local businesses.

The Palaszczuk Government remains committed to ensuring our record investments in road and transport infrastructure support secure, safe jobs for local workers and value for money for Queensland. We also remain committed to growing local capacity through skills and training, including to ensure we are well placed to deliver the transport infrastructure required to support the 2032 Olympic Games.



## **Question on Notice**

### **Non-Government Question No. 1**

**Asked on 9 July 2021**

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### **QUESTION:**

With regard to the Rollingstock Expansion Program, could the Minister please advise the date that tenderers have been advised that all 20 of the new trains need to be delivered to Queensland Rail.

#### **ANSWER:**

I thank the Committee for the question.

The Palaszczuk Government has committed to building 20 new six-car passenger trains as part of the Rollingstock Expansion Program (REP) in Maryborough. There is an option for a further 45 trains to be built to meet future demand, and the Palaszczuk Government has committed that those trains would also be built in Maryborough.

This approach can relevantly be contrasted to that of the LNP. When in government, the LNP sent train building and relating manufacturing jobs overseas as part of the \$4.4 Billion New Generation Rollingstock Private Public Partnership. The NGR contract was awarded in 2013, with trains ordered from overseas being non-disability compliant and currently being rectified in Maryborough.

At the 2017 and 2020 elections, the Palaszczuk Government made commitments around fixing and making future trains in Maryborough, manufactured by Queensland workers. My department has commenced a REP to evaluate procurement options against agreed evaluation criteria.

The Expression of Interest was released to the market in December 2020 and the procurement process is currently underway. For probity reasons, it would be inappropriate to provide further details at this stage.

However, the new REP fleet will be delivered in alignment with Cross River Rail and will ensure sufficient available rollingstock to meet Cross River Rail service levels.

**Question on Notice**

**Non-Government Question No. 2**

**Asked on 9 July 2021**

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

**QUESTION:**

For each of the following locations:

- Florence Street (Ronald Street) Wynnum Central
- Kianawah Road, Lindum
- Beenleigh Road, Kuraby
- Old Beaudesert Road, Salisbury
- Queensport Road, Murarrie
- Cavendish Road, Coorparoo
- Dawson Parade, Grovely
- Spanns Road, Holmview
- Oates Ave/ Trinder Crossing, Trinder Park
- Warrigal Road, Runcorn
- Station Road, Bethania
- Sherwood Road, Sherwood
- Wacol Station Road, Wacol
- Nudgee Road, Doomben
- St Vincents Road, Banyo
- Barrack Road, Cannon Hill
- South Pine Road, Alderley
- McKean Street, Caboolture

Could the Minister please advise the amount of time boom gates are currently down during the morning peak and the forecast time that boom gates will be down once the additional rail services are in place following the opening of Cross River Rail.

**ANSWER:**

I thank the Committee for the question.

The Palaszczuk Government is committed to delivering a modern, efficient, reliable, safe and accessible transport system that meets customer expectations now and into the future. Improvement and treatment of level crossings is an important part of this future transport system.

The Palaszczuk Government has committed \$241 million to level crossing upgrades at Coopers Plains, Lindum and Carseldine.

Further, The Department of Transport and Main Roads is continuing to progress planning and projects to improve travel times and increase network capacity and efficiency across the rail network in Queensland.

This includes between Brisbane and the Gold Coast (such as Kuraby to Beenleigh) and Beerburrum to Nambour, where consideration of targeted level crossing removals as part of broader project investigations is continuing.

Looking to the future, the Palaszczuk Government believes the development of a level crossing program for SEQ—with joint contributions from all levels of government—would ensure ongoing investment to improve all level crossings.

Safety is our number one priority, and the Palaszczuk Government maintains a strong focus on ensuring safety and compliance at level crossings.

Level crossing and pedestrian crossing protections—including flashing lights and boom arms—are triggered by approaching trains and remain activated as a train passes through the crossing, with the signalling set for the passage of the train.

The level crossing protection is designed to give sufficient time for pedestrians or vehicles to clear the crossing prior to the train entering the crossing and is designed with the safety of motorists, pedestrians, trains and customers on board in mind. Level crossing protection activation points are set in accordance with Australian Standards and Queensland Rail principles.

The following table outlines the total closure times for the listed level crossings over a five-hour period, including the morning peak (5am–10am), on an average weekday.

| Name                  | Total closure time |
|-----------------------|--------------------|
| Florence Street       | 01:04:46           |
| Warrigal Road         | 01:26:18           |
| Bethania Station Road | 00:33:56           |
| Sherwood Road         | 01:24:06           |
| Wacol Station Road    | 00:50:20           |
| Nudgee Road           | 00:23:17           |
| St Vincents Road      | 00:31:12           |
| Barrack Road          | 01:03:22           |

| Name                       | Total closure time |
|----------------------------|--------------------|
| South Pine Road (Alderley) | 01:03:43           |
| McKean Road                | 00:23:37           |
| Kianawah Road              | 01:09:19           |
| Beenleigh Road             | 00:56:38           |
| Beaudesert Road            | 01:05:58           |
| Queensport Road            | 00:58:54           |
| Cavendish Road             | 01:32:42           |
| Dawson Parade              | 01:22:40           |
| Spanns Road                | 01:08:29           |
| Oates Avenue               | 00:58:05           |

In relation to the forecast times for level crossing activations following the opening of Cross River Rail, this will depend on future service increases to be implemented progressively after Cross River Rail opens. COVID-19 has impacted patronage across the network, and we need to make sure we deliver the right services at the right time. Customers will be consulted and engaged on specific timetable changes well in advance of any changes.

## Question on Notice

### Non-Government Question No. 3

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

Could the Minister please provide a breakdown of the deferred maintenance backlog broken down by TMR region.

#### ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is committed to maintaining a safe and resilient road network for all Queenslanders.

That is why the Palaszczuk Government invested a record \$4.67 billion for maintenance, preservation and operation of the state-controlled road and transport network in the *Queensland Transport and Roads Investment Program (QTRIP) 2021–22 to 2024–25*, an average investment per annum of \$1.17 billion.

Queensland is a vast, decentralised state with the longest state-controlled road (SCR) network of any Australian state or territory. As at 30 June 2020, the SCR network comprised 33,367 kilometres of roads, including 397 kilometres of motorways, 3837 kilometres of unsealed roads, 3108 bridges, 4848 major culverts and 32 tunnel sections. The length of the busway network is 29 kilometres.

The Department of Transport and Main Roads (TMR) has a strong understanding of the current and projected performance of the network and prioritises rehabilitation and resurfacing works accordingly. This approach, coupled with the Palaszczuk Government's record investment in maintenance funding, means that in real terms, that since 30 June 2016, the Government has been making real inroads into reducing the total length of the SCR network requiring rehabilitation or resurfacing by 847 kilometres (as at 30 June 2020).

As at 30 June 2020, the National Land Transport Network (NLTN) component of the SCR network comprises 4996 kilometres for which the Australian Government has primary funding responsibility.

In February 2020, Infrastructure Australia recognised Queensland's NLTN maintenance submission as a High Priority Initiative on its Infrastructure Priority List.

Accordingly, it was extremely disappointing to see that, as part of the 2021 Federal Budget, the Australian Government reduced its road maintenance allocation to Queensland by \$10.88 million over the forward estimates, based on a national formula, revised annually, which takes account of traffic volumes, axle loads and adjustments to the NLTN length across Australia.

The key issue here is that, while the NLTN maintenance task continues to grow exponentially, the Australian Government is not only not keeping pace with demand, it has failed to adequately fund the NLTN maintenance allocation over many years. Sadly, this has resulted in state and territory road jurisdictions being left to do the heavy lifting to ensure the NLTN is maintained in a safe and serviceable condition.

To support the management of the State's largest public asset, TMR has well-developed asset management processes which target the highest priority needs and maintain the safety of the State's road network.

TMR's 'run-maintain-build' philosophy supports the prioritisation of investment in maintenance, preservation and operations (MPO) to get as much as possible out of the existing network. This framework has been recognised by the Queensland Audit Office as a mature approach to investment and programming.

Under the former Newman Liberal National Party (LNP) government, not only did they not seek to increase investment in maintenance, but they also cut more than \$200 million per annum from a range of capital programs and projects which were either removed or deferred in the 2012–13 to 2015–16 QTRIP.

By comparison, the four-year QTRIP 2021–22 to 2024–25 MPO allocation of \$4.67 billion represents an increase of \$1.9 billion (or 68 per cent) over that approved by the Newman LNP government for MPO activities which totalled \$2.77 billion in their last four-year QTRIP published in 2014–15.

Additionally, at the recent 2020 State Election, the LNP announced a plan to utilise funding from the \$1.178 billion 'Other Construction Projects (Transport and Main Roads)' line item in the Capital Program 2020 Update to fund \$695 million towards the Coomera Connector project.

The \$1.178 billion line item contained capital investment in programs and projects, including capital maintenance works, such as rehabilitation and programmed maintenance, as well as projects jointly funded with the Australian Government (such as Bruce Highway Safety Package works).

The Other Construction Projects (Transport and Main Roads) line item in the LNP plan also included the 2020–21 capital component of the \$1 billion in road stimulus funding, including jointly funding stimulus projects, which the Palaszczuk Government secured for Queensland to assist in economic recovery from the COVID-19 pandemic. Not only did the LNP cut the roads and transport budget previously by \$1.6 billion, which has had an ongoing impact, but it went to the election with a plan to impose new cuts to the maintenance program and stimulus projects as set out above.

Deferred maintenance refers to asset renewal activities that are delayed beyond the theoretical optimal point for replacement, derived on the basis of an economic analysis, providing minimum life-cycle cost.

The 'deferred maintenance backlog' is generated through a network-level assessment of structures and road sections across the State to identify candidates for maintenance and preservation activities. This analysis informs the distribution of available funds for maintenance and preservation activities, from which projects are generated and prioritised.

It is important to note that simply because a section is categorised as being on the deferred maintenance backlog, that the section is still perfectly safe and serviceable. The resultant impact is that the future deferred treatment may cost slightly more. For example, a section due for resurfacing which is deferred by three years, with increased routine maintenance to ensure that it is performing adequately in service, may require extra pavement repairs to be completed prior to the delayed resurfacing works.

A key aim of this government is to reduce the length of the SCR network contributing to the deferred maintenance backlog.

Despite the reduction in the length of the network included on the deferred maintenance backlog, the estimated value of the maintenance backlog on Queensland's SCR network was \$5.852 billion, which is a reflection of an increase in the cost of labour, plant and materials.

The table below provides a breakdown of the current backlog by TMR Region.

**Table 1: Deferred Maintenance Backlog by TMR Region**

| <b>TMR Region</b>           | <b>Deferred Maintenance Backlog</b> |
|-----------------------------|-------------------------------------|
| North Queensland            | \$902 million                       |
| Central Queensland          | \$1,027 million                     |
| Downs South West Queensland | \$1,272 million                     |
| North Coast                 | \$1,114 million                     |
| Metropolitan                | \$912 million                       |
| South Coast                 | \$625 million                       |
| <b>Total</b>                | <b>\$5,852 million</b>              |

To manage the existing backlog, within available funds, TMR continues to prioritise lower-cost and non-infrastructure solutions, for example, managed motorways, which can generate similar outcomes to new infrastructure and reduce the need for significant capital expenditure, thereby freeing up funding to be redirected towards sustaining the existing network asset.

TMR also continues to explore sustainability benefits through research and innovation in road building materials, such as gravels, concrete and bitumen. The aims are to reduce the initial cost of construction, increase the resilience of the pavement to extreme weather events and to extend the service life of the road.

As evidenced above, the Palaszczuk Government is taking steps to address the deferred maintenance backlog to ensure that, within available funds, the state's road network is not only maintained in a safe and serviceable condition, but is also better able to mitigate the impacts of future major flooding events.

## Question on Notice

### Non-Government Question No. 4

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

Could the Minister please provide the following Queensland Rail metrics for the 2019-20 year:

- Citytrain Driver overtime.
- The overtime cost.
- Citytrain Driver footplate time.

#### ANSWER:

I thank the Committee for the question.

Queensland Rail has undergone an extensive transformation in recent years, including undertaking the largest traincrew recruitment and training program in its history to ensure adequate supply of drivers and guards.

Like any operational workforce, certain levels of overtime are a normal part of their standard working patterns, enabling flexibility to meet demand changes such as special event services.

For Queensland Rail to reduce its overtime expenditure to zero, it would need to double its existing number of traincrew, which would significantly impact both productivity and costs.

As outlined in the final Citytrain Response Unit (CRU) report, CRU assessed and approved Queensland Rail's structural surplus target for traincrew, to assist with the management of overtime, and confirmed Queensland Rail's target is consistent with other jurisdictions.

In 2019–20, the average hours of overtime worked by South East Queensland drivers was down 23.4 per cent compared with 2016–17 when the Redcliffe Peninsula line opened, demonstrating Queensland Rail's stabilisation of overtime use since this time. This contrasts starkly with the surge in overtime of 25 per cent under the previous LNP government.

This comes after an additional 430 weekly services were added to the timetable in July 2019, and a further 32 services in March 2020. Following these additional services, 105 new or extended shoulder peak services were added in August 2020. Queensland Rail is now running more weekly services than ever before, with an additional 810 weekly services since 2015.

In 2019–20, each Citytrain driver worked an average of 257.51 hours of overtime, representing 13.02 per cent of total driver hours worked.

As previously advised at December 2020 Estimates, Queensland Rail's overtime cost for drivers and guards (excluding Train Operations Inspectors) was \$28.3 million, which came in lower of the set budget of \$29.9 million.



Strict standards and processes are in place to ensure that rosters, and any offered overtime, comply with Queensland Rail's fatigue management policies and the National Rail Safety Law 2017.

Queensland Rail's planning for the 2019 and 2020 service uplifts reflected a managed approach towards traincrew overtime, with its unprecedented traincrew recruitment campaign ensuring there were enough drivers to reliably and sustainably increase services.

'Footplate time' is one metric Queensland Rail uses to measure driver productivity. It is calculated on the time drivers spend driving a revenue train service relative to total working hours.

In 2019–20, we saw an improvement in footplate time, with Queensland Rail recording an average of 34.20 per cent, compared to an average of 31.95 per cent over the same period in 2018–19.

Queensland Rail's traincrew are required to perform many different duties each shift to ensure the safe and effective operation of the network, which delivers more than 8000 passenger services each week.

In addition to driving, duties include preparing trains, positioning units for revenue services, undertaking safety checks, mandatory training and competencies, and yard duties including train shunting and stabling.

Traincrew may also be required to travel the network to join a revenue service, relieve a fellow driver, or to return to their home depot at the completion of a shift.

Queensland Rail actively monitors footplate time to ensure that driver duties are planned as efficiently as possible while enabling our traincrew to have adequate breaks and attend to their mandatory training requirements.

## Question on Notice

### Non-Government Question No. 5

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

Could the Minister please provide the government subsidy per passenger trip for public transport services in South East Queensland, broken down by rail, bus and light rail for each of the last three years together with the forecast numbers for 2021/22, 2022/23 and 2023/24.

#### ANSWER:

I thank the Committee for the question.

COVID-19 has had an enormous impact on transport operators.

The Palaszczuk Government is committed to providing accessible, safe and reliable public transport for all Queenslanders.

Government subsidy per passenger trip for direct operating costs for public transport services in South East Queensland are as follows.

| Mode           | Actual  |         |         | Forecast |         |         |
|----------------|---------|---------|---------|----------|---------|---------|
|                | 2018–19 | 2019–20 | 2020–21 | 2021–22  | 2022–23 | 2023–24 |
| SEQ Rail       | \$21.15 | \$27.23 | \$40.97 | \$27.76  | \$26.42 | \$24.21 |
| SEQ Bus        | \$4.02  | \$5.38  | \$7.30  | \$4.15   | \$3.86  | \$3.42  |
| SEQ Light Rail | \$3.64  | \$5.03  | \$8.16  | \$4.93   | \$4.48  | \$4.21  |

These subsidies are based on direct operator payments for rail, bus and light rail in South East Queensland. Non-operator costs such as TransLink labour, depreciation, system and other overhead costs are not able to be broken down as they support whole-of-State public transport services.

Subsidy per passenger trip for 2020–21 has increased substantially due to the reduction in patronage associated with the COVID-19 pandemic. Subsidies are expected to reduce as patronage returns to the network and once impacts of the pandemic, including lockdowns, lessen.

## Question on Notice

### Non-Government Question No. 6

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

Could the Minister please advise how many times has the Bruce Highway Trust met in 2020/21?

#### ANSWER:

I thank the Committee for the question.

As per the Palaszczuk Government's *Future-proofing the Bruce* policy, the Bruce Highway Trust Advisory Council (BHTAC) has been established as an advisory body to oversee the development of a 15-year vision for the Bruce Highway, and to identify and prioritise projects to be delivered through rolling five-year action plans for consideration of accountable state and federal ministers.

This work will build on the existing jointly funded \$13 billion Bruce Highway Upgrade Program, expanding the pipeline of longer-term investment priorities in this nationally significant corridor.

The inaugural meeting of the BHTAC, held 17 July 2020 on the Sunshine Coast, focused on the role and objectives of the BHTAC, current delivery status of the Bruce Highway Upgrade Program (2013–14 to 2027–28), and the proposed forward program of work for the BHTAC. Members shared information on what is important to the customers they represent.

The second BHTAC meeting was held on 26 November 2020 in Brisbane. Members were briefed on the policy commitments outlined in *A Real Bruce Plan* — the work undertaken to date by the Technical Working Group on their behalf towards developing the 15-year Vision and three, rolling five-year Action Plans, including the outcomes of an audit of the current condition and performance of the Bruce Highway, Customer Research and Economic Outlook and Modelling activities.

