



QUEENSLAND PARLIAMENT **COMMITTEES**

2025–26 Budget Estimates – Appropriation Bill 2025

State Development, Infrastructure and Works Committee



Report No.11

58th Parliament, August 2025

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State Development, Infrastructure and Works Committee

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Deputy Chair	Ms Jonty Bush MP, Member for Cooper
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All references and webpages are current at the time of publishing.

Acknowledgements

The committee acknowledges the assistance provided by the Deputy Premier, Minister for State Development, Infrastructure and Planning, and Minister for Industrial Relations, the Minister for Housing and Public Works and Minister for Youth, the Minister for Sport and Racing, and Minister for the Olympic and Paralympic Games, and the Minister for Transport and Main Roads.

The committee also acknowledges the assistance provided by departmental officers during the estimates process.

Table of Contents

Chair's foreword	iv
Executive summary	v
Recommendations	vi
1. Overview of the Budget Estimates process	1
1.1. Inquiry process.....	1
1.2. Attendance by other Members	2
2. Recommendation	2
3. Minister for State Development, Infrastructure and Planning, and Minister for Industrial Relations	3
3.1. Department of State Development, Infrastructure and Planning	3
3.2. Department budget overview	4
3.2.1. Budget comparison	5
3.2.2. Department of State Development, Infrastructure and Planning budget highlights	5
3.2.3. Department of State Development, Infrastructure and Planning capital program	6
3.3. Economic Development Queensland	7
3.3.1. EDQ budget overview	7
3.3.2. EDQ capital program.....	7
3.4. Games Independent Infrastructure and Coordination Authority	7
3.4.1. GIICA budget overview	8
3.4.2. GIICA capital program.....	8
3.5. South Bank Corporation	8
3.5.1. South Bank Corporation budget overview	8
3.5.2. South Bank Corporation capital program.....	8
3.6. Matters raised during the Estimates process	9
4. Minister for Transport and Main Roads	11
4.1. Department of Transport and Main Roads	11
4.2. Department of Transport and Main Roads budget overview.....	12
4.2.1. Budget comparison	12
4.2.2. Department of Transport and Main Roads budget highlights	13
4.2.3. Department of Transport and Main Roads capital program.....	14
4.2.4. RoadTek.....	15
RoadTek budget overview	15
RoadTek capital program	15
4.3. Gold Coast Waterways Authority	15
4.3.1. Gold Coast Waterways Authority budget overview	15
4.3.2. Gold Coast Waterways Authority capital program.....	15

4.4. Cross River Rail Delivery Authority	16
4.4.1. Cross River Rail Delivery Authority budget overview	16
4.4.2. Cross River Rail Delivery Authority capital program	16
4.5. Matters raised during the Estimates process	16
5. Minister for Housing and Public Works, and Minister for Youth	18
5.1. Department of Housing and Public Works	18
5.2. Department of Housing and Public Works budget overview	19
5.2.1. Budget comparison	20
5.2.2. Department of Housing and Public Works budget highlights	20
5.2.3. Department of Housing and Public Works capital program	20
5.2.4. QBuild	21
QBuild budget overview	21
QBuild capital program	21
5.2.5. QFleet	21
QFleet budget overview	22
5.3. Queensland Building and Construction Commission	22
5.3.1. QBCC budget overview	22
5.3.2. QBCC capital program	22
5.4. Residential Tenancies Authority	23
5.4.1. RTA budget overview	23
5.5. Matters raised during the Estimates process	23
6. Minister for Sport and Racing, and Minister for the Olympic and Paralympic Games	26
6.1. Department of Sport, Racing and Olympic and Paralympic Games	26
6.2. Department of Sport, Racing and Olympic and Paralympic Games budget overview	27
6.2.1. Budget comparison	27
6.2.2. Department of Sport, Racing, Olympic and Paralympic Games budget highlights	28
6.2.3. Department of Sport, Racing, Olympic and Paralympic Games capital program	28
6.3. Queensland Academy of Sport	29
6.4. Stadiums Queensland	29
6.5. Racing Queensland	29
6.6. Queensland Racing Integrity Commission	29
6.6.1. QRIC budget overview	30
6.6.2. QRIC capital program	30
6.7. Matters raised during the Estimates process	30

Statement of Reservation 33

Chair's foreword

This report presents a summary of the State Development Infrastructure and Works Committee's examination of the budget estimates for the 2025-26 financial year.

Consideration of the budget estimates allows for the public examination of the responsible Ministers and the chief executive officers of agencies within the committee's portfolio areas. This was undertaken through the questions on notice and public hearing process.

The committee has recommended that the proposed expenditure, as detailed in the Appropriation Bill 2025 for the committee's areas of responsibility, be agreed to by the Legislative Assembly without amendment.

On behalf of the committee, I thank the Deputy Premier, Minister for State Development, Infrastructure and Planning, and Minister for Industrial Relations, the Minister for Housing and Public Works and Minister for Youth, the Minister for Sport and Racing, and Minister for the Olympic and Paralympic Games, and the Minister for Transport and Main Roads, and their departmental officers, for their co-operation in providing information to the committee during this process.

I would also like to thank the members of the committee for their hard work and valuable contribution to the estimates process, and other members whose participation in the hearing provided additional scrutiny of the estimates.

Finally, I thank the committee's secretariat and other Parliamentary Service staff for their assistance throughout the estimates process.

I commend this report to the House.

A handwritten signature in blue ink, appearing to read 'Jim McDonald', with a stylized flourish at the end.

Jim McDonald MP
Chair

Executive summary

The Appropriation Bill 2025 was introduced into Parliament by the Honourable David Janetzki MP, Treasurer, Minister for Energy and Minister for Home Ownership, on 24 June 2025. The Bill was referred to portfolio committees for investigation and report, on 27 June 2025.

The estimates process is one of the key mechanisms to examine government expenditure, performance and effectiveness. By examining and reporting on the proposed expenditures contained in the Appropriation Bill, the State Development, Infrastructure and Works Committee (committee) assists the Parliament in its scrutiny of the government's proposed expenditure.

The committee's examination of the Appropriation Bill 2025 is in relation to:

- Department of State Development, Infrastructure and Planning
- Department of Transport and Main Roads
- Department of Housing and Public Works
- Department of Sport, Racing, and Olympic and Paralympic Games.

This report summarises the estimates referred to the committee and highlights some of the issues the committee examined.

The committee conducted public hearings and took evidence about the proposed expenditure from the following Ministers, and from other witnesses:

- Deputy Premier, Minister for State Development, Infrastructure and Planning, and Minister for Industrial Relations
- Minister for Housing and Public Works and Minister for Youth
- Minister for Sport and Racing, and Minister for the Olympic and Paralympic Games
- Minister for Transport and Main Roads.

The committee considered information contained in the Budget papers, answers to pre-hearing questions on notice put to Ministers, evidence taken at the hearing, and additional information given in relation to answers.

The committee made one recommendation, that the proposed expenditure, as detailed in the Appropriation Bill 2025 for the committee's areas of responsibility, be agreed to by the Legislative Assembly without amendment.

Recommendations

Recommendation 1	3
The committee recommends that the proposed expenditure, as detailed in the Appropriation Bill 2025 for the committee's areas of responsibility, be agreed to by the Legislative Assembly without amendment.....	3

1. Overview of the Budget Estimates process

The Appropriation Bill 2025 was introduced into Parliament by the Honourable David Janetzki MP, Treasurer, Minister for Energy and Minister for Home Ownership, on 24 June 2025. The Bill was referred to portfolio committees for investigation and report, on 27 June 2025.¹

The estimates process is one of the key mechanisms to examine government expenditure, performance and effectiveness. By examining and reporting on the proposed expenditures contained in the Appropriation Bill, the State Development, Infrastructure and Works Committee (committee) assists the Parliament in its scrutiny of the government's proposed expenditure.

The appropriation across government for 2025-26 is \$105,417,248,000.² The committee's examination of the Appropriation Bill 2025 is in relation to:

- Department of State Development, Infrastructure and Planning
- Department of Transport and Main Roads
- Department of Housing and Public Works
- Department of Sport, Racing, and Olympic and Paralympic Games.³

Table 1 below sets out the appropriations examined by the committee.

Table 1: Appropriations examined by State Development, Infrastructure and Works Committee, 2025-26

Department	Vote 2025-2026 \$'000
Department of State Development, Infrastructure and Planning	2,461,018
Department of Transport and Main Roads	13,960,728
Department of Housing and Public Works	2,683,380
Department of Sport, Racing and Olympic and Paralympic Games	749,964
Total	19,855,090

Source. Appropriation Bill 2025, Schedule 2.

1.1. Inquiry process

On 30 and 31 July 2025, the committee conducted public hearings and took evidence about the proposed expenditure from the Deputy Premier, Minister for State Development, Infrastructure and Planning, and Minister for Industrial Relations, the Minister for Housing and Public Works and Minister for Youth, the Minister for Sport and Racing, and Minister for the

¹ Standing Order 177 provides for the Annual Appropriation Bills to stand referred to portfolio committee once the Bills have been read a second time; Legislative Assembly of Queensland, *Standing Rules and Orders of the Legislative Assembly*.

² Appropriation Bill 2025, s 2.

³ Legislative Assembly of Queensland, *Standing Rules and Orders of the Legislative Assembly*, Schedule 6.

Olympic and Paralympic Games, and the Minister for Transport and Main Roads, and from other witnesses.⁴

This report summarises the estimates referred to the committee and highlights some of the issues the committee examined. The committee considered information contained in:

- Budget papers
- answers to pre-hearing questions on notice
- evidence taken at the hearing
- additional information given in relation to answers.

Prior to the public hearings, the committee provided each Minister with questions on notice in relation to the estimates. Responses to all questions were received.

Answers to the committee's pre-hearing questions on notice, documents tabled during the hearing, and an answer provided by a Minister after the hearing, are included in a volume of additional information tabled with this report.

1.2. Attendance by other Members

The following Members attended as substitutes for Mr Bart Mellish MP, Member for Aspley in accordance with Standing Orders:

- The Honourable Glenn Butcher MP, Member for Gladstone
- The Honourable Mick de Brenni MP – Member for Springwood
- The Honourable Cameron Dick MP, Member for Woodridge
- The Honourable Grace Grace MP, Member for McConnel
- The Honourable Leanne Linard MP, Member for Nudgee
- Mrs Charis Mullen MP, Member for Jordan
- The Honourable Meaghan Scanlon MP, Member for Gaven.

The following non-committee Members participated in the hearings with the leave of the committee:

- Mr Michael Berkman MP, Member for Maiwar
- Ms Sandy Bolton, Member for Noosa
- Ms Kerri-Anne Dooley MP, Member for Redcliffe
- Dr Christian Rowan MP, Leader of the House, Member for Moggill.

2. Recommendation

Pursuant to Standing Order 187(1), the committee must state whether the proposed expenditures referred to it are agreed to.

⁴ Queensland Parliament, Record of Proceedings, Estimates – State Development, Infrastructure and Works Committee – Brisbane, 30 July 2025 and 31 July 2025.



Recommendation 1

The committee recommends that the proposed expenditure, as detailed in the Appropriation Bill 2025 for the committee's areas of responsibility, be agreed to by the Legislative Assembly without amendment.

3. Minister for State Development, Infrastructure and Planning, and Minister for Industrial Relations

The Honourable Jarrod Bleijie MP, Deputy Premier, Minister for State Development, Infrastructure and Planning, and Minister for Industrial Relations is the Minister responsible for:⁵

- Department of State Development, Infrastructure and Planning
- Economic Development Queensland
- Games Independent Infrastructure and Coordination Authority
- South Bank Corporation.