Following each meeting, Communiques have been made publicly available on the Department of Transport and Main Roads' website at <https://www.tmr.qld.gov.au/business-industry/Business-with-us/Bruce-Highway-Trust-Advisory-Council>

On 21 October 2020, the Honourable Anastacia Palaszczuk MP, Premier and Minister for Trade announced the *A Real Bruce Plan* policy document, which committed to increasing membership of the BHTAC to include six additional regional members representative of road users, and road safety and regional development experts from along the Bruce Highway, north of Gympie.

The six regional representatives will join peak industry leaders like the Royal Automobile Club of Queensland, the Queensland Trucking Association and other key peak bodies on the BHTAC to help shape the future of jobs, economic recovery and upgrades on Queensland's longest road—the Bruce Highway—and deliver strong outcomes for regional communities.

An open Expression of Interest process seeking and assessing nominations for the six regionally based BHTAC members has been undertaken for government consideration.

The new BHTAC member appointments and the next meeting date will be confirmed shortly. Unfortunately, COVID-19 impacts on the machinery of government have delayed the process.

In the meantime, the BHTAC-Technical working group has been progressing further road safety and road network deficiency analysis activities. Further, BHTAC members have been supporting customer research activities, including:

- three customer focus group sessions in April 2021 with specific customer groups (Caravanners and Campervanners, Transport Operators, Refrigerated Warehouse Owners and Long-haul Heavy Vehicle Drivers)
- the Bruce Highway online customer survey designed to capture key issues and priorities for investment in the Bruce Highway to achieve the three key objectives of unlocking economic growth, building flood resilience and improving safety.

This important work, along with further BHTAC member advice, is underpinning the development of the 15-year Vision for the Bruce Highway, five-year rolling Action Plans and the *Safer Bruce 2030 Action Plan*.

## Question on Notice

### Non-Government Question No. 7

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

Could the Minister please advise the costs to date for advertising the Smart Ticketing rollout, including a breakdown of costs by medium (e.g. radio, billboards, social media etc)

#### ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is modernising transport across Queensland. The new Smart Ticketing system will allow customers to use their contactless debit or credit cards, smart phones and smart watches to pay for trips in addition to *go* card and paper tickets.

Importantly, regional Queensland will not be left behind, with current *go* card operator Cubic due to deliver the new system in 18 regional areas as well as the metropolitan south east. The new ticketing system is an exciting chance to expand our ticketing options and to give public transport customers more flexibility.

Customers will also be able to manage and personalise their transit account options more effectively through an improved app and website that integrates payment, ticketing and journey planning options, all underpinned by real-time information. The new Smart Ticketing app and web portal are on track to launch late this year.

Smart Ticketing will cover one of the largest geographical areas of any ticketing system in the world. A total of 18 regional urban public transport centres, incorporating both *qconnect* and selected school bus services, will be included.

The progressive rollout of the Palaszczuk Government's \$371.1 million new Smart Ticketing system is underway, with contactless payments already available for adult-fare customers on Gold Coast Light Rail, and the installation of more than 500 new Smart Ticketing devices underway across the Queensland Rail Citytrain network.

Since September 2019, Translink has invested in targeted social media, local radio and static digital display advertising to educate customers about the Smart Ticketing project, new payment options and how to use the new equipment. Educational advertising is vitally important when implementing a new payment system that requires customers to use a device that they normally wouldn't use. This is a core part of the delivery of the project and will be of benefit when customers make the shift to alternative ways of paying for public transport.

The cost for advertising to date is \$338,183.21.

A breakdown of the media placement costs is as follows:

| <b>Channel</b>                          | <b>Amount (\$ ex GST)</b> |
|---|---------------------------|
| Social media advertisements             | \$ 27,499.99              |
| Digital display advertisements          | \$ 169,697.22             |
| Radio advertisements                    | \$ 140,986.00             |
| <b>Campaign total (as at July 2021)</b> | <b>\$ 338,183.21</b>      |

It took a Labor Government to modernise and integrate ticketing across South East Queensland, and we are getting on with the job of transforming the system by delivering this new ticketing solution.

## Question on Notice

### Non-Government Question No. 8

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

Could the Minister please provide the anticipated (or actual) construction commencement date and anticipated (or actual) construction completion date for the following projects:

- Mount Lindesay Highway (Brisbane – Beaudesert), Stoney Camp Road to Chambers Flat Road, construct additional lanes
- Gavial–Gracemere Road (Lawrie Street), widen to four lanes and upgrade intersections
- Mount Lindesay Arterial Road (Beaudesert Road) and Illaweenaa Street, upgrade intersection
- Kin Kin Road, Six Mile Creek, replace timber bridge
- Centenary Motorway and Logan Motorway, upgrade interchange
- Cleveland–Redland Bay Road, Magnolia Parade to Benfer Road, duplicate lanes
- Proserpine–Shute Harbour Road, Valley Drive to Tropic Road (Cannonvale), duplicate to four lanes
- Brisbane Road, Chermside Road and Glebe Road, improve intersection
- Beaudesert–Beenleigh Road (Belivah), Armstrong Road to Stubbin Street, widen pavement
- Beckmans Road and Cooroy–Noosa Road, construct roundabout
- Herveys Range Developmental Road (Townsville – Battery), Rupertswood Drive to Black River Road, widen pavement
- Caloundra Road and Ridgewood Road, upgrade intersection
- Mulgrave Road, Brown Street, upgrade culvert
- Gold Coast Highway and Toolona Street, upgrade intersection.

**ANSWER:**

I thank the Committee for the question.

I am advised that the commencement and completion dates for the requested projects are currently as follows. I note, however, that the anticipated commencement and completion dates listed below are of course subject to weather and construction conditions.

I am also advised that 2020–21 funding for these projects formed part of the 'Other Construction Works' line item identified in the Capital Program 2020 Update, from which the LNP proposed to redirect \$695 million to pay for the State's contribution to the Coomera Connector on the Gold Coast, as set out on page 23 of the of the LNP's election costings released on 29 October 2020.

It is therefore relevant to note that if that re-direction of funding proposed by the LNP had occurred, these projects in construction could have been stopped with significant contractual implications and costs to the State, while other projects would not have been able to commence.

| <b>Project</b>   | <b>Commencement</b>   | <b>Completion</b>       |
|--|---|-------------------------|
| Mount Lindesay Highway (Brisbane – Beaudesert), Stoney Camp Road to Chambers Flat Road, construct additional lanes | March 2021 (actual)   | Late 2022 (anticipated) |
| Gavial–Gracemere Road (Lawrie Street), widen to four lanes and upgrade intersections                               | Early works – 19 July 2021 (actual)<br><br>Major construction – Late 2021 (anticipated)   | Late 2022 (anticipated) |
| Mount Lindesay Arterial Road (Beaudesert Road) and Illaweena Street, upgrade intersection                          | Early to mid-2022 (anticipated)   | Mid-2023 (anticipated)  |
| Kin Kin Road, Six Mile Creek, replace timber bridge  | 2022 (anticipated)  | Mid-2023 (anticipated)  |
| Centenary Motorway and Logan Motorway, upgrade interchange   | Late 2022 (anticipated)   | Mid-2023 (anticipated)  |
| Cleveland–Redland Bay Road, Anita Street to Magnolia Parade, duplicate lanes                                       | Early 2022 (anticipated)  | To be confirmed         |
| Proserpine–Shute Harbour Road, Valley Drive to Tropic Road (Cannonvale), duplicate to four lanes                   | Early 2022 (anticipated)  | Mid-2023 (anticipated)  |
| Brisbane Road, Chermside Road and Glebe Road, improve intersection   | Originally anticipated as late 2022 however design is under review following feedback received from recent community engagement | To be confirmed         |
| Beaudesert–Beenleigh Road (Belivah), Armstrong Road to Stubbin Street, widen pavement                              | Early 2022 (anticipated)  | Late 2022 (anticipated) |



| <b>Project</b>   | <b>Commencement</b>        | <b>Completion</b>          |
|--|----------------------------|----------------------------|
| Beckmans Road and Cooroy–Noosa Road, construct roundabout  | Late 2021<br>(anticipated) | Mid-2022<br>(anticipated)  |
| Herveys Range Developmental Road (Townsville – Battery), Rupertswood Drive to Black River Road, widen pavement | March 2021<br>(actual)     | Late 2021<br>(anticipated) |
| Caloundra Road and Ridgewood Road, upgrade intersection  | May 2021<br>(actual)       | Late 2021<br>(anticipated) |
| Mulgrave Road, Brown Street, upgrade culvert   | Mid-2021, (anticipated)    | Late 2021<br>(anticipated) |
| Gold Coast Highway and Toolona Street, upgrade intersection.   | Late 2021 (anticipated)    | Late 2021<br>(anticipated) |

## Question on Notice

### Non-Government Question No. 9

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

Could the Minister please provide a list of transport projects (upgrades or new infrastructure projects) that the Department of Transport and Main Roads considers necessary for a 2032 Olympic Games, should Brisbane's bid be successful. For each project could the Minister please provide the estimated cost and construction timeframe.

#### ANSWER:

I thank the Committee for the question.

The Palaszczuk Government has secured the 2032 Olympic and Paralympic Games for Queensland – an historic achievement for Queensland after we so successfully hosted the 2018 Commonwealth Games.

Efficient transport infrastructure and services are critical to the success of any Olympic and Paralympic Games. The Department of Transport and Main Roads is continuing to provide technical transport input to the Queensland Government's 2032 Olympic and Paralympic Games planning.

I can assure Queenslanders that transport infrastructure required to support the 2032 Olympics and Paralympic Games will first and foremost be designed to meet the needs of Queensland's growing population, as outlined in the regional transport plans.

We successfully provided the necessary transport infrastructure for the 2018 Commonwealth Games and we will again for the 2032 Olympic and Paralympic Games.

The Government's public transport system and major road connections are crucial to growing the South East Queensland region and will be a key element of transport to support the Games. I am proud to say Queensland is already in a strong position because of the Palaszczuk Government's commitment to plan for the future and our record investment in transport infrastructure.

This investment includes the 100 per cent State funded \$5.4 billion Cross River Rail project. Cross River Rail will mean a quicker and more convenient commute, with the new Albert Street station in the heart of the CBD and a new station at the Gabba, which was a critical part of Queensland's Olympics bid.

Other funded projects that will support the transport task, now that the Palaszczuk Government has secured Queensland the Olympics, include:

- Gold Coast Light Rail Extension to Burleigh Heads (approximately \$1 billion) – early works in place and currently estimated for completion in 2024–25
- Beerburrum to Nambour Rail upgrade stage 1 (\$551 million) – in the pre-construction phase and scheduled to be completed in 2024–25

- Brisbane Metro (\$1.2 billion) – a key project being led by Brisbane City Council under construction and scheduled to be operational in 2023
- Coomera Connector (\$1.5 billion) is about to commence construction with a scheduled completion in 2024–25
- Gateway Motorway Upgrade Stage 2 Bracken Ridge to Pine River (\$1 billion) has an estimated construction start date of 2023
- Centenary Motorway bridge upgrade (\$244 million) has an estimated construction start date of 2022 and a completion date of 2024–25
- Warrego Highway upgrade (\$544 million) covers a range of intersection upgrades and safety works along the Warrego east of Toowoomba and is jointly funded by the Queensland Government and Australian Government. Project details and timing are subject to further planning and negotiation with the Australian Government
- Pacific Motorway Upgrade Program including sections of capacity improvements plus multiple Interchange upgrades (\$2.96 billion) is currently under construction and scheduled for completion around 2026
- Bruce Highway Upgrade Program: Pine Rivers to Sunshine Motorway (\$2 billion) covers a range of intersection upgrades and capacity works along the Bruce with varying timeframes
- Mooloolah River Interchange project Stage 1 (\$320 million) includes new direct and efficient local road connections as the first stage in transforming major roads between Caloundra and Maroochydore. Detailed design is scheduled to commence in late 2021.

The Palaszczuk Government's sixth record QTRIP has a value of \$27.5 billion QTRIP – we've grown transport infrastructure funding by more than 50 per cent compared to when the previous LNP government were in office.

I welcome the Australian Government's announcement that it will contribute funding towards essential infrastructure for the Olympics on a 50:50 basis with the State, and the Queensland Governments local government partners who have an important part to play.

Now that the Palaszczuk Government has secured the 2032 Olympic and Paralympic Games, discussions will take place with the Australian Government to confirm the additional transport projects that will be delivered under this partnership, to accelerate transport solutions that will benefit the communities of South East Queensland and regional event cities.

Importantly, the Palaszczuk Government will always continue to strongly invest in the State's regions, including further upgrades to the Bruce Highway under our \$13 billion joint Bruce Highway Upgrade Program.

## Question on Notice

### Non-Government Question No. 10

Asked on 9 July 2021

The Transport and Resources Committee asked the Minister for Transport and Main Roads, (HON M BAILEY) —

#### QUESTION:

The Budget Strategy and Outlook advises that the Department delivered \$80.9m in savings in 2020-21. Could the Minister please provide a breakdown of the measures that were implemented to deliver these savings.

#### ANSWER:

I thank the Committee for the question.

The Department of Transport and Main Roads (TMR) is working closely with Queensland Treasury to implement the Savings and Debt Plan to support economic recovery and target \$3 billion in savings over four years.

TMR is committed to budget management that is fiscally responsible, while also delivering the infrastructure, skills and services that will help manage growth and ensure all Queenslanders can share in future prosperity. TMR has strong budget and monitoring processes in place to manage its budget, ensure value for money and efficient delivery of services.

TMR has achieved savings of \$80.9 million in 2020–21 (representing just over 1 per cent of the total budget), through the implementation of the following savings measures:

- utilising forecast underspends from programs where available
- targeting spending reductions to arrangements including information and communication technology, shared services, fleet and accommodation costs for which TMR spends annually in excess of \$100 million
- improving the efficiency of service delivery through the utilisation of technology and online payment channels
- savings realised through TMR's ongoing fiscal discipline including procurement, administration and employee vacancies.

These savings were able to be achieved while maintaining essential services and supporting the Government's focus on economic recovery and commitment to public service employment conditions.

These savings have also been able to be achieved without impacting on infrastructure delivery, as evidenced by the *Queensland Transport and Roads Investment Program 2021–22 to 2024–25*, which represents the Palaszczuk Government's sixth record investment – \$27.5 billion, estimated to support 24,000 direct jobs over the life of the program.

It is relevant to compare this approach with that of the former Newman LNP government, who cut \$1.6 billion from the roads and transport budget, and fired 700 RoadTek roadbuilders.

**Questions on notice and responses – *Minister for Energy,  
Renewables and Hydrogen and Minister for Public Works  
and Procurement***

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**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. G01**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —**

**QUESTION**

With the Palaszczuk Government committing to a 50% renewable energy target by 2030; will the Minister please provide an update on progress on that target?

**ANSWER**

The Queensland Government's commitment to a 50 per cent renewable energy target by 2030 has kickstarted renewables in Queensland, with more than \$9.9 billion being invested since 2015, creating over 7,000 direct jobs and enabling 354,100 through cheaper and cleaner energy.

Queensland is a world leader in residential solar power, with more than 3,500 megawatts (MW) of the state's total installed solar capacity provided by rooftop installations. In addition, since 2015, 44 large-scale renewable energy projects have commenced operations, become financially committed or are under construction. Once all projects have completed construction, Queensland will have more than 9,200 MW of renewable energy capacity.

Due to this substantial level of investment, the Queensland Government is making clear progress towards the 50 per cent renewable energy target by 2030.

In 2016, the level of electricity provided by renewable sources was around seven per cent. This has grown to over 20 per cent in the 2020-21 financial year. Importantly, the projects already under construction and the Government's most recent round of commitments, will take renewables beyond 30 per cent.

The State's publicly owned generators are leading the way by supporting more than 2,000 MW of renewable energy capacity. CleanCo is delivering on its 1,000 MW mandate, including its ownership of 102 MW of the Karara Wind Farm and support for the Western Downs Green Power Hub project, which will be Australia's largest solar project. Stanwell have finalised arrangements to support the Clarke Creek Wind Farm and CS Energy has completed off-take agreements with the Columboola and Moura Solar farms. In total Government Owned Corporations are supporting around one-third of large-scale renewable generation capacity in operation or under construction.

To continue growth, the Government has committed \$145 million to developing three Renewable Energy Zones (QREZ) in Southern, Central and Northern Queensland. As a first step, the Queensland Government is working with Powerlink Queensland, the state-owned transmission company, to identify strategic investments that will unlock renewable energy potential and lower the cost of connecting new projects.

The Government has announced the first stage of developing the Northern QREZ with an investment of \$40 million for network upgrades to unlock up to 500 MW of renewable energy potential in Far North Queensland.

Adding to existing investment in renewables, the Government has committed \$2 billion to the Queensland Renewable Energy and Hydrogen Jobs Fund (the Fund). It builds on the \$500 million Queensland Renewable Energy Fund, forming the foundation upon which the Government develops an energy plan to enable continued growth and diversification of Queensland's energy sector over the next decade.

The Fund will accelerate investment in commercial renewable energy and hydrogen projects in Queensland and is the State's down-payment on future that will support achieving 50 per cent renewables by 2030.

Additionally, the Government has committed \$22 million for a detailed design and cost analysis for a one gigawatt, 24 hour pumped hydro project at Borumba Dam. This investment will enable progression of a multi-billion-dollar construction project that would enable further significant growth of renewable energy and deliver thousands of jobs.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. G02**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —**

**QUESTION**

Will the Minister advise how the Palaszczuk Government plans to create jobs in the manufacturing and construction of renewable energy and hydrogen projects?

**ANSWER**

The Queensland Government is creating safe, secure, decent jobs for a sustainable and affordable energy future to benefit local communities and grow the Queensland economy. Since 2015, the Government has delivered 44 large scale renewable energy projects bringing \$9.9 billion worth of investment to Queensland's regions and over 7,000 construction jobs.

With another 192 projects in the pipeline, this next wave of investment is set to secure thousands of job opportunities and support Queensland-made renewable energy and hydrogen projects.

The Government will support the growth of Queensland-made wind, solar, hydrogen, storage and network infrastructure by driving local content and local job requirements for these large-scale projects. On 10 June 2021 the Honourable Annastacia Palaszczuk MP, Premier and Minister for Trade, announced the development of a new energy plan for Queensland which will set out how our investment, and continued public ownership of energy generation, transmission and distribution will deliver cheaper, cleaner energy to power more jobs and enable the reindustrialisation of the Queensland economy.

Progress towards Queensland's 50 per cent renewable energy target is already delivering on this commitment. Government has allocated \$145 million to establish three Queensland Renewable Energy Zones in Northern, Central and Southern Queensland.

The Queensland Government is further investing in the renewables-powered future through the \$2 billion Queensland Renewable Energy and Hydrogen Jobs Fund. Developing the hydrogen industry is a priority of the Government. Queensland's hydrogen industry has the potential to be a multi-billion-dollar ecosystem with many of the manufacturers and jobs being located in regional areas, especially around ports and industrial clusters.



The Government has committed more than \$77 million to support hydrogen projects and training facilities. Initiatives include \$20 million towards Stage two of the Queensland Apprenticeships Centre at Beenleigh, \$17 million towards a renewable energy training facility at Pinkenba, \$10.6 million towards a Hydrogen and Renewable Energy training facility at Bohle Trade Training TAFE in Townsville and \$2 million towards upgrading training facilities at Gladstone State High School to prepare students for jobs in the emerging hydrogen industry.

Through all of these investments the Government has sent a strong message to the market. It has provided the market with confidence that will attract new manufacturers to Queensland and let existing manufacturers know there are opportunities here throughout the renewable energy value chain. Cheap, clean and reliable energy will continue to underpin manufacturing in Queensland. The Government is committed to continued downward pressure on electricity costs.

Other strong market advantages include Queensland's highly skilled workforce, world class universities and connectivity to domestic and global markets through our publicly owned ports. Queenslanders is exceptionally well positioned to capitalise on the jobs and investment that will flow from the Queensland Government's strong commitments and the State's inherent strengths.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. G03**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE** ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —

**QUESTION**

There are a growing number of Queenslanders installing rooftop solar, buying electric cars, and using more energy; will the Minister advise what capital maintenance and upgrades the Palaszczuk Government is investing in our energy system?

**ANSWER**

For 2021-22, the Government is investing over \$2.2 billion for capital works in Queensland's energy system to be delivered by the energy Government Owned Corporations. This investment will ensure the continued reliability and security of the network as we grow our renewable generation.

This investment forms part of the Government's commitment to providing safe, secure and highly reliable electricity supply to all Queensland power consumers and supports jobs across Queensland.

**Generators - Planned Investment 2021-22**

For the energy generator sector, the total capital expenditure planned for 2021-22 is \$473 million. This reflects Stanwell Corporation, CS Energy and CleanCo's continued commitment to ongoing reliability and efficiency of generation plant at its power station sites.

Program highlights include:

- Stanwell Corporation – \$31.8 million for overhaul of generation assets and statutory inspections of infrastructure at Stanwell Power Station.
- CS Energy – \$53.6 million for overhauls, enhancements and refurbishments to existing infrastructure at Callide Power Station, including \$43.5 million at Callide B.
- CleanCo – \$144.9 million to develop the Karara Wind Farm.

**Networks - Planned Investment 2021-22**

The total capital expenditure planned for Energy Transmission and Distribution is \$1.775 billion. Energy Queensland and Powerlink Queensland's capital programs aim to ensure continued electricity supply across Queensland to meet customer needs.

In regional Queensland, planned Ergon capital investment over the five-year regulatory period is \$1.160 billion. This is above the regulator's required expenditure for the network and is to ensure the highest possible levels of safety and reliability.

Program highlights in 2021-22 include:

- Energy Queensland – \$39.9 million to establish five community-scale, grid-connected battery energy storage systems throughout the state.
- Powerlink Queensland – \$37 million towards the Kidston Hydro 275kV Transmission Network Connection.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. G04**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —**

**QUESTION**

The Palaszczuk Government has committed to supporting and creating jobs in regional Queensland in traditional manufacturing and agricultural industries; will the Minister please outline what steps have been taken to keep electricity accounts low and create jobs?

**ANSWER**

Cheaper, cleaner and reliable energy is an important foundation for our economic future. The Government has a firm focus on ensuring decent, secure jobs for Queenslanders and a proven track record of putting downward pressure on electricity prices.

Regional Queenslanders will continue to benefit from savings with renewables driving the largest power price reduction in more than 16 years. The Queensland Competition Authority's (QCA) final determination for 2021-22 confirms electricity prices are set to decrease again for regional customers. Households will typically save about \$101, while typical small businesses will pocket an extra \$79 – an annual reduction of up to 7.3 per cent and 3.7 per cent respectively.

Large businesses on standard tariffs will also benefit from the QCA's final decision, with annual accounts decreasing by between 2.5 per cent and 3.7 per cent.

In addition, the Government has supported families across the state through the COVID-19 pandemic with the \$500 million utility relief package which delivered \$400 million in assistance to households with a \$200 rebate on their bills and \$100 million to sole traders and small business, through a \$500 rebate. Households can expect an additional \$50 dividend to be delivered on their household bills in 2021-22.

The Queensland Government has also been delivering for larger businesses. Over the last several years the Regional Business Customer Support Package and the Business Energy Savers Program has helped regional Queensland businesses adjust to electricity tariff changes and improve their energy productivity.

The Government has also introduced the Electricity Tariff Adjustment Scheme (the Scheme), with support available for up to nine years, including \$9.1 million for 2021–22. The Scheme provides eligible customers with individually tailored rebates as they move to standard tariffs.

Lower prices for Queensland households and businesses, both small and large, means lower costs of living and doing business in Queensland. Queensland is positioned better than anywhere in Australia to capitalise on the jobs and investment that will flow from our cheaper, cleaner energy.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. G05**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —**

**QUESTION**

As the world's first Minister for Hydrogen, will the Minister outline how the Palaszczuk Government is supporting the development of a hydrogen supply chain in Queensland?

**ANSWER**

The Palaszczuk Government is creating a renewable hydrogen supply chain in Queensland that will position the state to meet the hydrogen demands resulting from Queensland's net zero emissions target and international demand countries including Japan, South Korea and the European Union as part of a decarbonised, low-emissions global economy.

To date we have invested more than \$60 million as part of the *Queensland Hydrogen Industry Strategy 2019-2024* (the Strategy). This includes financial assistance to four renewable hydrogen projects with a total estimated project value of \$37.2 million across heavy industry, transport and tourism through the Hydrogen Industry Development Fund.

Since releasing the Strategy in 2019, we have worked with the private sector to accelerate the hydrogen industry as part of our plan for economic recovery. On 17 March 2021 publicly owned Gladstone Ports Corporation signed a Memorandum of Understanding (MOU) with Sumitomo Australia, Australian Gas Networks, and Central Queensland University to develop a Hydrogen ecosystem in Gladstone. The Gladstone Hydrogen Ecosystem aims to reach export volumes of 300,000 tonnes per year by 2030. The Port of Townsville Corporation followed suit on 14 April 2021, signing an MOU with Origin Energy to work together on a project to explore the potential of liquid hydrogen for export.

Queensland's hydrogen development reached another milestone in Central Queensland in June this year, when publicly owned generator Stanwell and Japan's largest domestic hydrogen supplier Iwatani secured land for their proposed 3000-megawatt renewable hydrogen electrolysis facility at Aldoga, 20 km west of Gladstone. At its peak, this project would support over 5000 new jobs, and \$4.2 billion in hydrogen exports over its 30-year life.

To support industry development, we have boosted the \$500 million Queensland Renewable Energy Fund by \$1.5 billion, to take this to a \$2 billion Queensland Renewable Energy and Hydrogen Jobs Fund, positioning Queensland at the forefront of renewable energy production. This fund allows energy Government Owned Corporations to increase ownership of commercial renewable energy and hydrogen projects, as well as supporting infrastructure, including in partnership with the private sector.

It is internationally recognised that renewable hydrogen manufactured using Queensland's exceptional wind and solar resources, can lead the decarbonisation of Australia's highest emitting sectors including transport, in particular heavy haulage, waster transfer, mining vehicles, trains, trams and ferries. To further develop domestic demand, the Palaszczuk Government has invested in five renewable hydrogen vehicles as our contribution to a \$8.5 million Australian Renewable Energy Agency (ARENA) funded project in partnership with BOC and the Queensland University of Technology.

With abundant renewable energy sources, available land and ports ideally located to support hydrogen exports, Queensland has a major competitive advantage. In addition, we have the expertise of an established global energy export industry, shipping over 22 million tonnes of liquified natural gas to the world in 2020 during a global pandemic. Queensland is near Asian markets, where hydrogen demand is expected to emerge first, and established trading partnerships across Asia and in particular with Japan and Korea.

Queensland has a highly skilled workforce and we have invested \$32.6 million to support industry development activities and investment in education, training and skills that will provide a pathway to future hydrogen jobs. This includes \$20 million towards construction of Stage 2 of the Queensland Apprenticeships Centre at Beenleigh, which will include a Hydrogen Training Centre of Excellence, \$10.6 million towards a hydrogen and renewable energy training facility at Bohle Trade Training TAFE in Townsville and \$2 million committed to upgrade training facilities at Gladstone State High School to prepare students for jobs in this emerging industry.

The Queensland Government is also proud to be a pro-business government with a supportive policy and regulatory regime, as well as a strong focus on innovation to support the development of Queensland's hydrogen supply chain development.

To spearhead this delivery of Queensland's vision for a renewable hydrogen sector, the Queensland Hydrogen Taskforce (the Taskforce) was established on 11 March 2021 with a focus on the necessary policy and practice to ensure the sustainable development of a hydrogen industry in Queensland for export and domestic use.

The Taskforce consists of four external members including:

- Professor Peta Ashworth OAM (Chair),
- Professor Ian Mackinnon (hydrogen advisor),
- Ms Vanessa Sullivan (energy advisor), and
- Ms Renata Berglas (transport advisor)

Alongside these advisors are six Directors-General (or equivalent) who are public sector experts in economic development, infrastructure planning, regulation, skills development and logistics.

The Taskforce is focused on identifying the short and medium-term regulatory and planning actions facilitate the safe and sustainable development of Queensland's next major energy commodity. The Taskforce is also providing advice on an effective legislative, regulatory and policy framework, and working with industry across the hydrogen supply and demand chain to accelerate growth.

The Queensland Government is firmly focused on the right policy settings, skills development and industry collaboration to capitalise on Queensland's emerging renewable hydrogen supply chain to continue to grow and support Queensland's renewable energy target and low-emissions future.



**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. G06**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE** ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —

**QUESTION**

The 2021-22 budget includes significant investment in delivering more frontline services, like teachers & police officers, for all of Queensland; will the Minister please outline how the Palaszczuk Government is supporting the delivery of these frontline services in remote communities?

**ANSWER**

The Queensland Government is committed to providing safe and secure accommodation for government employees delivering frontline services in regional and remote locations across the State. Employee housing of an appropriate standard is essential to attract and retain skilled frontline workers to regional and remote communities.

A portfolio of approximately 3,000 state-owned residences provides homes for health workers, police officers, teachers and other government staff across regional and remote Queensland. This portfolio is supplemented by the use of private rental options for employees in urban centres where there is a strong private rental market that can support agencies' accommodation requirements.

Providing employee housing for staff delivering these key frontline services is critical, particularly in remote locations and in Aboriginal and Torres Strait Islander communities where there is a shortage of private rental properties or no other suitable accommodation options.

In 2020–21, the Queensland Government invested a total of \$55.7 million in programs for the employee housing portfolio, including the construction and acquisition of new dwellings, upgrades, improvements and priority maintenance.

This comprised:

- \$16.5 million for the construction and acquisition of new employee housing, providing a total of 30 residences in places like Thursday Island, Saibai Island, Hope Vale, Weipa and Cooktown.
- \$39.2 million in maintenance, upgrade and improvement programs to enhance the quality and standard of existing government employee housing.

Key projects scheduled for delivery in 2021–22 include an additional 13 residences in Cooktown, Woorabinda, Palm Island and Warraber Island.

The Queensland Government continues to upgrade and improve the amenity of its employee housing. In 2020–21, works were undertaken to install new kitchens, upgrade bathrooms and laundry upgrades, internal and external painting, new flooring, plumbing and carpentry works.

The Queensland Government also invested \$503 million for building works and approximately \$905 million for maintenance services in government-owned facilities such as schools, social housing, police stations, correctional and health facilities that will be delivered by QBuild.

These programs have delivered improved accommodation where regional and rural staff live and work, while supporting local trades and the broader community.

The Queensland Government's commitment to house frontline service personnel in regional and remote locations and investment in its portfolio supports jobs for local builders, carpenters, plumbers, painters and electricians and supply opportunities for local businesses. New construction projects also provide ongoing training for local tradespeople and apprentices.

The capital budget for these initiatives forms part so the Palaszczuk Government's \$50 billion Infrastructure Guarantee, supporting the growth of the Queensland's \$45 billion construction industry and delivering a record number of licensees - 110,097, as at 30 June 2021.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. G07**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —**

**QUESTION**

Referring to recent media reports about a boom in the number of new homes being constructed in Queensland as a result of our economic recovery; will the Minister please advise the Committee how the Palaszczuk Government is supporting Queenslanders to have access to livable housing, in particular those with a disability or mobility issues?

**ANSWER**

In the last year Queensland has recorded faster domestic economic growth than the rest of Australia, the fastest jobs growth in Australia, the fastest growth in labour force participation, more interstate migrants than any other state or territory, faster consumption growth than the rest of Australia, faster dwelling investment growth than the rest of Australia and faster housing lending growth than the rest of Australia.

This is the result of our strong response to the pandemic and will drive our economic recovery – and we are seeing the results in dwelling approvals. The seasonally adjusted estimate for total dwelling units approved in May 2021 was 49.5 per cent higher than the May 2020 estimate.

In the 2017 Queensland Building Plan, the Queensland Government outlined its commitment to develop a national approach to introducing accessibility standards for new homes and apartments that would benefit all Australians. This commitment is consistent with the Government's goal of an accessible and inclusive society that meets the needs of all Queenslanders.

In April 2021, this commitment was delivered when a majority of Building Ministers nationally agreed to include a minimum accessibility standard for new housing in the National Construction Code 2022. These technical provisions meet the 'silver' standard of the Livable Housing Design Guideline and include features such as:

- at least one step-free entrance door;
- wider internal doors and corridors;
- toilet on ground level (or entry level);
- a bathroom and shower designed for easy access;
- bathroom and toilet walls able to support grab rails; and
- a step-free path from the street or garage to the dwelling entrance.

There is currently a lack of accessible housing to support the over three million people with mobility-related disability in Australia. With population growth and an ageing population, this is estimated to increase to 5.75 million people over the next 40 years. Past voluntary measures failed to increase accessible housing stock beyond 5-10 per cent of new homes.

By mandating a Silver Standard and establishing a voluntary guide for Gold Standard, the decision taken by a majority of Building Ministers acknowledges the costs identified in the Decision Regulatory Impact Statement but reflects their assessment that a regulatory solution is necessary to provide a significant and lasting benefit to Australians who need homes with accessible features. The decision also takes into account a number of unquantifiable factors, including equity impacts and Australia's human rights obligations.

In making this decision, Building Ministers acknowledged there will be exemptions, such as for steep lots and small blocks, that will protect traditional Queensland style houses, and continue to support housing diversity.

Building Ministers also directed senior officials from all jurisdictions to engage with industry to facilitate these changes. Officers from Energy and Public Works have already met with key industry stakeholders to discuss necessary exemptions, appropriate transition timeframes and a comprehensive communication approach, that will particularly assist in providing insights on best practice in design.

In Queensland, Government plays its part by building 70 per cent of new social housing to either the Gold or Platinum Livable Housing Australia design guidelines.

The building industry will now play a vital role to make our community more accessible for all Queenslanders.

During the current pandemic the building and construction industry has benefited significantly from both State and Commonwealth Government support. In light of this support, industry will be encouraged to keep working with government to ensure the successful introduction of these reforms.

The new standard is an important step towards building a more inclusive society, where older people and people with disability can live independently and participate fully in their community.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. G08**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE** ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —

**QUESTION**

The Palaszczuk Government has made it a priority to support local suppliers through its Buy Queensland Policy; will the Minister advise how this policy has supported the delivery of essential PPE for our frontline health workers during the pandemic?

**ANSWER**

As Queensland continues to implement our Economic Recovery Plan from COVID-19, the Buy Queensland approach to procurement is as critical as ever as the Government uses its significant investment in goods and services to support as many local jobs and businesses as possible.

Some of the local businesses that met the Buy Queensland criteria for supporting local content and jobs were those providing locally sourced personal protective equipment (PPE) during the pandemic including:

- Evolve in Crestmead (for face shields and masks);
- Perfect Potion in Banyo (for hand sanitiser);
- MCP Health in Woodridge (for surgical masks); and
- Concept Labs in Warana (for hand sanitiser).