In keeping with Schedule 7 of the Standing Orders,⁶ the Coordinator-General, and the chief executives of Economic Development Queensland, Games Independent Infrastructure and Coordination Authority, Office of the Work Health and Safety Prosecutor, and South Bank Corporation were required to be present at the hearing on 30 July 2025, to assist the committee with its consideration of portfolio estimates.

3.1. Department of State Development, Infrastructure and Planning

The Deputy Premier, Minister for State Development, Infrastructure and Planning, and Minister for Industrial Relations is responsible for the Department of State Development, Infrastructure and Planning (DSDIP).

DSDIP has 4 service areas⁷ as follows:

- Grow the economy
- Industrial relations
- Infrastructure and regional strategy, policy and planning
- Better planning for Queensland.

The objectives of these service areas are:

- *Grow the economy* – timely attraction and facilitation of investment opportunities, housing supply options and industry development to provide ongoing economic benefits for Queenslanders

⁵ Queensland Budget 2025-26, Service Delivery Statements (SDS), Department of State Development, Infrastructure and Planning (DSDIP), p (i).

⁶ Schedule 7 of the *Standing Rules and Orders of the Legislative Assembly* sets out a list of statutory entities to which direct questioning of chief executives at estimates applies.

⁷ Queensland Budget 2025-26, SDS, DSDIP, pp 4-8.

- *Industrial relations* – supporting the wellbeing of Queenslanders by fostering workplaces where fairness and productivity go hand in hand
- *Infrastructure and regional strategy, policy and planning* – coordinating a future-focused infrastructure program that prioritises the long-term growth of Queensland
- *Better planning for Queensland* – driving an effective and efficient planning system underpinned by a flexible planning framework that finds ways to facilitate development across the State.⁸

As part of the machinery-of-government changes effective 1 November 2024 and 21 November 2024, the former Department of State Development and Infrastructure was renamed the Department of State Development, Infrastructure and Planning. As a result, there were changes to the following functions:

- Office of Racing was transferred to the Department of Sport, Racing and Olympic and Paralympic Games
- Office for Olympic and Paralympic Games, excluding that part responsible for Olympic and Paralympic Games infrastructure, was transferred to the Department of Sport, Racing and Olympic and Paralympic Games
- Planning was received from the former Department of Housing, Local Government, Planning and Public Works
- Major Projects Development team was received from Queensland Treasury.⁹

3.2. Department budget overview

The following from the Appropriation Bill 2025 (Table 2) shows the total appropriation for DSDIP for 2025-26, compared with 2024-25 budgeted and estimated actual appropriations.

Table 2: Department of State Development, Infrastructure and Planning appropriation for 2025-26

Appropriation	Budget 2024-25 \$'000	Est. Actual 2024-25 \$'000	Vote 2025-26 \$'000
<i>Controlled items</i>			
departmental services	1,115,081	963,830	1,657,826
equity adjustment	117,997	14,882	86,549
<i>Administered items</i>	230,100	317,614	716,643
Vote	1,463,178	1,296,326	2,461,018

Source. Appropriation Bill 2025, Schedule 2, p 13.

As shown in Table 2, the total 2025-26 appropriation for DSDIP of \$2.46 billion represents an increase of approximately \$1 billion on last year's budget appropriation, and an increase of \$1.17 billion on the estimated actual expenditure in 2024-25.

⁸ Queensland Budget 2025-26, SDS, DSDIP, pp 4-8.

⁹ Queensland Budget 2025-26, SDS, DSDIP, p 1.

3.2.1. Budget comparison

Due to machinery-of-government changes, appropriation figures from previous budgets are not directly comparable with those of 2025-26.

However the SDS states that the 2024–25 budget and estimated actuals figures given in the DSDIP SDS are ‘presented on a post-machinery-of-government basis, and also adjusts for Economic Development Queensland and the Games Independent Infrastructure and Coordination Authority being recognised as statutory bodies’.¹⁰

These figures show DSDIP total controlled income of \$1.853 billion in 2025–26. Total expenses are estimated to be \$1.893 billion in 2025–26, an increase of \$527.8 million from 2024–25 estimated actual expenses, principally due to additional investments in grants programs supporting industry development, essential infrastructure to support new housing, delivery of 2032 *Delivery Plan*, and for the City Deals investment package for South East Queensland.¹¹

Administered expenses in 2025–26 of \$545 million is an increase of \$179.4 million on the 2024–25 estimated actual figure, primarily due to additional funding for Economic Development Queensland and to the Games Independent Infrastructure and Coordination Authority.¹²

3.2.2. Department of State Development, Infrastructure and Planning budget highlights

The 2025-26 budget highlights¹³ for DSDIP include:

Progressing the government’s election commitment to deliver 1 million homes by 2044	bringing forward funding of the Residential Activation Fund to support a first-round of up to \$1 billion of projects for new residential developments
	increased funding of \$151.9 million over 4 years for Economic Development Queensland’s Catalyst Infrastructure Fund loan program to bring forward delivery of infrastructure targeting the Waraba Priority Development Area for 11,500 housing lots
	increased funding of \$31.3 million over 4 years for the development of 13 new regional plans
Delivering on the 2032 <i>Delivery Plan</i> for the 2032 Olympic and Paralympic Games and legacy	investment of \$847 million to fund the decisions to proceed with Sunshine Coast Stadium, Sunshine Coast Mountain Bike Centre, Moreton Bay Indoor Sports Centre, Barlow Park Stadium, and Logan Indoor Sports Centre projects
	funding of \$3.8 billion over the forward estimates for the total venues program, including a new main stadium at Victoria Park, to be delivered in partnership with the Australian Government

¹⁰ Queensland Budget 2025-26, SDS, DSDIP, pp 9-17.

¹¹ Queensland Budget 2025-26, SDS, DSDIP, pp 11, 12.

¹² Queensland Budget 2025-26, SDS, DSDIP, pp 11, 15.

¹³ Queensland Budget 2025-26, SDS, DSDIP, pp 2-3.

	increased funding of \$308.5 million over 4 years for the Games Independent Infrastructure and Coordination Authority to deliver new and upgraded venues to be used during the 2032 Games (that form the \$7.1 billion Venues Program)
	funding of \$950 million over 4 years for the privately developed Athletes Villages, including the Brisbane Athletes Village and RNA showground upgrade, the Sunshine Coast Athletes Village incorporating the Sunshine Coast arena, and the Gold Coast and Rockhampton Athletes Villages
	additional funding of \$79.6 million over 4 years (with \$45.4 million held centrally) for the delivery of the Games Village Program, infrastructure portfolio coordination, monitoring and reporting on the Games infrastructure program including venues, villages and transport programs
	additional funding of \$9.4 million over 3 years (with \$1.8 million held centrally) for the Arena to be built on the former GoPrint site in the Gabba precinct, when demolished.
Providing for the Sovereign Industry Development Fund, which establishes industry programs into a single industry development fund, focusing on priority areas such as defence, biofuels and biomedical industries	\$180.6 million over 4 years
Delivering immediate actions to address impacts of the erosion and breakthrough events at Bribie Island, while longer-term solutions are developed, designed and approved	\$20 million in 2025–26
Securing key infrastructure corridors and strategic sites for bulk chemical storage facilities required for industrial development in Gladstone	\$17 million in 2025–26, as part of an \$80 million investment
Delivery of options for the ongoing sustainable use of the Port Hinchinbrook Marina Site	provided by centrally held funding

3.2.3. Department of State Development, Infrastructure and Planning capital program

In 2025-26 DSDIP's total capital outlay is \$1.233 billion, comprising capital grants of \$1.145 billion, and total capital purchases of \$88.3 million. The major components include:

- \$500 million of the \$2 billion Residential Activation Fund for trunk and essential infrastructure for new residential developments
- \$89.2 million of the \$200 million South East Queensland Liveability Fund to support local government projects (jointly funded with the Australian Government)
- \$67.6 million of \$113.3 million for the Queensland Resources Common User Facility which is to provide common user infrastructure at the Cleveland Bay Industrial Park in Townsville to support the extraction and production of critical minerals

- \$65.4 million of the \$218.2 million Resources Community Infrastructure Fund to improve economic and social infrastructure in regional resources communities.¹⁴

3.3. Economic Development Queensland

In the DSDIP SDS, Economic Development Queensland (EDQ) refers to both the Minister for Economic Development Queensland (MEDQ) and the EDQ Employing Office. The EDQ Employing Office is a statutory body established under the *Economic Development Act 2012* (ED Act) to enter into, for the State, a workforce performance and mobility arrangement with the MEDQ. The MEDQ as the corporation sole is the legal entity under the ED Act.

EDQ's objective is to facilitate and deliver housing supply and drive business and economic growth in Queensland.¹⁵ The SDS states that 'EDQ will tackle Queensland's housing crisis by refocusing on the delivery of homes in Priority Development Areas and activating new land for development'.¹⁶

3.3.1. EDQ budget overview

In 2025–26, EDQ will receive \$410 million in income, an increase of \$186.4 million on the 2024–25 estimated actual income, mainly due to an increase in grants and other contributions for housing and infrastructure initiatives.¹⁷

Total expenses in 2025–26 are expected to increase by \$155 million on the 2024–25 estimated actual expenses to \$398 million, largely as a result of increased grants and subsidies of \$156.5 million associated with housing and infrastructure initiatives.¹⁸

3.3.2. EDQ capital program

The EDQ capital program for 2025-26 consists of capital purchases of \$195 million and capital grants of \$209.3 million, which include:

- \$174.1 million in capital grants for Social and Affordable Housing (led by EDQ in consultation with the Department of Housing and Public Works)
- \$68.1 million for the urban renewal development at Northshore Hamilton
- \$53.6 million for enabling infrastructure to expedite housing development.¹⁹

3.4. Games Independent Infrastructure and Coordination Authority

On 29 November 2024, the Games Venue and Legacy Delivery Authority, which was established under the *Brisbane Olympic Games Arrangements Act 2021* (BOGA Act) on 6 June 2024, was renamed the Games Independent Infrastructure and Coordination Authority (GIICA).²⁰

GIICA's primary functions are to:

¹⁴ Queensland Budget 2025-26, SDS, DSDIP, p 10.

¹⁵ Queensland Budget 2025-26, SDS, DSDIP, p 18.

¹⁶ Queensland Budget 2025-26, SDS, DSDIP, p 20.

¹⁷ Queensland Budget 2025-26, SDS, DSDIP, p 22.

¹⁸ Queensland Budget 2025-26, SDS, DSDIP, p 22.

¹⁹ Queensland Budget 2025-26, SDS, DSDIP, p 21.

²⁰ Queensland Budget 2025-26, SDS, DSDIP, p 26.

- deliver each authority venue listed within the BOGA Act in time for the 2032 Olympic and Paralympic Games, within the allocated funding for the authority venue
- monitor the delivery of other venues listed within the BOGA Act
- ensure compliance with the relevant 2032 Games agreements to the extent they relate to the delivery of an authority venue.²¹

3.4.1. GIICA budget overview

GIICA's expenses are estimated to be \$164.2 million in 2025–26, an increase of approximately \$107 million from 2024–25 estimated actual expenditure.²²

3.4.2. GIICA capital program

In 2025–26, GIICA has allocated funding of \$84 million to deliver 2032 Games venue infrastructure projects. The SDS note that funding for venue projects is subject to government investment decisions, following completion of project assessment activities undertaken by GIICA.²³

3.5. South Bank Corporation

South Bank Corporation is a statutory body established under the *South Bank Corporation Act 1989*. The Corporation's strategic objectives are:

- management of a world-class integrated precinct
- unlock South Bank's potential as part of Brisbane's global reputation – a place which significantly contributes to the city's legacy for future generations
- develop a long-term business model that supports financial sustainability
- achieve excellence and innovation in the management of the precinct.²⁴

3.5.1. South Bank Corporation budget overview

The 2025–26 budget projects an increase of \$16.2 million in total income to \$164.5 million compared to the estimated actual income in 2024–25, mainly due to an increase in capital grants received.²⁵ Total expenses are also expected to increase by \$4.7 million in 2025–26 to \$163.8 million, resulting from increased supplies and services costs, and employee expenses associated with safety and security enhancements.²⁶

3.5.2. South Bank Corporation capital program

The South Bank Corporation's capital program of \$50 million for 2025-26 is to fund enhancement and replacement of existing assets across the South Bank precinct, including the Brisbane Convention and Exhibition Centre and South Bank Parklands.²⁷

²¹ Queensland Budget 2025-26, SDS, DSDIP, p 26.