Resulting from a manufacturing grant provided by the Palaszczuk Government, the Evolve Group was able to provide more than \$15 million worth of face masks for Queensland Government agencies in the 2020/21 financial year. Another supplier, the MCP Australia Group provided almost \$15 million worth of face masks for the same period.

Face masks were used predominantly by the former Departments of Child Safety, Youth and Women and Communities, Disability Services and Seniors, and by Queensland Health. Queensland state and local government elections also took place during 2020 which necessitated the purchase of masks by the Electoral Commission of Queensland.

This necessary investment in PPE was not only a benefit to Queensland manufacturers but was critical to keeping Queenslanders safe during the pandemic.

At the peak of the COVID-19 emergency the Department of Energy and Public Works rapidly stood-up the COVID-19 Procurement Response, which developed a suite of initiatives to ensure the continued delivery of essential goods and services.

This included supporting the delivery of essential PPE for frontline health workers by:

- collaborating with government agencies to better manage demand for and application of PPE;
- monitoring PPE stock levels in Queensland using data from government agencies and PPE suppliers;
- assisting local manufactures pivot their businesses to supply PPE;
- establishing a PPE supplier portal to help deal with increased demand, which provides a directory of PPE suppliers and details the products they offer. The portal identifies what suppliers are based in Queensland and which products are manufactured in Queensland;
- conducting a PPE market scan to better understand how to deliver best value for Queensland and opportunities to develop local manufacturing; and
- guarding against over reliance on foreign supply chains, the Department of Energy and Public Works is establishing a new whole-of-government arrangement, prioritising local manufacturing. The new arrangement will be more inclusive and diverse. It will make it easier for government buyers to find and engage local businesses of all types, including local manufacturers and Aboriginal and Torres Strait Island suppliers.

These actions will help protect Queensland against supply chain disruptions, ensuring that Queenslanders, especially front-line workers, have access to quality PPE.

**RANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. G09**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —**

**QUESTION**

With recent reports of a boom in the building and construction industry and more and more Australians choosing to build their own home in Queensland; will the Minister outline how the Palaszczuk Government is supporting both homeowners and builders at this time?

**ANSWER**

In the last year Queensland has recorded faster domestic economic growth than the rest of Australia, the fastest jobs growth in Australia, the fastest growth in labour force participation, more interstate migrants than any other state or territory, faster consumption growth than the rest of Australia, faster dwelling investment growth than the rest of Australia and faster housing lending growth than the rest of Australia.

This is the result of our strong response to the pandemic and will drive our economic recovery – and we are seeing the results in dwelling approvals. The seasonally adjusted estimate for total dwelling units approved in May 2021 was 49.5 per cent higher than the May 2020 estimate.

Through the Queensland Building and Construction Commission (QBCC) a range of services are offered to support homeowners and builders through the building process.

When a homeowner is considering a building or renovation project the QBCC website offers detailed information from choosing the right builder, using a compliant written contract and home warranty insurance cover. The *Home Owner's Guide to Building and Renovating* published on the QBCC website consolidates all of this information in a useful, easy to understand guide.

The Queensland Home Warranty Insurance Scheme premiums payable for residential construction work will not increase for the 2021-22 financial year. This positive result is due to improved claims experience and an increase in assumed policy numbers based on increased industry activity.

The Queensland Government recognised the impacts on the Queensland residential construction industry caused by an Australia-wide shortage of building materials and skilled trades. To address this, on 1 July 2021 the Accelerated Builder and Consumer Dispute (ABCD) Framework was introduced.

The ABCD Framework is a temporary independent mediation service that will help address the challenges currently facing the residential construction industry.

The ABCD mediation service will match applicants, both consumers and builders, with a qualified mediator to help facilitate a discussion between parties experiencing issues with domestic building contracts underway due to industry material or labour shortages. The ABCD mediation service provides an opportunity for impacted parties to discuss the situation, its impact and work towards a realistic solution together. The service is free for applicants who meet eligibility requirements.

Access to the ABCD mediation service is via the QBCC website at [qbcc.qld.gov.au](http://qbcc.qld.gov.au) or by phoning the QBCC on 139 333.

The Government continues to support the financial sustainability of licensees through its strengthening of the Minimum Financial Requirements for licensing. This enables the QBCC to effectively monitor the financial sustainability of licensees and act to mitigate the impact on the building and construction industry.

Since 1 January 2019, \$1.3 billion has been injected into the building and construction industry as a result of higher category licensees increasing their net tangible asset position.

In 2020-21, the QBCC assisted creditors to recover approximately \$3.9 million in outstanding payments with the number of complaints about monies owed decreasing over the past three years from 1,395 in 2018-19, to 1,215 in 2019-20 and 729 in 2020-21.

The reduction in monies owed complaints can be attributed to new initiatives focussing on industry education on positive payment practices. In addition, increased investigations for non-payment related offences under the *Building Industry Fairness (Security of Payment) Act 2017* and *Queensland Building and Construction Commission Act 1991* are delivering better outcomes for the industry.

This consequential reduction in monies owed complaints received is relative to the amount of monies returned to industry participants under this process which has also decreased in 2020-21.



**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. G10**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE** ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —

**QUESTION**

The Palaszczuk Government's Buy Queensland Procurement policy has made investment in Queensland jobs and businesses a priority; will the Minister outline what has been achieved since the introduction of the policy?

**ANSWER**

In 2017, the Queensland Government launched the Buy Queensland approach to procurement.

This approach fundamentally changed the way Queensland Government buys – it shifted the emphasis firmly in favour of Queenslanders to ensure that every dollar government invests supports as many local jobs and businesses as possible.

Since the launch of *Buy Queensland* (for the period 1 September 2017 to 31 March 2021):

- over \$36 billion has been invested into the local economy with over 57,990 Queensland registered businesses;
- 81 per cent of Queensland Government suppliers are Queensland businesses; and
- approximately \$7 billion in goods and services was supplied by over 24,980 Queensland regional businesses.

Under Buy Queensland the Queensland Government also wants to do business with ethically, environmentally and socially responsible suppliers. Through its approach, the government is creating a level playing field through activities to support compliance requirements for suppliers.

This includes (for the period 1 July 2018 to 30 June 2021):

- performing 444 compliance checks as part of the supplier vetting and business verification processes;
- conducting 97 Best Practice Principles (BPPs) audits across 9 major projects
- auditing 372 local benefits tests;
- finalising 291 enquiries and compliance activities relating to the Queensland Procurement Policy;
- identifying and enabling in excess of an additional 127,783 hours of building and construction training and apprenticeships, equivalent to 73.9 full-time equivalents;
- introducing the Ethical Supplier Mandate (ESM) and Ethical Supplier Threshold (EST), setting standards and expectations of suppliers for fairer, safer workplaces; and

- performing 60,008 online supplier checks by 7,177 individual government buyers under ESM and EST.

The Buy Queensland approach will continue to focus on delivering benefits for Queenslanders through:

- aiming to source at least 25 per cent of procurement by value from Queensland small and medium enterprises (SMEs);
- pursuing local economic benefits;
- ensuring quality, safe workplaces;
- adoption of best practice industry conditions on major government projects;
- pursuing social value and supporting social enterprises;
- prioritising genuine Queensland food and beverages; and
- increasing spend with Aboriginal businesses and Torres Strait Islander businesses.

With the recent announcement of the 2032 Olympics being awarded to Queensland, the benefits of hosting the games to Queenslanders can now be realised to their full potential.

The Palaszczuk Government's policy commitment of using procurement to promote quality jobs and safe workplaces will ensure that Queensland workers get their fair and safe share of procurement for the 2032 Olympics.

Moreover, the Palaszczuk Government's commitment to Buy Queensland will ensure employment for local workers and contracts for local businesses.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. NG01**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE** ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —

**QUESTION**

With reference to page 147 of Budget Paper 2 on the Government's capital measures will the Minister outline the following on the promised Queensland Renewable Energy and Hydrogen Jobs Fund:

- a) What deliverables and KPIs this new fund will be measured upon
- b) What will be the expected rate of return for Queensland taxpayers on these grants; and
- c) The date the fund will be up and running and deliver its first dollar to successful applicants?

**ANSWER**

The Palaszczuk Government's \$2 billion Queensland Renewable Energy and Hydrogen Jobs Fund (the Fund) is an investment that will deliver cheaper, cleaner energy to power more jobs and more industries in Queensland and underpin our Queensland economic recovery.

The Fund allows Government owned energy corporations to increase investment in, and ownership of, renewable energy and hydrogen projects, and supporting infrastructure, including in partnership with the private sector.

Investment proposals will be considered based on the key objectives set by Government, including:

- Renewable energy and hydrogen – the Fund will consider investment proposals that support additional renewable energy generation and storage capacity in Queensland, and the transition to Queensland's 50 per cent Renewable Energy Target by 2030. This includes, but is not limited to, solar, wind, pumped hydroelectric storage, hydrogen and supporting network infrastructure.
- Commerciality – investment proposals must demonstrate commercial value.
- Employment and jobs – investments must create new and ongoing employment opportunities in Queensland consistent with the Government's Buy Queensland Procurement Policy.

All proposals submitted through the Fund must demonstrate commercial value. Returns will vary depending on the nature of investments brought forward by Government owned corporations for consideration and approval through the Fund.

Following the previous announcement of the \$500 million Queensland Renewable Energy Fund, the Government owned corporations have already submitted a diverse range of investment opportunities as part of the initial Project Discovery phase. Proposals are currently under evaluation, with initial investments expected to be announced in 2021.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. NG02**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE** ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —

**QUESTION**

With reference to SDS – Department of Energy and Public Works page 4 – can you provide by energy source by MWh in tabular form what comprises the 20% of the Renewable Energy Estimated actual for 2020/21 and the target for 21/22.

**ANSWER**

The following table summarises the actual contribution of renewable generation by source for 2020-21 (full year to 30 June 2021).

| <b>Energy Source</b> | <b>MWh</b>    | <b>Renewable %</b> |
|----------------------|---------------|--------------------|
| Large-scale solar    | 3,349         | 5.5%               |
| Rooftop PV           | 4,888         | 8.0%               |
| Wind                 | 1,761         | 2.9%               |
| Other renewables     | 2,304         | 3.8%               |
| <b>Total</b>         | <b>12,302</b> | <b>20.2%</b>       |

The SDS Target/Estimate of 22 per cent for 2021-22 is an estimate based on the forecast supply of electricity from renewable energy sources and the electricity consumed in Queensland.

Renewable generation forecasts include estimates of rooftop solar installations and the commissioning schedules of previously committed large-scale renewable energy projects. The timing of project commissioning is uncertain, and the level of renewable generation is also subject to variance due to network constraints and negative price events curtailing actual production volumes.

As both electricity consumption and renewable generation forecasts are subject to a number of external factors, the contribution to the renewable generation percentage by source will vary. As a result, a precise breakdown of the forecast for 2021-22 cannot be provided.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. NG03**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE** ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —

**QUESTION**

With reference to SDS – Department of Energy and Public Works page 4 – can you provide by energy source by MWh what will comprise the 50% of renewable energy by 2030.

**ANSWER**

The 50 per cent renewable energy target is based on the supply of electricity from renewable energy and the electricity consumed in Queensland in 2030. Given both of these factors are subject to change, it is not possible to give a precise breakdown of the output in megawatt hours (MWh) of renewable energy by energy source in 2030.

Current forecasts for electricity consumption in Queensland in 2030 (including from the Australian Energy Market Operator) indicate that Queensland will consume around 64,000,000 MWh of electricity in 2030. These forecasts are influenced by a range of factors, which may see consumption change. These factors include improved energy efficiency, development of new industries such as hydrogen, and the uptake of new technologies such as electric vehicles.

Based on the current forecasts noted above, Queensland would require 32,000,000 MWh of electricity generation from renewable energy sources in Queensland, including large scale projects and rooftop solar systems. The precise makeup of this generation output in MWh is subject to a range of technical and commercial factors. This includes the future rate of uptake of rooftop solar, the level of commercial investment in large-scale wind and solar projects, and the potential deployment of other renewable energy technologies.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. NG04**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE** ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —

**QUESTION**

With reference to SDS – Department of Energy and Public Works provide the number and average time of licensing assessments by SA4 statistical area.

**ANSWER**

There were 10 electricity and gas licence applications assessed and decided within the 2020-21 financial year. The overall average time for assessments was 9.6 weeks.

The table below provides details of the assessment times which have been allocated to a statistical area based on the location of the licenced energy infrastructure. Times have been rounded to the nearest decimal point.

| <b>SA4 Area</b>             | <b>No. of assessments</b> | <b>Average time of assessment</b> |
|-----------------------------|---------------------------|-----------------------------------|
| Cairns                      | 1                         | 17 weeks                          |
| Central Qld                 | 1                         | 7 weeks                           |
| Darling Downs – Maranoa     | 3                         | 7 weeks                           |
| Mackay – Issac – Whitsunday | 1                         | 5.7 weeks                         |
| Toowoomba                   | 1                         | 7.9 weeks                         |
| Townsville                  | 1                         | 10 weeks                          |
| Wide Bay                    | 2                         | 14 weeks                          |
| <b>TOTAL</b>                | <b>10</b>                 | <b>9.6 weeks</b>                  |

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. NG05**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE** ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —

**QUESTION**

With reference to page 1 in SDS 3 Energy Services highlights, specifically to ‘make best use of our energy resources’ will the Minister outline the following in relation to the Government owned corporations (GOC) under his responsibility:

- a) The total compensation paid to executives and boards reported by each GOC YTD June 2021;
- b) The total paid to contractors reported by each GOC YTD June 2021;
- c) The total paid in corporate entertainment reported by each GOC YTD 2021;

**ANSWER**

Values supplied are end of year financial estimates and still subject to final audit review for inclusion in end of year accounts.

- a) The total compensation paid to executives and boards reported by each GOC YTD 30 June 2021 is approximately:

| <b>Government owned corporation</b> | <b>Executives</b> | <b>Board Members</b> |
|-------------------------------------|-------------------|----------------------|
| Energy Queensland                   | \$4,784,000       | \$735,000            |
| Powerlink                           | \$3,547,000       | \$353,000            |
| CS Energy                           | \$3,163,000       | \$259,000            |
| Stanwell                            | \$2,774,000       | \$255,000            |
| CleanCo                             | \$2,737,000       | \$471,000            |

No performance-based payments have been made to chief and senior executives in the financial year to June 2021.

- b) The total paid to contractors reported by each GOC YTD 30 June 2021 is approximately:

| <b>Government owned corporation</b> | <b>Contractors (M)</b> |
|-------------------------------------|------------------------|
| Energy Queensland                   | \$774.0                |
| Powerlink                           | \$213.3                |
| CS Energy                           | \$156.1                |
| Stanwell                            | \$119.7                |
| CleanCo                             | \$9.6                  |

Total payments to contractors include all categories of non-employees employed within the corporation (professional and non-professional services), contracts for service level agreements and construction works contracts.



c) The total paid in corporate entertainment reported by each GOC YTD 30 June 2021 is:

| <b>Government owned corporation</b> | <b>Amount</b> |
|-------------------------------------|---------------|
| Energy Queensland                   | \$23,500      |
| Powerlink                           | \$5,000       |
| CS Energy                           | \$76,600      |
| Stanwell                            | \$11,100      |
| CleanCo                             | \$21,000      |

*GOC Corporate Entertainment and Hospitality Guidelines* establish reporting requirements for GOCs. Hospitality expenses are associated with staff functions such as training and recognising significant achievements, stakeholder networking activities to support commercial activities and interacting with community groups where GOC operations are undertaken.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. NG06**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE** ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —

**QUESTION**

Will the Minister outline the number staff (FTE) employed per the Queensland Building and Construction Commission (QBCC), broken down by division within the Commission and reported by each financial year from 2015/16 – 2020/21?

**ANSWER**

The number of staff (FTE) employed by the Queensland Building and Construction Commission (QBCC), broken down by division by financial year is provided as **Attachment 1**.

The building and construction industry is continually evolving with new challenges and risks. In line with this, the QBCC's role has continued to change and its regulatory responsibility expand to address new risks within the built environment.

This expansion in the QBCC's regulatory responsibility is due to the introduction of new legislative reforms under the Queensland Building Plan directly links to the QBCC's increase in staffing numbers.

The majority of staffing increases within the QBCC since 2015-16 have been in divisions primarily responsible for regulation of the building industry (Service Trades and Regulatory and Technical Services), roll out of regulatory reforms (Strategy and Transformation) and management of the Queensland Home Warranty Scheme (Insurance Services).

These increases largely align to the introduction of reforms under the Queensland Building Plan, including:

- Building Industry Fairness and Security of Payment legislation (2017 and 2020)
- Non-conforming Building Products and Chain of Responsibility legislation (2017)
- Safer Buildings Queensland Program (2018)
- Building Certification reforms (2020)
- Fire Licensing reforms (2021).