²² Queensland Budget 2025-26, SDS, DSDIP, p 29.

²³ Queensland Budget 2025-26, SDS, DSDIP, p 28.

²⁴ Queensland Budget 2025-26, SDS, DSDIP, p 33.

²⁵ Queensland Budget 2025-26, SDS, DSDIP, p 35.

²⁶ Queensland Budget 2025-26, SDS, DSDIP, p 35.

²⁷ Queensland Budget 2025-26, SDS, DSDIP, p 34.

3.6. Matters raised during the Estimates process

Matters raised during the committee's examination of the State Development, Infrastructure, Planning, and Industrial Relations portfolio areas are listed below.²⁸

Matters considered in relation to the State Development, Infrastructure, Planning, and Industrial Relations portfolio areas	Pre-hearing questions on notice
How the Residential Activation Fund will support rural and remote communities in Far North Queensland	1
Actions by Economic Development Queensland (EDQ) to boost housing supply in Cairns	2
When regional plans were last published and why new regional plans are needed; public consultation periods for making new regional plans	3, 15
Previous examples of practices of the CFMEU and measures the government is undertaking to end improper conduct	4
Work health and safety reforms that have been undertaken and why they have been necessary	5
Consultation by the Games Independent Infrastructure and Coordination Authority (GIICA) to inform the 100 Day Review including stakeholders who submitted to the review	6
Measures introduced by EDQ to support the government's housing, commercial and industrial development objectives	7
New planning pathway for renewable energy projects	8
Previous work undertaken to address the impacts of the erosion and breakthrough events at Bribie Island	9
Actions to promote capability and attract new business opportunities in the defence, biomedical and biofuel industries	10
Number of contractors employed by DSDIP, contractors and consultants engaged to deliver services on behalf of the department, and contracts entered into with consulting firms, Deloitte, EY, KPMG, and PwC	11
Employees of EDQ who have departed since 1 November 2024	12
Funding to enhance the role of the Coordinator-General in facilitating key energy projects	13
Funding for projects under the Regional Transformation Strategies within the Regional Economic Futures Fund	14
Current status of each of the 4 Regional Transformation Strategies, actions outstanding, and funding allocated to deliver priorities in each strategy	16
Delivery of Regional Infrastructure Plan over the next 4 years	17
Plans to review or update the maximum adopted charge rates that a local government may levy for trunk infrastructure	18
Details of Round 1 applications to the Residential Activation Fund	19
Status of implementation of each recommendation made under the 2023 <i>Review of the operation of the Queensland workers' compensation scheme</i>	20
	Public hearing transcript, Brisbane, 30 July 2025, page no.
Worker Transition Scheme, rapid response program and supports for workers following decision to close the Bega Group company in Kingaroy and Tolga	4-5

²⁸ List is not exhaustive. For all matters considered, see the public hearing transcript, 30 July 2025.

Funding for the Queensland Battery Industry Strategy including Australian Battery Industrialisation Centre	5-6, 11
Recruitment processes relating to the appointment of the Chief Executive Officer of EDQ	8, 12
Initiatives being undertaken by EDQ to deliver housing and industrial development	9
Waraba and Southern Thornlands Priority Development Areas including initiatives relating to housing and supporting infrastructure	10
Defence and associated industries development	15
Sovereign Industry Development Fund including the impact on regional jobs and biofuel industries	12
Initiatives to attract private sector investment in Queensland	17
Bribie Island erosion and breakthrough of the Pumicestone Passage including the immediate works program	17
Woolloongabba Priority Development Area redevelopment scheme.	18
Site for the new National Aquatic Centre including project validation report, cost estimates and required earth works	20
Cost estimates and funding envelope for Olympic and Paralympic Games venues including Victoria Park Stadium	22
Public-Private partnerships and budgetary and accounting implications	22
Property resumptions and the Burleigh Heads to Coolangatta public transport preliminary evaluation	23
Establishment of GIICA and how the budget supports delivery of the <i>2032 Delivery Plan</i>	24
Initiatives to support regional Queensland included the 2032 Delivery Plan.	25
Funding for critical Games infrastructure including athletes villages	26
Status of procurement and delivery activities for Olympic and Paralympic Games Venues on the government's <i>2032 Delivery Plan</i>	27
Weighting and analysis of public submissions to the Gold Coast Light Rail project	28
Board members of GIICA including remuneration; appointment processes for members of the GIICA board	29, 35
Residential Activation Fund including construction requirements and the Parkhurst Residential Enabling Infrastructure Project, and initiatives to increase housing supply in regional and remote communities	31
Private sector partnerships relating to the Gabba entertainment and housing precinct	32
Disaster recovery assistance including for supply chains	36
Proportion of affordable housing in each of the athlete villages after the Games has concluded	40
Planning and Environment Court departmental procedures and advice, including consultation with relevant technical agencies	38
Initiatives to support housing development including through the use of church and charity land	40
Development of new regional plans	41
Assessment of renewable energy projects in Queensland	38
WorkCover Board appointments and terminations	43

Induction processes for WorkCover Board including appointment of Deputy Chair and social media posts	45
Role of DSDIP in current enterprise bargaining negotiations	47
Practices of CFMEU and the establishment of commission of inquiry	47

4. Minister for Transport and Main Roads

The Honourable Brent Mickelberg MP, Minister for Transport and Main Roads is the Minister responsible for:²⁹

- Department of Transport and Main Roads, including RoadTek
- Gold Coast Waterways Authority
- Cross River Rail Delivery Authority.

In keeping with Schedule 7 of the Standing Orders,³⁰ the chief executives of the Cross River Rail Delivery Authority, Far North Queensland Ports Corporation Limited (trading as Ports North), Gladstone Ports Corporation Limited, Gold Coast Waterways Authority, North Queensland Bulk Ports Corporation Limited, Port of Townsville Limited, and Queensland Rail Limited were required to be present at the hearing on 31 July 2025, to assist the committee with its consideration of portfolio estimates.

4.1. Department of Transport and Main Roads

The Minister for Transport and Main Roads is responsible for the Department of Transport and Main Roads (TMR).

TMR has 5 service areas as follows:

- Transport System Investment Planning and Programming
- Transport Infrastructure Management and Delivery
- Transport Safety and Regulation
- Customer Experience
- Passenger Transport Services.³¹

The objectives of these services areas are:

- *Transport System Investment Planning and Programming* – investing to meet Queensland's current and growing transport needs
- *Transport Infrastructure Management and Delivery* – to maintain and operate an integrated transport network accessible to all
- *Transport Safety and Regulation* – to enhance the safety of the transport system through quality regulation, road and maritime safety programs

²⁹ Queensland Budget 2025-26, SDS, Transport and Main Roads (TMR), p (i).

³⁰ Schedule 7 of the *Standing Rules and Orders of the Legislative Assembly* sets out a list of statutory entities to which direct questioning of chief executives at estimates applies.

³¹ Queensland Budget 2025-26, SDS, TMR, pp 3-8.

- *Customer Experience* – to understand evolving customer needs and expectations, to improve customer experiences and reduce complaints; and
- *Passenger Transport Services* – to connect Queensland through reliable and accessible passenger transport services.³²

As part of the machinery-of-government changes effective 1 November 2024 and 1 July 2025, the following functions were transferred to the Department of Customer Services, Open Data and Small and Family Business:

- Customer and Digital Services
- Queensland Shared Services
- Corporate Administration Agency
- CITEC³³
- Customer Services Branch, excluding Road Safety
- Customer Technology and Strategy
- Customer Digital Identity Services.³⁴

4.2. Department of Transport and Main Roads budget overview

The following from the Appropriation Bill 2025 (Table 3) shows the total appropriation for TMR for 2025-26, compared with 2024-25 budgeted and estimated actual appropriations.

Table 3: Department of Transport and Main Roads appropriation for 2025-26

Appropriation	Budget 2024-25 \$'000	Est. Actual 2024-25 \$'000	Vote 2025-26 \$'000
<i>Controlled items</i>			
departmental services	7,960,718	7,968,700	8,149,676
equity adjustment	3,987,933	3,954,774	4,214,943
<i>Administered items</i>	968,754	1,319,865	1,596,109
Vote	12,917,405	13,243,339	13,960,728

Source. Appropriation Bill 2025, Schedule 2, p 14.

As shown in Table 3, the total 2025-26 appropriation for TMR of \$13.96 billion represents an increase of approximately \$1.04 billion on last year's budget appropriation, and an increase of \$717 million on the estimated actual expenses in 2024-25.

4.2.1. Budget comparison

Due to machinery-of-government changes, appropriation figures from previous budgets are not directly comparable with those of 2025-26.

³² Queensland Budget 2025-26, SDS, TMR, pp 3-8.

³³ Queensland Government's primary ICT services provider; see <https://services.citec.com.au>.

³⁴ Queensland Budget 2025-26, SDS, TMR, p 1.

However the SDS states that the 2024–25 budget and 2024–25 estimated actuals information disclosed in the TMR SDS is presented on a post-machinery-of-government basis.³⁵

Total controlled income for TMR is estimated to be \$10.732 billion in 2025–26, an increase of \$885.2 million on estimated actual income in 2024–25, primarily due to increased funding under the Transport Service Contract with Queensland Rail to deliver rail services in Queensland and an increase in the level of reimbursement from Queensland Reconstruction Authority for expenditure incurred for works related to natural disaster events. Total expenses are estimated to be \$9.507 billion in 2025–26, an increase of \$344.2 million from the 2024–25 estimated actual, resulting from increased expenditure under the Transport Service Contract with Queensland Rail, additional investment in transport infrastructure, and depreciation.³⁶

Administered expenses in 2025–26 show an increase in revenue collected by TMR of \$431.3 million, largely as a result of the ending of the temporary, one-off, motor vehicle registration fee reduction.³⁷

4.2.2. Department of Transport and Main Roads budget highlights

The 2025-26 budget highlights³⁸ for TMR include:

Permanently implementing a flat fare of 50 cents per trip across the South East Queensland public transport network and on contracted regional bus services, in line with the government's election commitment	\$1.522 billion over 5 years and \$368.8 million per annum ongoing from 2029–30
Bruce Highway Targeted Safety Program to improve safety and reduce the number of closures due to accidents	\$1.2 billion over 4 years
Safer Roads, Better Transport Plan to provide greater transport connectivity for Queenslanders	\$1.07 billion over 5 years
Construction of a new Barron River Bridge at Kuranda	additional funding over the life of the project, with funding matched by Australian Government
Country Roads Connect, to provide greater road connectivity for rural and regional Queenslanders by sealing unsealed regional roads	\$100 million over 4 years
Accelerated planning for The Wave (Caloundra to Maroochydore), in line with the government's election commitment	additional funding
Establishing a Sunshine Coast Waterways Authority to provide a one-stop-shop for local input into waterway management and better community engagement around river management	\$35.6 million over 3 years
Delivering new bus services, in line with the government's election commitments, including permanently implementing the Gold Coast On Demand Transport; partnering with the Brisbane City Council to establish a new Gold City Glider service connecting Portside Hamilton to Woolloongabba; introducing an on demand transport service trial for Bribie	\$28 million over 4 years and \$11.6 million ongoing from 2029–30

³⁵ Queensland Budget 2025-26, SDS, TMR, pp 9-17.