## QBCC Staffing Numbers by Division and Financial Year

|   | 2015-16       | 2016-17       | 2017-18       | 2018-19       | 2019-20       | 2020-21             |
|---|---------------|---------------|---------------|---------------|---------------|---------------------|
| <b>Office of the Commissioner</b><br>(Includes the Board and Senior Leadership Secretariats, Ministerial and Executive Services and Media and Government Relations) <sup>1</sup>                                | 17.40         | 11.40         | 12.40         | 20.00         | 18.00         | 16.80               |
| <b>Service Trades and Regulatory</b><br>(Includes Compliance and Enforcement, Licensing Services, Resolution Services and Compliance and Enforcement Financial, Customer Service Improvement Unit) <sup>2</sup> | 124.79        | 116.2         | 119.80        | 135.60        | 140.40        | 168.00 <sup>3</sup> |
| <b>Technical</b><br>(Includes Safer Buildings, Technical Standards, Certification, Non-Conforming Building Products, and Regional Services) <sup>4</sup>  | 70.99         | 73.56         | 71.36         | 82.71         | 100.53        | 94.77               |
| <b>Adjudication Registry</b>  | 7.60          | 6.60          | 5.00          | 7.00          | 9.00          | 7.60                |
| <b>Legal Services</b><br>(Includes Right to Information, Internal Review, and Legal) <sup>5</sup>   | 34.20         | 33.40         | 36.44         | 34.55         | 38.90         | 37.80               |
| <b>Information Services</b><br>(Includes Customer and Communications <sup>6</sup> , Information Services and Records) <sup>7</sup>  | 94.48         | 79.78         | 86.43         | 87.83         | 106.51        | 95.83               |
| <b>Financial Services</b><br>(Includes Insurance Services, Finance, Administration and Procurement) <sup>8</sup>  | 34.60         | 33.40         | 33.40         | 38.00         | 40.80         | 30.37 <sup>9</sup>  |
| <b>Strategy and Transformation</b><br>(Includes Portfolio Delivery, BIFOLA, Behaviour and Design, Insights and Analytics, Strategy, Planning and Performance, Policy and Legislation, and Industry Skills)      | -             | 33.60         | 28.60         | 30.60         | 31.60         | 39.60               |
| <b>Human Resources</b><br>(Includes Learning and Development, Human Resources, Integrity and Complaints, Workplace Health and Safety and Organisational Change) <sup>10</sup>                                   | 16.00         | 14.80         | 20.20         | 25.40         | 23.40         | 22.72               |
| <b>Total<sup>11</sup></b>   | <b>400.06</b> | <b>402.74</b> | <b>413.63</b> | <b>461.69</b> | <b>509.14</b> | <b>513.49</b>       |

<sup>1</sup> From November 2018 to October 2019 Executive also included staff within the Office of the Deputy Commissioner and from June 2017 to November 2018 the role of Chief Strategy Officer. The Chief Strategy Officer role from November 2018 is included in the Strategy and Transformation Branch.

<sup>2</sup> Previously Building Industry Services from September 2016 to July 2017 and Building and Trade Services from February 2017 to October 2019. Service Trades was a separate Division from September 2016 to June 2017, for the reporting purposes numbers for Service Trades have been included in the grand total for Service Trades and Regulatory in 2015-16.

<sup>3</sup> The increase in FTE can be attributed to staff within the Resolution Services Branch handling claims under the Queensland Home Warranty Scheme being reported in this division in 2020-21. In previous financial years claims officers were reported within Insurance Services for payroll purposes.

<sup>4</sup> Increases in FTE for the Technical Division can be attributed in part to the QBCC's regional frontline staff presence increasing as well as the addition of Safer Buildings Program in 2017-18. Previously Technical Standards fit under the Building and Trades Services Division.

<sup>5</sup> Previously Office of the General Counsel from September 2016 to November 2018. FTE increases in the Legal Services Division largely can be attributed to the introduction of the Internal Review function within the QBCC and increases to staffing in the Right to Information Unit. During 2020-21 the Integrity and Complaints, Records and Procurement also reported into Legal Services, for consistency FTE for these units have been reported as listed in the table above.

<sup>6</sup> Previously Customer Service from June 2014 to July 2017.

<sup>7</sup> Increases within Information Services can largely be attributed to the roll out of Information Technology infrastructure required to support regulatory reforms as well as the QBCC's journey to become an Insights Driven Regulator.

<sup>8</sup> The Finance Division is responsible for administration of the Queensland Home Warranty Scheme as well as processing licensing and other fees across the organisation. As the number of licensees in the construction industry has grown, so too has the number of staff required in this division.

<sup>9</sup> From 30 June 2020, staff working on claims moved to being counted under the Service Trades and Regulatory Division.

<sup>10</sup> Previously People and Culture from June 2014 to June 2017. Figures include the Integrity and Complaints Branch which now reports to the Legal Services Division. The Integrity and Complaints Branch, previously known as the Ethics and Standards Unit, was established in mid-2018 to mature the QBCC's approach to complaint management and enhance mechanisms within the QBCC to learn and improve from issues or complaints raised.

<sup>11</sup> Differences between the number of FTE in this report compared to the QBCC's Annual Report can be attributed to different reporting parameters. The Annual Report counts full FTE whereas this report counts active/paid FTE.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. NG07**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —**

**QUESTION**

With respect to complaints for defective building work made to the QBCC, will the Minister advise a) how many complaints the Queensland Building and Construction and Commission (QBCC) has received regarding defective building work, and b) the number of complaints which have resulted in a direction to rectify, reported each financial year from 2015/16 – 2020/21

**ANSWER**

|         | <b>Defective Work</b> | <b>Comparison to policies issued</b> | <b>Directions to rectify</b> | <b>Comparison to policies issued</b> |
|---------|-----------------------|--------------------------------------|------------------------------|--------------------------------------|
| 2012-13 | 4,843                 | 6.5%                                 | 864                          | 1.15%                                |
| 2013-14 | 3,894                 | 4.9%                                 | 733                          | 0.92%                                |
| 2014-15 | 4,793                 | 5.5%                                 | 707                          | 0.80%                                |
| 2015-16 | 3,927                 | 4.1%                                 | 855                          | 0.90%                                |
| 2016-17 | 4,015                 | 3.8%                                 | 798                          | 0.76%                                |
| 2017-18 | 4,370                 | 3.6%                                 | 824                          | 0.69%                                |
| 2018-19 | 4,242                 | 3.5%                                 | 848                          | 0.70%                                |
| 2019-20 | 4,570                 | 3.6%                                 | 977                          | 0.76%                                |
| 2020-21 | 4,790                 | 2.8%                                 | 1,155                        | 0.69%                                |

Note: Due to the reporting method utilised by the QBCC, the figures above correlate strongly with total figures for complaints and Directions to Rectify. Complaints that incorporate both alleged defects and incomplete work are included in the above.

Note: Complaints received in one year may not relate to policies raised in that year and may also relate to building work that is not covered under the Queensland Home Warranty Scheme.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. NG08**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —**

**QUESTION**

Will the Minister advise a) how many Directions to Rectify were issued by the Queensland Building and Construction Commission (QBCC) reported by each financial year from 2015/16 – 2020/21, and b) the number of occasions where work was not completed before the direction expiry, reported by each financial year from 2015/16 – 2020/21?

**ANSWER**

| <b>Financial year</b> | <b>Directions to Rectify</b> | <b>Failures to Rectify</b> |
|-----------------------|------------------------------|----------------------------|
| 2012-13               | 865                          | 373                        |
| 2013-14               | 734                          | 359                        |
| 2014-15               | 709                          | 342                        |
| 2015-16               | 855                          | 357                        |
| 2016-17               | 813                          | 412                        |
| 2017-18               | 826                          | 368                        |
| 2018-19               | 848                          | 354                        |
| 2019-20               | 977                          | 415                        |
| 2020-21               | 1,156                        | 494                        |

Note: Statistics prior to 1 December 2013 relate to the work of the former Queensland Building Services Authority (QBSA)

Failing to comply with a Direction to Rectify can result in the following actions:

- Application of up to 10 demerit points to the relevant licensee;
- Prosecution action;
- Issuing of a Penalty Infringement Notice;
- Disciplinary action;
- Application of licence conditions;
- Issuing of show cause notices that may result in licence suspension or cancellation, or;
- if a person delays or obstructs the rectification of work required by a Direction to Rectify, they may receive a fine or be prosecuted.

In 2019-20, 515 contractors were issued a demerit. In the same period 448 licenses were suspended, and 247 licenses cancelled.

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. NG09**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —**

**QUESTION**

Will the Minister advise a) the number of claims made against Home Warranty Scheme, b) the number of claims where the claimant was successful, and c) the total dollar value paid out to homeowners under the Queensland Government's Home Warranty Scheme, each reported by financial year from 2015/16 – 2020/21?

**ANSWER**

| <b>Financial year</b> | <b>Number of claims</b> | <b>Claims approved</b> | <b>Value of claims approved</b> |
|-----------------------|-------------------------|------------------------|---------------------------------|
| 2015-16               | 1,290                   | 971                    | \$41.4M                         |
| 2016-17               | 1,378                   | 885                    | \$45.1M                         |
| 2017-18               | 1,508                   | 1,034                  | \$47.5M                         |
| 2018-19               | 1,440                   | 1,034                  | \$41.3M                         |
| 2019-20               | 1,371                   | 822                    | \$29.0M                         |
| 2020-21               | 1,537                   | 732                    | \$31.3M                         |

**TRANSPORT AND RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING QUESTION ON NOTICE**

**No. NG10**  
**Asked on 9 July 2021**

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**THE TRANSPORT AND RESOURCES COMMITTEE** ASKED MINISTER FOR ENERGY, RENEWABLES AND HYDROGEN, MINISTER FOR PUBLIC WORKS AND PROCUREMENT (HON M DE BRENNI) —

**QUESTION**

Will the Minister provide the department's actual expenditure on external consultants in 2020/21?

**ANSWER**

For the period 1 December to 30 June 2021, the actual expenditure on external consultants for the Department of Energy and Public Works was \$173,457.

**Questions on notice and responses – *Minister for Resources***

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# TRANSPORT AND RESOURCES COMMITTEE

## 2021 Estimates Question on Notice

### GOVERNMENT MEMBERS

#### No. 1

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#### QUESTION:

In reference to page 3 of the SDS, can the Minister please update the committee on the progression of work by the government to resolve native title claims across Queensland?

#### ANSWER:

Since the Commonwealth's *Native Title Act 1993* commenced over 25 years ago, Queensland has resolved 157 native title claimant applications—more than any Australian jurisdiction.

For many years, successive Queensland governments have preferred to settle the state's native title claims by agreement rather than litigation wherever this is possible and, of those 157 Queensland determinations, 145 have been settled by consent.

This preference for negotiated settlements wherever possible remains the government's objective.

Currently, there are 53 claimant applications active in the state—a figure that has remained fairly constant despite Queensland resolving an average of 10 claims per year over the last several years.

The number of claims resolved during the 2020–21 reporting period, however, decreased significantly with the Gkuthaarn and Kukatj people's matter being the only claim to be finalised. This claim was settled by agreement on 29 September 2020, and covers a large area in the Gulf of Carpentaria between Burketown and Karumba.

While Queensland has a very strong record of resolving claims by agreement, there are some matters where a negotiated settlement cannot be reached, and the Federal Court will program the matter to trial.

Sometimes this will be because all attempts to resolve overlapping claims and competing interests have proven fruitless and, sometimes, it will be because the evidence reflecting claimants' connection to the claim area does not meet the requirements of the Commonwealth's Native Title Act.

Occasionally, another respondent party may oppose a potential consent determination despite the state and the claimants being prepared to negotiate, although this is a relatively rare occurrence.

It is sometimes a feature of native title litigation that new evidence can emerge that was not available during the claim negotiations prior to the trial. In these situations, if new and compelling evidence is produced that supports the claimant's position, the state is able to seek the court's agreement for negotiations to resume.

Consent determinations are sometimes accompanied by Indigenous Land Use Agreement, entered into voluntarily by the parties.

These agreements can provide certainty and practical solutions to land management or future land use issues that meet the aspirations of government agencies and native title claimants alike.

When registered, the resulting agreements are secure, enduring and binding on the parties. The government has negotiated several of these agreements, while others have been exclusively between non-government parties. The National Native Title Tribunal registered a total of 19 Indigenous Land Use Agreements in Queensland in 2020–21.

## TRANSPORT AND RESOURCES COMMITTEE

### 2021 Estimates Question on Notice

#### GOVERNMENT MEMBERS

##### No. 2

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#### **QUESTION:**

In reference to page 1 of the SDS, can the Minister explain how the Department of Resources monitors tree clearing across the state?

#### **ANSWER:**

The Statewide Landcover and Trees Study (SLATS) is one of the tools the Department of Resources uses to monitor tree clearing in Queensland.

The other tool used is the Early Detection System (EDS). This tool is designed to operate on a more immediate timescale to identify changes in vegetation cover so the department can notify landowners of potential issues before they become larger scale or more serious offences.

The SLATS reporting, produced by the Department of Environment and Science, relies on satellite imagery processing and analysis to detect and map clearing. Historically, vegetation clearing rates have been reported based on this analysis. This provides an annual reporting tool to monitor tree clearing rates from year to year.

The next SLATS reporting is due to be finalised this year and will include enhancements to improve monitoring and reporting of vegetation clearing and regrowth of vegetation.

This enhanced SLATS program will respond to feedback from stakeholders, such as AgForce which has stated that it is important that future SLATS reporting includes both clearing and tree regrowth data.

While the SLATS program monitors vegetation clearing on an annual basis, EDS aims to provide for a proactive compliance approach focusing on advice and education, early intervention, and applying a framework to address non-compliance in a consistent, proportionate manner.

Early detection is where the department has invested significant effort in recent years. Through use of the satellite based EDS, changes in vegetation cover can quickly be identified every 16 days and landowners notified of any potential issues to address in a timely manner.

Where such changes to vegetation cover are detected, the department cross-references this with current data on clearing exemptions, notifications and approvals. In assessing changes, contact with landholders occurs directly by telephone and/or letter.

The department will continue to monitor the use of vegetation through existing, new and emerging technologies, along with proactive audits and engaging with and responding to information from the community.

The timely detection of potential non-compliance increases opportunities to minimise the harm and impacts associated with unauthorised use and access to land and vegetation.

## TRANSPORT AND RESOURCES COMMITTEE

### 2021 Estimates Question on Notice

#### GOVERNMENT MEMBERS

##### No. 3

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#### QUESTION:

In reference to page 3 of the SDS, can the Minister explain what is being done to address outstanding lease entitlements for Aboriginal and Torres Strait Islander communities?

#### ANSWER:

The Department of Resources is working collaboratively with the Department of Communities, Housing and the Digital Economy, and the Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships on a program to resolve the outstanding *Aboriginal and Torres Strait Islander Land Holding Act 2013* lease entitlements and to deliver home ownership in remote Aboriginal and Torres Strait Island communities.

Staff across the three departments continue to work with the relevant councils as trustees of the land, Traditional Owners—through prescribed body corporates—and entitlement holders to resolve any obstacles to the grant of a lease.

Since commencement of the Aboriginal and Torres Strait Islander Land Holding Act lease implementation program in 2016, the state in collaboration with the trustees of Aboriginal and Torres Strait Islander communities has made steady progress resolving 141 out of 208 lease entitlements on the mainland and Torres Strait Islands.

An important component of the implementation program has been the whole-of-government community engagement meetings conducted in each community to provide information to lease entitlement holders and to answer questions about the leases and home ownership generally.

Currently, there are 67 lease entitlements outstanding, across eight Torres Strait Islander communities and two mainland Aboriginal communities.

Sixty-five of the remaining 67 lease entitlements are in Torres Strait Islander communities.

In most cases, resolution of the remaining lease entitlements involves issues that are often complex, and require sensitive consultation and collaboration at a family and community level.

Given the bulk of outstanding entitlements are in the Torres Strait Islands, the department is working closely with the Torres Strait Island Regional Council, as trustee, to expedite the resolution of these remaining entitlements in an administratively efficient and culturally appropriate manner.

The department is confident the majority of the remaining lease entitlements will be resolved before the program's scheduled end on 30 June 2022 recognising, however, there will be a small number of entitlements that will not be able to be resolved in this timeframe.

## TRANSPORT AND RESOURCES COMMITTEE

### 2021 Estimates Question on Notice

#### GOVERNMENT MEMBERS

##### No. 4

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#### QUESTION:

With reference to page 1 of the SDS, can the Minister explain how the government works with local communities on proposed place name changes?

#### ANSWER:

As Minister for Resources, I am responsible for administering the *Place Names Act 1994*, which includes provisions for the naming of places and defining their location within Queensland. Consistent and accurate place naming is important, not just for consistent delivery of service and navigation, but also to recognise the culture and heritage of Queensland. Because of this, the Department of Resources follows strict guidelines and processes for naming new and changing the name of existing places.

The department offers an avenue for any member of the public to suggest well-considered place name changes. It also investigates matters brought to its attention from within the government or via other areas of the public service.

When a place name change is being considered, the cultural and historical significance of the name and the length of time the name has been used are considered. The public good likely to be derived from changing the name and the likely impact of the change on the community and other stakeholders are also factored into the process. Interested parties, including the relevant local government, Traditional Owners and other community groups and individuals are given an opportunity to comment through formal notification and through public advertising inviting submissions.

As the the lead agency for place naming in Queensland, the department works closely with other states and territories to ensure national consistency in the approach to place naming, while following widely recognised naming principles to ensure beneficial outcomes for all Queenslanders. These principles encompass matters such as specific attention to recognition of Indigenous languages, risks associated with discrimination, commercialisation and commemoration, the need for consultation with local communities and acting in the public interest.

On the specific matter of recognising Queensland's Aboriginal and Torres Strait Islander cultures, there are a number of Queensland place names derived from Indigenous languages and, when considering new names, the department engages whenever possible with Traditional Owners. The department is also contributing to the Queensland Indigenous Languages Policy Action Plan being developed by the Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships.

In recent years, the department has been proactive in dealing with offensive place names, including discontinuing their use where they no longer meet community expectations. This includes working with third-party providers to ensure they are no longer referenced.