³⁶ Queensland Budget 2025-26, SDS, TMR, p 12.

³⁷ Queensland Budget 2025-26, SDS, TMR, p 12.

³⁸ Queensland Budget 2025-26, SDS, TMR, p 2.

Island to connect residents with local services; and trialling a micro public transport system in Far North Queensland areas like Dimbulah, Ravenshoe and Babinda	
School Transport Infrastructure Program to improve the safety and operation of schools	\$27.5 million over 4 years
Keeping Our Waterways Safe program, with a focus on action and enforcement activities	\$15 million over 3 years
Implementing an increased level of service for graffiti removal on the state-controlled road network	\$13.9 million over 2 years
Extending the Wheelchair Accessible Taxi Grant Scheme to 30 June 2026	\$6.3 million in 2025–26

4.2.3. Department of Transport and Main Roads capital program

TMR's capital program for 2025-26 is budgeted at \$7.026 billion, involving contractually committed and planned investments. Total capital outlay is made up of capital purchases of \$6.323 billion and capital grants of \$703 million.³⁹ Major contractually committed investments include:

- \$950 million towards Queensland Train Manufacturing Program
- \$603 million towards Logan and Gold Coast Faster Rail
- \$610 million towards Coomera Connector (Stage 1), Coomera to Nerang
- \$412 million towards Bruce Highway Targeted Safety Program
- \$285 million towards Beerburrum to Nambour Rail Upgrade (Stage 1)
- \$193 million towards Rockhampton Ring Road
- \$114 million towards New Generation Rollingstock, European Train Control System fitment
- \$82 million towards Bruce Highway (Brisbane – Gympie), Dohles Rocks Road to Anzac Avenue upgrade (Stage 1)
- \$65 million towards Centenary Bridge Upgrade.⁴⁰

Major planned investments include The Wave (Stage 1), a new dual-track rail line from Beerwah to Caloundra, and new works and upgrades to:

- Pacific Motorway, Exit 45 (North)
- Warrego Highway (Ipswich – Toowoomba) Bremer River Bridge
- Sunshine Motorway Mooloolah River Interchange Upgrade (Stage 1)
- Bruce Highway (Gympie – Maryborough), Tiaro Bypass
- Bruce Highway (Mackay – Proserpine), O'Connell River to Proserpine (Goorganga Floodplain)

³⁹ Queensland Budget 2025-26, SDS, TMR, p 11.

⁴⁰ Queensland Budget 2025-26, SDS, DSDIP, p 10.

- Proserpine - Shute Harbour Road Upgrades
- Kennedy Highway (Cairns – Mareeba), Barron River bridge.⁴¹

4.2.4. RoadTek

RoadTek is a commercialised business unit within TMR which provides 'end-to-end management of transport solutions through integrated business streams, including civil construction and maintenance, structures, electrical, intelligent transport systems and line marking, supported by an internal construction plant fleet'.⁴²

RoadTek budget overview

RoadTek's total revenue for 2025–26 is estimated to decrease \$44.4 million to \$914.9 million in 2025–26, compared with 2024–25 estimated actual revenue.⁴³

RoadTek capital program

RoadTek's capital program for 2025–26 of \$30 million is predominantly for construction plant and equipment.⁴⁴

4.3. Gold Coast Waterways Authority

The Gold Coast Waterways Authority is a statutory entity established under the *Gold Coast Waterways Authority Act 2012* whose purpose is to deliver efficient and sustainable management of, and access to, the Gold Coast waterways.⁴⁵ The Authority's strategic objectives are to:

- understand waterways attributes and use patterns
- continuously improve access to the waterways
- enhance and manage the channel network for the benefit of waterways users
- define, promote, and enhance waterway destinations
- engage with community and stakeholders effectively.⁴⁶

4.3.1. Gold Coast Waterways Authority budget overview

Gold Coast Waterways Authority's total revenue is estimated to be \$22.4 million in 2025–26 which is similar to estimated actual revenue in 2024–25. Total expenses are estimated to be \$23.7 million in 2025–26, a decrease of \$3.1 million on 2024–25 estimated actual expenses, primarily due to reduction in contractor costs relating to the Spit Master Plan projects works.⁴⁷

4.3.2. Gold Coast Waterways Authority capital program

The Gold Coast Waterways Authority's capital program for 2025–26 of \$8 million is to improve management and access to the Gold Coast Waterway, canals and rivers, and to deliver public works as part of the implementation of The Spit Master Plan.⁴⁸

⁴¹ Queensland Budget 2025-26, SDS, TMR, p 11.

⁴² Queensland Budget 2025-26, SDS, TMR, p 23.

⁴³ Queensland Budget 2025-26, SDS, TMR, p 25.

⁴⁴ Queensland Budget 2025-26, SDS, TMR, p 24.

⁴⁵ Queensland Budget 2025-26, SDS, TMR, p 29.

⁴⁶ Queensland Budget 2025-26, SDS, TMR, p 29.

⁴⁷ Queensland Budget 2025-26, SDS, TMR, p 32.

⁴⁸ Queensland Budget 2025-26, SDS, TMR, p 31.