## TRANSPORT AND RESOURCES COMMITTEE

### 2021 Estimates Question on Notice

#### GOVERNMENT MEMBERS

##### No. 5

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#### QUESTION:

With reference to page 5 of the SDS, can the Minister update the committee on the government's abandoned mines program and how this program protects Queenslanders?

#### ANSWER:

The Queensland Government's Abandoned Mine Lands Program (AMLPL) assesses and mitigates risks posed by abandoned mines and abandoned operating plant to public health and safety, environment and property. Works are carried out on a risk-prioritised basis.

In line with the government's Abandoned Mine Management Policy, the AMLPL works to make abandoned mines:

- safe—by removing or mitigating hazards on site to prevent potential exposure of the surrounding community.
- secure—by implementing control measures to limit the level of adverse impacts to surrounding and downstream environments.
- durable—by safely minimising the ongoing maintenance and monitoring requirements for a site (including geotechnical and geochemical stability).
- productive—by investigating opportunities to commercialise abandoned mines or repurpose the land for future appropriate use.

Looking forward, \$16.8 million has been allocated over the next two years to address the management and mitigation of significant public safety, health and environmental risks at abandoned mine sites.

In 2021–22, this funding includes allocations of:

- \$5.2 million for the decommissioning of legacy wells at the former Linc Energy site at Hopelands, as wells are released by the Department of Environment and Science from ongoing prosecution of the former operators of that site.
- \$3.5 million for remediation works at the abandoned Collingwood tin mine which includes dewatering, capping and revegetating a tailings dam, reshaping and decontamination of a processing area and other works as agreed with traditional owners.
- \$2.5 million for ongoing care and maintenance works at several abandoned mine sites including Baal Gammon, Wolfram Camp and Mount Morgan.
- \$1 million to complete assessments of contamination and remediation options at the former West End coal tar processing site.

Highlights of AMLP activities in 2020–21 included:

- Release of the Risk and Prioritisation Framework for Abandoned Mine Management and Remediation in March 2021. The release delivered on the state’s commitment to publish a formal decision-making framework for abandoned mines.
- Continuing assessment of the safety, social and environmental risks at abandoned mines across Queensland, including on-ground assessment of 46 sites, with seven assessed as priority sites.
- At the former Linc Energy site, the installation of seven additional monitoring bores and commencement of the decommissioning of priority abandoned gas wells.
- At the Mount Morgan mine, the Department of Resources completed a \$1.6 million upgrade of a clean-water dam and pumping infrastructure to divert clean water runoff away from the mine pit.
- The department’s water treatment and disposal operations at Mount Morgan continued to reduce pit water levels and, as of 7 July 2021, the pit water level is 5.83 metres below the spillway.
- The department is also working with Heritage Minerals to facilitate a tailings reprocessing project on site.
- At the former Carbon Energy site at Bloodwood Creek, removal of process plant and infrastructure associated with the former underground coal gasification operations commenced in May 2021.
- Remediation activities were also undertaken at several other sites across the state including the former Rainbow Beach mineral sand processing site, and abandoned mines sites at Baal Gammon, Collingwood Tin, Wolfram Camp, Mount Oxide and Goondicum.
- A total of 14 abandoned mine shafts were also made safe by ongoing repair programs in the historic gold mining communities of Charters Towers and Gympie.



## TRANSPORT AND RESOURCES COMMITTEE

### 2021 Estimates Question on Notice

#### GOVERNMENT MEMBERS

No. 6

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#### QUESTION:

In reference to page 1 of the SDS, will the Minister please provide an update on the work being done by the government regarding mine dust lung diseases?

#### ANSWER:

Resources Safety and Health Queensland (RSHQ) is an independent statutory body established by the *Resources Safety and Health Queensland Act 2020*.

RSHQ's activities are not funded by appropriation funding.

RSHQ's regulatory activities are funded by safety and health fees charged to the resources industry under the Coal Mining Safety and Health Regulation 2017, the Mining and Quarrying Safety and Health Regulation 2017, the Petroleum and Gas (Safety) Regulation 2018 and the Explosives Regulation 2017.

The costs of sustaining reforms implemented following the re-identification of mine dust lung disease (MDLD) are funded from the mining safety and health fee.

Due to the long latency of MDLD and the implementation of a reformed health scheme—proven to be effective at screening workers for, and detecting cases of, disease—it is expected that cases of MDLD will continue to be reported for some time. As at 30 June 2021, 216 cases of MDLD have been reported to RSHQ.

In September last year, respirable dust exposure limits were reduced to half the value they were in 2015 and amendments commenced mandating respiratory health surveillance for mineral mine and quarry workers.

This means workers will receive high quality respiratory health assessment, whether they work in coal mines, metalliferous mines or quarries.

A first-of-its-kind mobile health unit being delivered in partnership with Heart of Australia will provide comprehensive health surveillance services including a CT scanner to support workers based in regional Queensland.

The transition to electronic health records has taken a further step with the release of ResHealth—a new system which allows coal mine workers, doctors and employers to engage directly with an online platform that will enhance individual and group health surveillance.

RSHQ continues to offer free lung health checks to retired and former mine and quarry workers. To date, 158 assessments have been completed, and I encourage all retired miners to take up this offer, and for friends or relatives to encourage people they may know to have their free lung check.

The Mine Dust Health Support Service can be contacted on 1 300 445 715 to access these free lung health checks. The service helps current and retired miners and their families understand their rights, and how to access support and compensation. The service has supported over 300 individuals since its inception in March 2020.

These initiatives complement broader activity across the government, including ongoing reporting to the Notifiable Dust Lung Disease Register administered by Queensland Health, and \$5 million announced by my colleague, the Minister for Education, Minister for Industrial Relations and Minister for Racing, to fund research in disease prevention and treatment.

Queensland has also shared its reforms and learnings and provided advice to the National Dust Disease Taskforce.

The reforms implemented by the government are driving a significant improvement in the detection and prevention of disease. The re-identification of MDLD in 2015 reinforces why the government supports RSHQ's continued focus on prevention and detection; and why work must continue across the mining and resources industry to control hazards that potentially expose workers to serious harm.

## TRANSPORT AND RESOURCES COMMITTEE

### 2021 Estimates Question on Notice

#### GOVERNMENT MEMBERS

##### No. 7

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#### QUESTION:

In reference to page 1 of the SDS, will the Minister please provide an update on the work of the Mineral Mines and Quarries Inspectorate in keeping Queensland workers safe?

#### ANSWER:

The Queensland Mines Inspectorate is part of Resources Safety and Health Queensland (RSHQ)—an independent statutory body established by the *Resources Safety and Health Queensland Act 2020*.

RSHQ's and the Queensland Mines Inspectorate's activities are not funded by appropriation funding.

The Queensland Mines Inspectorate's activities are funded by safety and health fees charged to the mining and quarrying industry under the Coal Mining Safety and Health Regulation 2017 and the Mining and Quarrying Safety and Health Regulation 2017.

The Mineral Mines and Quarries Inspectorate has 20 inspectors located throughout Queensland with specialist skills in electrical, mechanical, occupational hygiene, geotechnical and ventilation management in the resources sector.

During the 2020–21 financial year, the Mineral Mines and Quarries Inspectorate maintained a focus on dust hazards and targeted sites which:

- under-report incidents
- poorly investigate incidents
- fail to protect workers with effective risk controls.

Failure to report incidents is an offence and the Mineral Mines and Quarries Inspectorate has and will continue to take compliance and enforcement action, such as suspending operations, to ensure the risk to workers is at an acceptable level.

In March 2019, the Mineral Mines and Quarries Inspectorate commenced the *Campaign for Change* program with a focus on guarding, mobile equipment and isolation—all of which have featured in a number of fatalities and serious accidents over the past several years—and aimed at ensuring the industry has a clear understanding that it is unacceptable to operate plant without effective guarding in place, to use mobile equipment that is not maintained and inspected in accordance with original equipment manufacturer requirements, to allow workers to operate mobile equipment without being appropriately trained and competent, and to conduct work on plant that is not correctly isolated and locked out.

Having spent several years educating and reinforcing compliance in industry, the Mineral Mines and Quarries Inspectorate has maintained its zero-tolerance approach to these hazards and will consider prosecution for sites which cannot achieve what are basic requirements to protect workers.

In February 2021, a quarry operator and two of its employees pleaded guilty and were sentenced in the Emerald Industrial Magistrates Court for offences relating to failing to ensure risk to persons from quarrying operations was at an acceptable level.

The charges related to the 2018 death of a young worker who had been working on an unguarded section of a conveyor.

The industrial magistrate imposed a fine of \$180,000 on the quarry operator and fines of \$45,000 and \$10,000 on the site senior executive and supervisor respectively. In sentencing, the magistrate had regard to complacency at the quarry site and inadequate attention to safety.

In the last financial year, the Mineral Mines and Quarries Inspectorate conducted 130 inspections at operations with a history of reporting none, or a very low number, of high potential incidents. It also reviewed 53 investigations that had been conducted by sites, focussing on the quality of the investigation, the identification of the hazards that led to the incident and the effectiveness of the controls implemented by the site to reduce the risk to workers.

From this information, the Mineral Mines and Quarries Inspectorate published 10 periodicals throughout the year that covered the causes of over 30 incidents with each having recommendations for sites that have the same or similar hazards. These periodicals are distributed to over 2000 industry recipients and are available on the Business Queensland website for use by mine and quarry workers at toolbox meetings and to be displayed on noticeboards.

The Mineral Mines and Quarries Inspectorate engages with industry stakeholders throughout the sector including gem and opal mining groups, organisations representing mine and quarry workers, and peak industry bodies, and participates in the tri-partite Mining Safety and Health Advisory Committee.

In the past financial year, inspectors conducted 982 inspections at 438 mines and quarries in Queensland, including 210 unannounced inspections which accounts for 22% of the total. This aligns with the inspectorate's FY21 target of 10%-20% of all inspections being unannounced and carried out 58 investigations.

These activities resulted in 256 compliance directives being issued to industry, with 116 requiring the suspension of all or part of an operation, until remedial actions were undertaken and risk could be demonstrated to be at an acceptable level.

Information about the Mineral Mines and Quarries Inspectorate's audit and inspection activity, along with corresponding data for the Petroleum and Gas Inspectorate and the Explosives Inspectorate, is published on the RSHQ website and updated quarterly.

While I expect RSHQ to deliver its program of inspections, audits and investigations, I am more interested in safety and health outcomes, how well industry is managing the risk to our 66,000 resources sector workers and meeting its obligations under legislation.

## TRANSPORT AND RESOURCES COMMITTEE

### 2021 Estimates Question on Notice

#### GOVERNMENT MEMBERS

No. 8

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#### QUESTION:

With reference to page 1 of the SDS, can the Minister advise the committee on what action the Palaszczuk Government is taking to ensure North Queensland continues to have a strong economy?

#### ANSWER:

##### ***North West Minerals Province***

The Palaszczuk Government is committed to the prosperous future for the North West Minerals Province and the jobs and economic opportunities it provides in our cities like Townsville, and regional centres like Mount Isa.

The Townsville Regional Recovery Action Plan supports the continued operation of the Mount Isa Mines copper smelter. The support package will allow for the rebricking and maintenance work due to be undertaken at the smelter in September 2021 and keep the site operational.

This financial support underpins more than 1000 manufacturing jobs in North Queensland, including 350 jobs at the Mount Isa Mines smelter itself, 220 jobs at the Townsville copper refinery and 520 jobs at the Incitec Pivot operations in North Queensland.

We are building on the competitive advantage the North West Minerals Province has as a world class mineral producer. To stimulate exploration investment, we are promoting projects, releasing new geological data and making that data more accessible to prospective investors.

The New Economy Minerals Initiative received \$10 million in additional funding under the Queensland Government's COVID-19 Economic Recovery Plan. This funding contributes to:

- Research work to assess the potential of former mine sites, where New Economy Minerals were not previously considered; and
- The Collaborative Exploration Initiative.

Round 5 of the Collaborative Exploration Initiative extension opened on 21 April 2021. Individual grants of up to \$200,000 were made available, with no requirement for direct funding by the applicant. The total funding available for Round 5 is \$2.5 million.

Future initiatives to support the new economy minerals industry will be delivered under the Queensland Resources Industry Development Plan.

In addition, the Department of Resources is working in collaboration with Trade and Investment Queensland to promote Queensland's minerals supply and investment opportunities to European markets.

Trade and Investment Queensland Europe is promoting Queensland's energy credentials, with 'green' hydrogen on one hand, and 'new economy' minerals, especially those used in electrification, on the other hand.

The European market engagement recognises the very large commercial opportunity offered by the shift to renewable energy driving demand for minerals used in electric vehicles in particular—also that European laws, customer and consumer sentiment favour sources of supply that demonstrate responsible, ethical and sustainability credentials where Queensland has a very strong track record.

### ***Queensland Resources Industry Development Plan***

The Department of Resources is working to deliver a Queensland Resources Industry Development Plan.

This plan is about setting a 30-year vision for Queensland's resources and, ultimately, laying the foundations to responsibly unlock and realise the potential of Queensland resources into the future.

We know that resources such as metallurgical coal, minerals and gas will be in high demand for years to come, but the sector needs to prepare for the future—and that is why we are putting together this plan.

Initial consultation on the Queensland Resources Industry Development Plan is now closed.

The Department of Resources is currently reviewing the input received from the consultation, and it is proposed that a draft plan be released later this year.

### ***Vanadium***

A series of meetings have been held with potential future producers of vanadium, primarily from the Cloncurry region of north west Queensland, and another working to extract vanadium from bauxite residues in the Gladstone region.

Those vanadium companies have formed a consortium with the aim of developing a demonstration scale vanadium processing facility in the Townsville region. The demonstration-scale plant is required to source ores for testing by customers and manufacturers.

The focus on vanadium industry development is aimed primarily at helping develop a new industry in Queensland based on the manufacture of vanadium redox flow batteries, which are ideal for grid-scale energy storage.

The consortium is working closely with Queensland Government agencies—including the Department of Resources, the Department of State Development, Infrastructure, Local Government and Planning and Queensland Treasury—Townsville Enterprise, and the Commonwealth Department of Industry, Science, Energy and Resources, including the Commonwealth Critical Minerals Facilitation Office.

### ***Land rent relief***

The Palaszczuk Government is continuing to roll out assistance to North Queensland primary producers on state land impacted by drought and natural disaster.

More than 1500 North Queensland primary producers impacted by Tropical Cyclone Niran have received a land rent reprieve as part of this government's disaster assistance measures.

More than \$213,000 worth of land rent due between 1 March 2021 and 30 August 2021 has automatically been deferred for six months. This means primary producers on leased state land in Cairns, Cassowary Coast, Hinchinbrook, Mareeba and Tablelands areas will not have to pay their land rent until 1 September 2021.

In addition, about 630 primary producers in the drought-declared Flinders, McKinlay and Richmond local government areas have had payment of their annual land rent deferred for 12 months. Rent due from 1 July 2021 will not be due now until 30 June 2022.

Approximately \$4.2 million in annual land rent is being deferred for these primary producers who hold a lease, licence or permit over state land.

Landholders still suffering hardship after the deferral periods end for these measures can seek further hardship assistance by applying to the Department of Resources.

These measures support North Queensland primary production lease, licence and permit holders as they recover from not only property damage, loss of income and business, including crops and livestock, but also COVID-19.

These measures are in addition to support the government has provided to North Queensland primary producers and other businesses operating on state land since the start of the COVID-19 pandemic who had their rent waived until 31 December 2020.

North Queensland tourism businesses operating on state land particularly hard hit by the COVID pandemic also had their rents waived until 31 March 2021.



## TRANSPORT AND RESOURCES COMMITTEE

### 2021 Estimates Question on Notice

#### GOVERNMENT MEMBERS

#### No. 9

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#### QUESTION:

With reference to page 1 of the SDS, will the Minister update the committee on steps it is taking to implement Queensland's strong domestic gas supply policy?

#### ANSWER:

Queensland continues to do the heavy lifting in relation to Australian domestic gas supply. Our approach to releasing land for domestic gas supply is working well to increase domestic gas supply and encourage greater diversity of suppliers and increased competition.

In March 2018, Senex was awarded the first tenure with the Australian Market Supply Condition. This requires that gas produced from tenure with the supply condition must be supplied and used in Australia to help meet domestic gas demand.

Senex's Atlas project is now supplying gas to the east coast market for production of electricity and everyday consumer products such as bricks and beverage bottles. Senex's customers include CSR Building Products, Orora, Visy Glass, Alinta Energy, CleanCo Queensland and Southern Oil Refining.

Since then, the Queensland Government has awarded exploration tenure subject to the Australian Market Supply Condition to Senex and several other companies including Santos, Shell, APLNG, Armour Energy, Central Petroleum, Comet Ridge and Denison Gas. Where the proposed exploration work programs are successful and gas reserves are discovered, all gas produced must be supplied into the domestic market.

As at 30 June this year, over 20,000 square kilometres of land has been released for tender subject to the domestic only supply condition.

The Palaszczuk Government is striving to do even more to increase gas supply. We understand the critical importance of connecting gas reserves in the Bowen Basin to domestic and export customers.

As part of Queensland's Economic Recovery Plan, the Premier announced a commitment to invest \$5 million in a study which will investigate the opportunities for a gas transmission pipeline to connect gas reserves in the Bowen Basin in Central Queensland to domestic and export markets.

The study aims to investigate potential pipeline pathways, and the potential optimisation of the Bowen Basin gas resources to support the gas market.

The Department of Resources is leading the study which will occur in multiple phases. The first phase will be a concept study to identify key initiatives that merit further detailed investigation, due for completion in late 2021.

## TRANSPORT AND RESOURCES COMMITTEE

### 2021 Estimates Question on Notice

#### GOVERNMENT MEMBERS

##### No. 10

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#### QUESTION:

With reference to page 5 of the SDS, can the Minister explain the justification around the transfer of the Queensland Title Registry to the Queensland Future Fund?

#### ANSWER:

No economy in the world has been immune to the impacts of the COVID-19 global pandemic, but Queensland is in a good position because of the Palaszczuk Government's management of its economy.

The *Debt Reduction and Savings Act 2021*—which was passed by Parliament on 27 May this year—is an important piece of legislation as Queensland deals with the impact of this pandemic. A key part of this legislation is the transfer of the Queensland Titles Registry from the Department of Resources to the Queensland Future Fund (QFF). The QFF is managed by the Queensland Investment Corporation Limited (QIC) on behalf of the Queensland Government.

The fund has been established for the purpose of reducing debt and is structured to act as an offset against state debt by credit rating agencies when assessing Queensland's debt burden.

The Palaszczuk Government has maximised the value of its balance sheet by having its publicly owned assets work as hard as they can for Queensland taxpayers. While other states have sold off their titles registries, Queensland has kept its in public hands, in a way that ensures its contribution to offsetting debt is recognised by ratings agencies.

The Queensland Titles Registry was identified as suitable for contribution to the QFF because of its predictable and robust cashflows, which are underpinned by a statutorily required service. The Titles Registry also presents significant potential opportunities to create additional value in the business through new products to the market.

When the Treasurer first announced the government's intention to transfer the Titles Registry to the QFF, the preliminary valuation estimate was at least \$4 billion. At the time of the introduction of the State Budget, the independently assessed valuation of the Titles Registry had been revised upwards to \$7.8 billion.

This increased valuation is the result of detailed due diligence undertaken by the QIC and Queensland Treasury. The valuation was approved by QIC's independent investment committee and was then subject to a further independent peer assessment by two global accounting firms—PwC Australia, on behalf of the Queensland Investment Corporation, and EY Australia, on behalf of the state.

**TRANSPORT AND RESOURCES COMMITTEE**

**2021 Estimates Question on Notice**

**NON-GOVERNMENT MEMBERS**

**No. 1**

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**QUESTION:**

With reference to the Department of Resources portfolio's capital budget for 2021/22 3.17 of Budget Paper 3, in relation to Other Property Plant and Equipment expenditure of \$7,966,000 for each project:

- (a) the budget and scope of each project included in this amount reported separately; and
- (b) the scheduled date of completion of each project (reported in table format)?

**ANSWER:**

- (a) The Other Property, Plant and Equipment budget includes ongoing investment in the replacement of critical property plant and equipment assets to support the Department of Resources' service delivery requirements. The expected expenditure includes plant and equipment purchases for abandoned mines sites, ongoing building works, and implementation of remote sensing and real time monitoring technology.
- (b) These purchases/works do not constitute capital projects.

## TRANSPORT AND RESOURCES COMMITTEE

### 2021 Estimates Question on Notice

#### NON-GOVERNMENT MEMBERS

#### No. 2

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#### QUESTION:

With reference to page 4 service area description in SDS – Resources, will the Minister outline the number of permits it granted to date in 2020-21

- (a) Mining - with a breakdown into resource types.
- (b) Gas;
- (c) Geothermal and carbon sequestration.

#### ANSWER:

In 2020-21, 398 resource tenures across coal, minerals and petroleum commodities were granted including:

- 12 for coal
  - i) 4 exploration permits
  - ii) 2 mineral development licences
  - iii) 6 mining leases
- 346 for minerals
  - i) 255 exploration permits
  - ii) 15 mining leases
  - iii) 76 mining claims
- 40 for gas
  - i) 8 authorities to prospect
  - ii) 8 petroleum leases
  - iii) 5 pipeline licences
  - iv) 6 petroleum survey licences
  - v) 12 potential commercial areas
  - vi) 1 water monitoring authority

No geothermal or carbon sequestration permits were granted in 2020-2021.

## TRANSPORT AND RESOURCES COMMITTEE

### 2021 Estimates Question on Notice

#### NON-GOVERNMENT MEMBERS

#### No. 3

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#### QUESTION:

With reference to page 3 service description in SDS – Resources, will the Minister a) outline the number of native title agreements resolved in 2020-21 and how many are currently lodged and under review and b) the details of who the agreements were made with.

#### ANSWER:

- a) I note that the SDS reference provided in the question is a measure that specifically deals with the proportion of native title claimant applications resolved by agreement, as opposed to those that go to trial and are ultimately decided by litigation.

The number of claimant applications resolved during the 2020–21 reporting period is a marked decrease on previous years with the Gkuthaarn and Kukatj People’s matter being the only claim to be finalised in that financial year. While COVID restrictions had some impact on parties’ ability to take part in negotiations, and some claims went to trial because an individual respondent rejected the state and applicants’ agreed acceptance of connection to the claim area, the lower resolution rate reflects the variable nature of every claim and their current stage in the resolution process. There has been no change in the state’s negotiating approach.

The claim that was settled by agreement was finalised on 29 September 2020 and covers a large area in the Gulf of Carpentaria between Burketown and Karumba.

- b) The application was lodged by Phillip George and Leeanne Edwards on behalf of the Gkuthaarn and Kukatj People descended from a list of apical ancestors being sisters Nellie, Rosie, Alice and Mabel; Paddy and Lucy; Louie Richards; Harry Hayes; Maggie Kukatj and Charlie B; Joker Jack; and Jock Inverleigh (also known as Inverleigh Jock).

If, by ‘agreements currently lodged and under review’, the question refers to existing, but as yet unresolved, native title claimant applications, I can confirm that Queensland has 55 active claimant applications that are lodged with the Federal Court and are currently working their way through the system.

Each native title claim is different, and the rate at which claims can be resolved varies significantly. This is influenced by many factors including the applicants’ capacity and resourcing, the complexity of the claim, the willingness of parties to negotiate and the Federal Court’s scheduling, including case management hearings and reviews.

In recent years, Queensland has resolved an average of approximately 10 claims annually, with the majority of those being resolved by agreement, thus avoiding a trial in the Federal Court.

To date, there have been 157 native title determinations in Queensland with 145 of these being settled by consent. Only 7.6% of Queensland's claims have had to be settled by a trial.

Queensland has a very strong record of resolving claims by agreement; however, there will inevitably be some matters where a negotiated settlement cannot be reached and the court will program the matter to trial. The Queensland Government remains committed to resolving claims by negotiation wherever possible.

At present, there are Federal Court decisions outstanding for three native title claims where trials have been completed—the Clermont Belyando and Jangga claims that were heard together earlier this year, and the Kurtijar trial that concluded in March 2020.

## TRANSPORT AND RESOURCES COMMITTEE

### 2021 Estimates Question on Notice

#### NON-GOVERNMENT MEMBERS

#### No. 4

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#### QUESTION:

With regards to SDS – Resources – Land Services – in relation to Land Valuation objections please provide a) Number of land valuation objections received in total and split by LGA b) Average adjustment made to the Land Valuation resulting from properly made objections

#### ANSWER:

- a) As at 5 July 2021, the number of properly made objections received relating to the 275,248 annual valuations issued in March 2021 was 1503—representing 0.546% of issued valuations. The break-up of the properly made objections received per local government area is as follows:

| LG                         | Number of objections received per LG |
|----------------------------|--------------------------------------|
| BALONNE                    | 75                                   |
| BANANA SHIRE               | 22                                   |
| BARCALDINE REGIONAL        | 26                                   |
| BARCOO                     | 10                                   |
| BLACKALL TAMBO REGIONAL    | 14                                   |
| BULLOO                     | 14                                   |
| BURDEKIN                   | 14                                   |
| CENTRAL HIGHLANDS REGIONAL | 74                                   |
| CHARTERS TOWERS REGIONAL   | 123                                  |
| COOK                       | 7                                    |
| DIAMANTINA                 | 13                                   |
| GLADSTONE REGIONAL         | 30                                   |
| GYMPIE REGIONAL            | 21                                   |
| ISAAC REGIONAL             | 552                                  |
| LONGREACH REGIONAL         | 12                                   |
| MARANOVA REGIONAL          | 124                                  |
| MURWEH                     | 17                                   |
| PAROO                      | 1                                    |
| QUILPIE                    | 11                                   |
| SOMERSET REGIONAL          | 30                                   |
| SOUTHERN DOWNS REGIONAL    | 50                                   |
| TABLELANDS REGIONAL        | 60                                   |
| TOOWOOMBA REGIONAL         | 81                                   |
| WESTERN DOWNS REGIONAL     | 45                                   |
| WHITSUNDAY REGIONAL        | 77                                   |
| <b>State Total</b>         | <b>1503</b>                          |

- b) As at 12 July 2021, the number of objection decisions completed for the 2021 valuation program was 249. The average percentage change in value is 3.81% for the completed objections.

As at 30 June 2021, the number of objection decisions completed for the 2020 valuation program was 1489. The average percentage change in value is 4.88% for the completed objections.



**TRANSPORT AND RESOURCES COMMITTEE**

**2021 Estimates Question on Notice**

**NON-GOVERNMENT MEMBERS**

**No. 5**

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**QUESTION:**

With regards to SDS – Resources please advise the amount of legal fees incurred both internally and externally paid to external firms through 20/21 to respond to Land Valuation objections.

**ANSWER:**

Internal legal costs incurred by the Department of Resources for salaries and oncosts for lawyers dealing with valuation matters for 2020–21 were \$463,406.

External legal costs include professional contractors for expert witnesses, including valuation, town planning, quantity surveying and engineering experts, in addition to legal fees (such as legal disbursements, barristers' fees, solicitors' fees, Crown Law). For 2020–21, external legal costs were \$757,924.

**TRANSPORT AND RESOURCES COMMITTEE**

**2021 Estimates Question on Notice**

**NON-GOVERNMENT MEMBERS**

**No. 6**

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**QUESTION:**

With regards to SDS - Resources Administered cash flow statements – FY21/22 please provide a full list of all grants and subsidies budgeted to be paid and to whom they will be paid along with the amount to be paid to each recipient.

**ANSWER:**

The grants and subsidies budgeted in Resources Administered cash flow statements for 2021–22 is \$2.530 million for the GasFields Commission Queensland. This grant will enable the delivery of projects and services that continue to manage and improve the sustainable coexistence of Queensland’s onshore gas industry.

**TRANSPORT AND RESOURCES COMMITTEE**

**2021 Estimates Question on Notice**

**NON-GOVERNMENT MEMBERS**

**No. 7**

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**QUESTION:**

With regards to SDS – Resources – please advise the total amount of external and internal costs incurred in relation to the approval process of Acland Coal Mine Stage 3 to date.

**ANSWER:**

The New Acland project located north west of Toowoomba is a project that has received significant community interest and has a protracted legal history.

The Department of Resources does not record the time devoted by staff to specific projects. As such, it is not possible to assign a financial amount to the staff resources assigned to the assessment process for Acland Coal Mine Stage 3.

As at 30 June 2021, the department has obtained external advice of \$141,555 relating to this project.

**TRANSPORT AND RESOURCES COMMITTEE**

**2021 Estimates Question on Notice**

**NON-GOVERNMENT MEMBERS**

**No. 8**

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**QUESTION:**

In relation to SDS Resources – please provide details for 2020/21 and 2021/22 of the total expenditure for the Mining Inspectorate and the FTE's by year.

**ANSWER:**

The Queensland Mines Inspectorate is part of Resources Safety and Health Queensland (RSHQ)—an independent statutory body established by the *Resources Safety and Health Queensland Act 2020*.

RSHQ's and the Queensland Mines Inspectorate's activities are not funded by appropriation funding.

The Queensland Mines Inspectorate's activities are funded by safety and health fees charged to the mining and quarrying industry under the Coal Mining Safety and Health Regulation 2017 and the Mining and Quarrying Safety and Health Regulation 2017.

In the 2020-21 financial year, the Queensland Mines Inspectorate's total expenditure was \$27.049 million (pending audit clearance).

As at 30 June 2021, the Queensland Mines Inspectorate comprised 47 mines inspectors.

For the 2021–22 financial year, the Queensland Mines Inspectorate has a total expenditure budget of \$27.830 million and an allocation for 50 inspector positions, with recruitment for additional positions underway.

**TRANSPORT AND RESOURCES COMMITTEE**

**2021 Estimates Question on Notice**

**NON-GOVERNMENT MEMBERS**

**No. 9**

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**QUESTION:**

What has been the expenditure for the 2021 financial year and what is the budget forecast for 2022 for external consultants' expenses?

**ANSWER:**

There was no consultancy expenditure in 2020-21 related to functions of the Department of Resources; however, consultancy expenditure of \$46,875 will be recorded in the department's 2020-21 financial statements as the department was renamed from the Department of Natural Resources, Mines and Energy following the machinery of government changes in 2020.

This expenditure related to the water services function which transferred to the Department of Regional Development, Manufacturing and Water.

The Department of Resources is not anticipating expenditure for external consultants during the 2021-22 financial year.

## TRANSPORT AND RESOURCES COMMITTEE

### 2021 Estimates Question on Notice

#### NON-GOVERNMENT MEMBERS

#### No. 10

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#### QUESTION:

Please provide a list of all current unapproved Mining Lease applications the company who lodged and the date of lodgement.

#### ANSWER:

As of 13 July 2021, the Department of Resources currently had no unapproved mining lease applications. There are 183 mining lease applications lodged between September 1991 and July 2021 which are under assessment across a range of applicants for minerals, coal and infrastructure.

A mining lease application may not progress for approval by the Minister for Resources for a number of reasons, including:

- outstanding environmental authority approvals
- the ongoing conduct and resolution of court proceedings
- ongoing compensation negotiations with affected landowners
- outstanding consent of owners of other overlapped authorities
- negotiating outcomes with the relevant native title bodies
- if the department is still completing its assessment of the application against the matters prescribed under the *Mineral Resources Act 1989*.

Many aspects of the mining lease approval process fall outside of the direct control of the Department of Resources. The department directly assesses the technical and financial capability of an applicant, impacts under associated legislation—such as the *Human Rights Act 2019* and the *Commonwealth Native Title Act 1994*—and manages the public notification and briefing processes for mining lease applications.

## Documents tabled at hearing – 10 August 2021

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| Documents tabled at the hearing – 10 August 2021 |   |
|--|---|
| 1.   | 'TMR road stimulus packages' tabled by Hon Mark Bailey MP, Minister for Transport and Main Roads  |
| 2.   | Article from the 'Gold Coast Bulletin' titled 'End of the road for traffic relief plan as road corridor quietly scrapped' tabled by Hon Mark Bailey MP, Minister for Transport and Main Roads |
| 3.   | 'Considerations when accessing private land to carry out directional drilling on adjacent land' tabled by Hon Scott Stewart MP, Minister for Resources  |

# TMR road stimulus packages

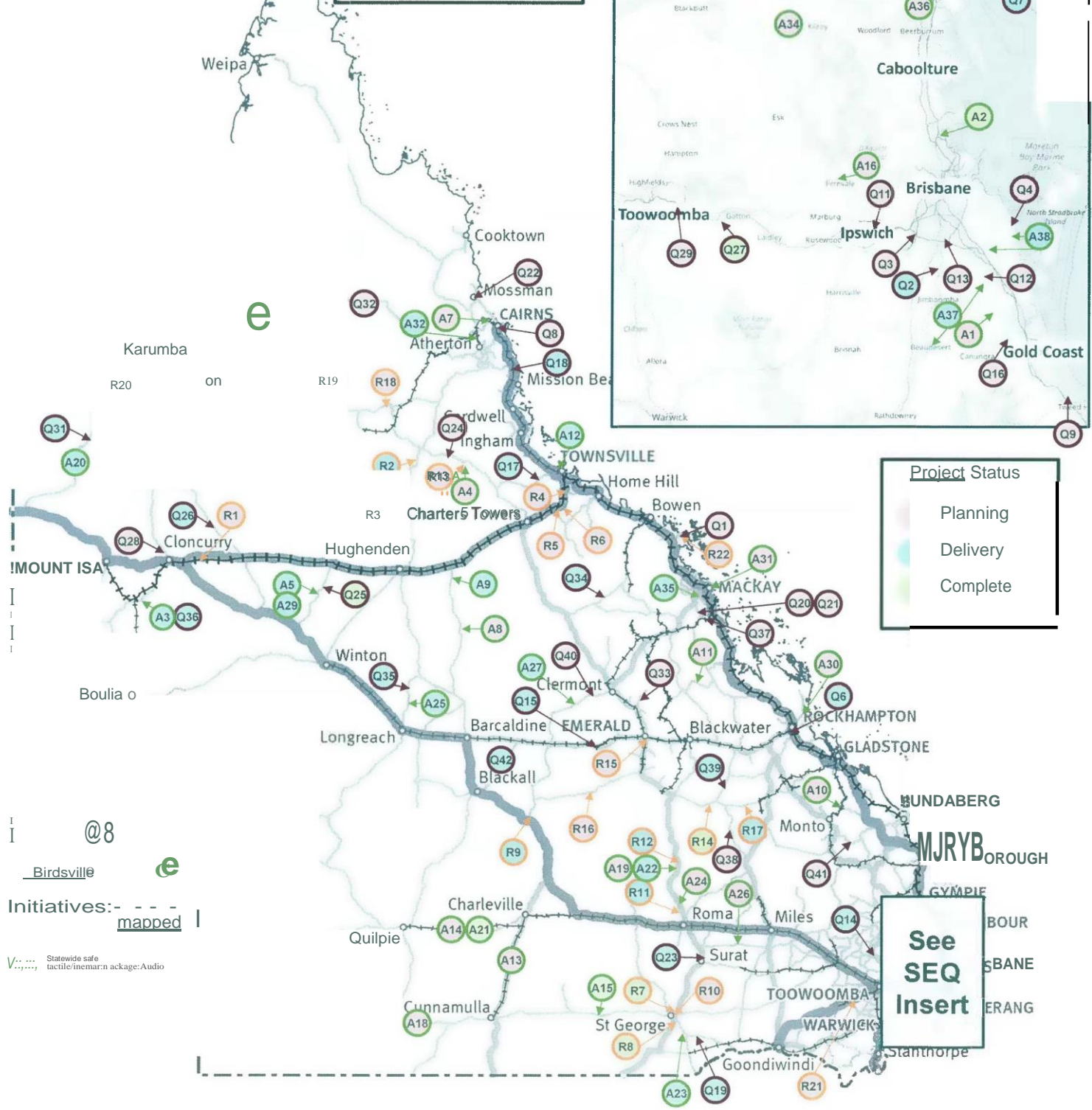
Status as at 30 June 2021

## Notes

Indicative localities only - map only  
 For further details see <https://www.tmr.qld.gov.au/projects/programs/road-stimulus-packages>

**Funding package**

- Orange circle: Early works package (importance roads)
- Green circle: Queensland Government roads stimulus package
- Light green circle: Jointly-funded roads stimulus package



**Project Status**

- Planning
- Delivery
- Complete

**See SEQ Insert**



Tabled by: Minister for Transport and Main Roads

At: TRC Estimates Hearing, Brisbane

Date: 10 August 2021

Signature: 

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## End of the road for traffic relief plan as road corridor quietly scrapped

Kathleen Skene, GoldCoastBulletin

April 25, 2014 12:01am

WELCOME to 2031 on the Gold Coast - home to 789,000 people and millions more visitors, all of whom are still stuck in the gridlocked hell that is the Pacific Motorway. That choking vision could become reality as the State Government works to dissolve a major transport corridor that had been preserved to take the pressure off the M1 through the expanding northern suburbs.

In a letter tabled at a planning meeting this week, Deputy Premier Jeff Seeney asked for 10 amendments to the Gold Coast City Council's draft City Plan 2015 before his department would allow its release for public consultation.

Among the amendments was a requirement to "remove the Integrated Regional Transport Corridor - IRTC" from the council's map and another requiring the council to rezone the corridor to "align with adjoining properties", effectively deleting it from the city plan.



0 Traffic around the Gold Coast doesn't look to improve in the future with road corridor plan scrapped.

The change opens the door for the Government to sell its share of the land, although a statement from Mr Seeney's office said land sales were not the reason for the request.

The IRTC runs parallel to the M1 for 40km, beginning at Stapylton and running south through Comera, Helensvale and Parkwood before merging with Nerang-Broadbeach Rd west of Surfers Paradise.

Main Roads Minister Scott Emerson asking for the amendments to be reconsidered.

Planning chair Cameron Caldwell said the corridor was considered a "critical north-south link" for the city.

Questions to Mr Seeney's office from the *Bulletin* were answered with a statement from Assistant Planning Minister Rob Molhoek, who said the council was welcome to retain the corridor on its maps for use as a regional road, but not as a state road.

He said that the IRTC was originally set aside as a second Gold Coast-Brisbane connection, a prospect that was quashed by the Bligh government, which was lobbied by protesters in the Logan area.

That part of the road - which became known as the "koala road" - had since been sold off, Mr Molhoek said, meaning the remaining section was "a road to nowhere".

But councillors at this week's meeting disagreed, with Cr William Owen-Jones imagining future residents battling the transport problems and blaming the previous governments .

"They'll say 'what about that council 20 years ago that didn't think about the future?'," he said.

Planning and Environment director Gail Connolly told the meeting she understood the Transport Minister "was not happy" with the amendments and that senior bureaucrats in his department had not been aware of them.

Mr Emerson's office declined to answer the *Bulletin's* questions on the loss of the transport corridor, its potential impacts, or his support or otherwise of Mr Seeney's required zoning changes.

The State Government is reviewing its South East Queensland Regional Plan, which includes a policy to identify and protect future transport corridors that it describes as "critical" to support land use and development.

Tabled by: Minister for Transport and Main Roads

At: TRC Estimates Hearing, Brisbane

Date: 10 August 2021

Signature: 

## Considerations when accessing private land to carry out directional drilling on adjacent land

This fact sheet sets out the regulatory framework for resource authority holders to access private land to carry out directional drilling activities on adjacent land and landholder rights that apply in that scenario.

### 'Land' in the context of the Land Access Framework

- The land access framework applies to authorised activities that occur below the surface of the land, which include directional drilling, except where exemptions apply.
- Generally, land ownership ceases at the point the landowner may no longer make actual, beneficial use of the airspace and sub-surface space.<sup>1</sup> Sub-surface land is therefore normally owned by the State.
- Where subsurface resource production is authorised by government the basic requirement is that the use of the surface land must not be unduly interfered with or if there is impact at the surface it must be compensated for.
- However, land volume above and below the surface is still "land" under the petroleum legislation and for that reason the land access framework generally applies to authorised activities that occur below the surface of the land, including directional drilling.

### Directional Drilling - Preliminary or Advanced Activity?

- Directional drilling below the surface of the land on a neighbouring property will be considered a preliminary activity for the land access framework if there is no impact, or only a minor, impact on a landholder's business or land use activities.
- Where the impact on a landholder's business or land use activities is greater and falls under the category of advanced activity either a conduct and compensation agreement, a deferral agreement, or an opt-out agreement would be required.
- Each circumstance should be assessed individually and considered on a case-by-case basis. Directional drilling below the surface of land on a neighbouring property will be an advanced activity where:
  - (a) the neighbouring property is less than 100 hectares and is being used for intensive farming or broadacre agriculture; or
  - (b) the directional drilling has a major impact on a landholder's business or land use, or where it affects the lawful carrying out of an organic or bio-organic farming system.
- Conduct and compensation agreements, deferral agreements, or an opt-out agreements are required for advanced activities.
- Landholders who believe that part of a directional well that has been drilled beneath the surface of their property is impacting on their land use or business should contact the proponent who drilled the well and/or the department to discuss the issue.

### Entry Notice Requirements

- An entry notice for directional drilling must be given to each owner and occupier of adjacent land at least 10 business days before the day calculated by the resource

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<sup>1</sup> [https://www.resources.qld.gov.au/?a=109113:policy\\_registry/granting-land-volumetrically.pdf&ver=2.05](https://www.resources.qld.gov.au/?a=109113:policy_registry/granting-land-volumetrically.pdf&ver=2.05)

company as to when the directional drilling activities will occur beneath the surface of that adjacent land.

- An entry notice must comply with the prescribed requirements as outlined in regulation 17 of the Mineral and Energy Resources (Common Provisions) Regulation 2016.
- A template for an Entry Notice is provided on the Department of Resources website<sup>2</sup>. This template is not compulsory, but does serve as a readily available resource for companies to utilise.
- It is also noted that a first entry notice relating to directional drilling activities is also required to include a copy of the Code of Practice for the construction and abandonment of petroleum wells and associated bores.

## Locating Directional Drilling Wells and Activities

- Resource companies are encouraged to engage early with the relevant landholders to provide sufficient information about the proposed location of wells and directional drilling activities.
- Early engagement will provide landholders the opportunity to work with proponents regarding the proposed location of activities and assess any impact that the activities may have on their business and land use activities.
- It is important that the design and location of directional wells takes account of landholder input, and the landholder's business or land use activities.

## Compensation Liability

- Regardless of whether an activity is a preliminary or advanced activity, a resource authority holder is liable to compensate an owner or occupier of private land that is in the authorised area of the resource authority for each 'compensatable effect' that occur because of the holder's directional drilling activities undertaken within the cadastral boundaries of the adjacent owner's or occupier's land. Potential impacts that may or may not occur in the future are not compensatable at the time of drilling, and would only be compensatable if realised.
- A 'compensatable effect' is defined in section 81 of the *Mineral and Energy Resources (Common Provisions) Act 2014* (MERC Act). Further details are provided in the attachment to this factsheet.
- Landholders are not liable to any person for damages associated with the resource authority holder carrying out its activities occurring on a landholder's land, unless the landholder, or someone authorised by them, caused or contributed to the harm.

## Further information

For further information, please contact the Resource Community Infoline on 13 71 07 or email [resources.info@resources.qld.gov.au](mailto:resources.info@resources.qld.gov.au).

Further information on the legislative framework is also provided in the Attachment.

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<sup>2</sup> [https://www.resources.qld.gov.au/data/assets/pdf\\_file/0018/441711/entry-notice-form-01.pdf](https://www.resources.qld.gov.au/data/assets/pdf_file/0018/441711/entry-notice-form-01.pdf)

# Attachment

## FURTHER INFORMATION ABOUT LEGISLATIVE REQUIREMENTS

### Regulatory framework

The Department of Resources administers the land access framework under Chapter 3 of the MERCP Act and subordinate legislation.

The MERCP Act must be read as if it formed part of the *Petroleum and Gas (Production and Safety) Act 2004* (P&G Act)<sup>3</sup> and the meaning of "land" in Schedule 2 Dictionary of the P&G Act includes subterranean land.

Other legislation may be applicable, for example, Chapter 3 of the *Water Act 2000*, and if that is the case, it is a matter for the resource authority holder to contact the relevant agency.

### Definition of 'petroleum wells' includes directional drilling

Directional drilling refers to the practice of drilling non-vertical boreholes. Schedule 2 of the P&G Act defines 'petroleum well' as a 'hole in the ground made or being made by drilling, boring or any other means to, amongst other things, explore for or produce petroleum; or through which petroleum or a prescribed storage gas may be produced' and applies to both conventional and unconventional resources, such as coal seam gas.

On this basis, the definition of 'petroleum wells' in the P&G Act includes directional drilling and is not limited to vertical drilling.

### Requirements for preliminary and advanced activities

Chapter 3 of the MERCP Act outlines the circumstances and obligations for resource authority holders to give each owner and occupier of private land an entry notice to enter that land to:

- a) carry out an authorised activity for a resource authority; or
- b) cross access land for the resource authority; or
- c) gain entry to access land for the resource authority.

The extent to which the authorised activity impacts the business or land use activities of any owner and occupier of the land will determine whether the activity is either a 'preliminary activity' or an 'advanced activity'.

### Circumstances for categorising directional drilling as a preliminary or advanced activity

Chapter 3, part 2, division 2 of the MERCP Act applies to an entry to private land for the purposes of carrying out an authorised activity for a resource authority, which includes a petroleum lease and an authority to prospect (see section 10(b) of the MERCP Act).

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<sup>3</sup> Refer to section 6 of the *Mineral and Energy Resources (Common Provisions) Act 2014*.

Section 22 of the P&G Act states an authorised activity is an activity that its holder is, under the P&G Act or the authority, entitled to carry out in relation to the authority.

Under section 15B of the MERC Act, a 'preliminary activity' for a resource authority, is an authorised activity for the authority that will have no impact, or only a minor impact, on the business or land use activities of any owner or occupier of the land on which the activity is to be carried out.

*Examples-*

- *walking the area of the authority*
- *driving along an existing road or track in the area*
- *taking soil or water samples*
- *geophysical surveying not involving site preparation*
- *aerial, electrical or environmental surveying*
- *survey pegging*

Note that under section 158(2) of the MERC Act, the following are *not* preliminary activities:

- a) an authorised activity carried out on land that -
  - i. is less than 100 hectares; and
  - ii. is being used for intensive farming or broadacre agriculture (for example, land used for dryland or irrigated cropping, plantation forestry or horticulture or a dairy, cattle or sheep feedlot, piggery or poultry farm);
- b) an authorised activity that affects the lawful carrying out of an organic or bio-organic farming system.

Under section 15A of the MERC Act, an 'advanced activity' for a resource authority, is an authorised activity for the resource authority other than a preliminary activity for the resource authority.

*Examples-*

- *levelling of drilling pads and digging sumps*
- *earthworks associated with pipeline installation*
- *bulk sampling*
- *open trenching or costeaning with an excavator*
- *vegetation clear-felling*
- *constructing an exploration camp, concrete pad, sewage or water treatment facility or fuel dump*



- *geophysical surveying with physical clearing*
- *carrying out a seismic survey using explosives*
- *constructing a track or access road*
- *changing a fence line*

## **Entry to land**

Under section 39 of the MERC Act, it is an offence for a person to enter private land for the purpose of carrying out an authorised activity for a resource authority, unless the resource authority holder has given each owner and occupier of the land an entry notice about the entry at least 10 business days before the entry, unless:

- the owner or occupier has agreed in writing to the shorter period, under section 39(3) of the MERC Act; or
- an exemption applies under section 40 of the MERC Act.

## **Entry notice requirements**

Under section 40(1), a person is exempt from the obligation to give an entry notice about entry to private land for an authorised activity such as directional drilling only if:

- a) the resource authority holder owns the land; or
- b) the resource authority holder has an independent legal right to enter the land for the purpose; or
- c) the entry is to preserve life or property or because of an emergency that exists or may exist; or
- d) the entry is authorised under the Resource Act for the resource authority; or
- e) the entry is of a type prescribed by regulation.

The obligation to give an entry notice also does not apply under section 40(2) of the MERC Act, if the resource authority holder has one of the following with each owner and occupier of the land:

- a) a waiver of entry notice for the entry that is in effect;
- b) a conduct and compensation agreement which provides for alternative obligations for the entry and the holder complies with the alternative obligations;
- c) an opt-out agreement.

Under section 43 of the MERC Act, a resource authority holder must not enter private land to carry out an 'advanced activity' for the resource authority unless, amongst other things, a conduct and compensation agreement about the advanced activity, a deferral agreement, or an opt out agreement has been entered into with each owner and occupier of the land.

A maximum penalty of 500 penalty units applies to the section 39 and section 43 offence provisions. If a body corporate is found guilty of the relevant offence, the court may impose a maximum fine of an amount equal to five times the maximum fine for an individual.<sup>4</sup>

## **Prescribed criteria for an entry notice**

Under section 17 of the Mineral and Energy Resources (Common Provisions) Regulation 2016, an entry notice must state each of the following -

- a description of the land to be entered
- the period during which the land is to be entered
- the authorised activities proposed to be carried out on the land
- when and where the activities are to be carried out
- the contact details of -
  - o the resource authority holder or another person the resource authority holder has authorised to discuss the matters stated in the notice.

If the notice is the first entry notice given to a particular owner or occupier of the land, the notice must be accompanied by a copy of each of the following -

- the resource authority to which the entry relates
- any relevant environmental authority for the resource authority
- the land access code
- any code or code of practice made under a Resource Act applying to the authorised activities for the resource authority
- the document called 'A guide to land access in Queensland' published on the department's website or the Queensland Government business and industry portal.

## **Liability to compensate**

Under section 81 of the MERC Act, a resource authority holder is liable to compensate an owner or occupier of private land that is in the authorised area of the resource authority or that is access land for the resource authority for each 'compensatable effect' suffered by the claimant because of the holder's directional drilling activities.

The types of compensatable effects listed under section 81(4) include:

- deprivation of possession of the land's surface;
- diminution of the land's value;
- diminution of the use made, or that may be made, of the land or any improvement on it;
- severance of any part of the land from other parts of the land or from other land that the eligible claimant owns;

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<sup>4</sup> *Penalties and Sentences Act 1992*, s 181B.

- any cost, damage or loss arising from the carrying out of activities under the resource authority on the land;
- consequential loss incurred by an eligible claimant arising out of a matter listed directly above.

The specific factual circumstances associated with the directional drilling would need to be considered to assess compensatable effects associated with the directional drilling.

## **Limitation of owner's or occupier's tortious liability for authorised activities**

Section 563A of the P&G Act limits the tortious liability of an owner or occupier of land in the area of a petroleum authority if someone else carries out an authorised activity for a petroleum authority on the land. The owner or occupier is not civilly liable to anyone else for a claim based in tort for damages relating to the carrying out of the activity unless the owner or occupier or someone authorised by the owner or occupier caused or contributed to the harm.

## **Other notification requirements for resource companies**

Under section 28 of the *Petroleum and Gas (General Provisions) Regulation 2017* (P&G Reg), resource companies must give a copy of the following notices to each owner and occupier of the land on which the authorised activities to which the notice relates have been or are to be carried out and by the time the notice is required to be carried out:

- Notice about intention to drill a petroleum well or bore<sup>5</sup>
- Notice about completion, alteration, or abandonment of petroleum well or bore<sup>6</sup>
- Notice about intention to carry out seismic survey or scientific or technical survey<sup>7</sup>
- Notice about completion of survey or scientific or technical survey<sup>8</sup>
- Notice about intention to carry out hydraulic fracturing activities<sup>9</sup>
- Notice about completion of hydraulic activities.<sup>10</sup>

<sup>5</sup> *Petroleum and Gas (General Provisions) Regulation 2017*, s29.

<sup>6</sup> *Petroleum and Gas (General Provisions) Regulation 2017*, s30.

<sup>7</sup> *Petroleum and Gas (General Provisions) Regulation 2017*, s31.

<sup>8</sup> *Petroleum and Gas (General Provisions) Regulation 2017*, s32.

<sup>9</sup> *Petroleum and Gas (General Provisions) Regulation 2017*, s33.

<sup>10</sup> *Petroleum and Gas (General Provisions) Regulation 2017*, s34.

Tabled by: Minister for Resources

At: TRC Estimates Hearing, Brisbane

Date: 10 August 2021

Signature: 