4.4. Cross River Rail Delivery Authority

The Cross River Rail Delivery Authority was established to deliver the Cross River Rail project and associated works. The key activities and services include entering and managing project contracts, managing project planning and procurement, partnering with stakeholders, obtaining relevant approvals or authorities, and safe management of infrastructure, construction, commissioning, delivery and other services.⁴⁹

4.4.1. Cross River Rail Delivery Authority budget overview

Total revenue in 2025–26 for the Cross River Rail Delivery Authority is estimated to be \$1.137 billion, a decrease of \$58.8 million from the estimated actual revenue the previous year. The decrease is primarily due to the timing of delivery of the European Train Control System and associated works.⁵⁰

4.4.2. Cross River Rail Delivery Authority capital program

The capital program for 2025–26 of \$267 million is for the Cross River Rail Delivery Authority to continue the construction of a new 10.2 kilometre rail line from Dutton Park to Bowen Hills, including 5.9 kilometres of twin tunnels under the Brisbane River and Brisbane CBD, and 4 new underground stations (Boggo Road, Woolloongabba, Albert Street and Roma Street).⁵¹

4.5. Matters raised during the Estimates process

Matters raised during the committee's examination of the Transport and Main Roads portfolio area are listed below.⁵²

Matters considered in relation to the Transport and Main Roads portfolio area	Pre-hearing questions on notice
How the government is working to deliver transport infrastructure projects on time and within budget	1
Progress on the early works package for the Bruce Highway Targeted Safety Program	2
Delivery of infrastructure for the residents of the Sunshine Coast	3
Delivery of road projects in Central Queensland	4
Delivery of road infrastructure in Far North Queensland	5
The impact of industrial activities on transport infrastructure projects and benefits of the pause of Best Practice Industry Conditions	6
Update on patronage since 50 cent fares were made permanent	7
Re-establishment of the Bruce Highway Advisory Council; selection criteria and appointment process for members	8, 14
Continued funding for the School Transport Infrastructure Program	9
How the Keeping Our Waterways Safe program will ensure safe enjoyment of marine environments	10

⁴⁹ Queensland Budget 2025-26, SDS, TMR, pp 36-37.

⁵⁰ Queensland Budget 2025-26, SDS, TMR, p 39.

⁵¹ Queensland Budget 2025-26, SDS, TMR, p 38.

⁵² List is not exhaustive. For all matters considered, see the public hearing transcript, 31 July 2025.

Breakdown of total costs for the Cross River Rail project	11
Completion and operational dates for new Gold Coast train stations at Hope Island, Pimpama and Merrimac	12
Information about a proposed buy-back of the Brisbane Airport Airtrain contract	13
Funding commitment, delivery timeframe, and negotiations with the federal government for the Cairns Common User Facility	15
Contracturally committed and planned investments, under the Queensland Transport and Roads Investment Program (QTRIP) 2025–26 to 2028–29	16, 17
Funding allocations for the Safer Roads, Better Transport Initiative within the QTRIP 2025-26	18
Why funding previously allocated to the Cairns Western Arterial Road, Redlynch Connector Road to Captain Cook Highway project has been removed from the QTRIP 2025-26	19
Delays to construction of 'Kuranda Range Road, safety and resilience upgrades' in the QTRIP 2025-26	20
	Public hearing transcript, Brisbane, 31 July 2025, page no.
Vehicle registration fees and discounts	80
Performance of the 50-cent fare trial including metrics and patronage on the different modes of transport	80, 97
The Wave project including intended modes of transport, funding allocations, and projections and expected benefits	81, 82, 110, 115
Ministerial conflict of interest management plans	83
Safety upgrades to the Bruce Highway and the Bruce Highway Advisory Council	84
Status of Rockhampton Ring Road and Tiaro Bypass projects	85, 86
TMR projects and meetings with the CFMEU	87
Advertising on state government owned transport assets	88, 90
Coomera Connector project including delivery timeframes and funding arrangements	93
Cross River Rail including handover timeframes, industrial and contractual matters, and capital investments	93, 94, 95, 109, 119
Initiatives to improve bus driver safety	98, 104
Funding allocations for the Smart ticketing project and implementation	99
Funding allocations for the Logan and Gold Coast Faster Rail project	100
Queensland Rail and overhaul works for Electrical Multiple Unit (EMU) trains	102, 103
Cairns Marine Precinct Common User Facility	105
Burleigh Heads to Coolangatta public transport project including review into Gold Coast Light Rail stage 4 project	108, 114
Initiatives to reduce transport emissions from the Translink fleet	111-112
Proposed Sunshine Coast waterways authority including timeframes and stakeholder consultation	112
Matters relating to the dredging of the Pumicestone Passage following the breakthrough at Bribie Island	114

Advice relating to a possible new train station adjacent to Victoria Park	115
Planned investments for the Warrego Highway and Brisbane Valley Highway	117, 118
Initiatives undertaken by Marine Safety Queensland relating to state boat harbours	118
Matters relating to QTRIP reporting requirements	120
Occurance of Signal Passed At Danger events	121
Safety of customer service staff at train stations	121
Park-and-ride programs including planned upgrades at Narangba station	121
Initiatives to improve safety on roads including lives lost	122, 123
Funding allocations for the Barron River bridge at Kuranda including timeframes and expected benefits	123

5. Minister for Housing and Public Works, and Minister for Youth

The Honourable Sam O'Connor, Minister for Housing and Public Works, and Minister for Youth, is the Minister responsible for:⁵³

- Department of Housing and Public Works, including QBuild and QFleet
- Queensland Building and Construction Commission
- Residential Tenancies Authority.

In keeping with Schedule 7 of the Standing Orders,⁵⁴ the the chief executives of the Queensland Building and Construction Commission and the Residential Tenancies Authority were required to be present at the hearing on 31 July 2025, to assist the committee with its consideration of portfolio estimates.

5.1. Department of Housing and Public Works

The Minister for Housing and Public Works, and Minister for Youth is responsible for the Department of Housing and Public Works (DHPW).

DHPW has 3 service areas as follows:

- Housing, homelessness and youth services
- Building and government accommodation services
- Procurement policy and enabling services.⁵⁵

The objectives of these services areas are:

- *Housing, homelessness and youth services* – benefit Queenslanders and their communities by providing housing, homelessness and youth services that are responsive, integrated, and accessible, and enrich the lives of Queenslanders

⁵³ Queensland Budget 2025-26, SDS, Department of Housing and Public Works (DHPW), p (i).

⁵⁴ Schedule 7 of the *Standing Rules and Orders of the Legislative Assembly* sets out a list of statutory entities to which direct questioning of chief executives at estimates applies.

⁵⁵ Queensland Budget 2025-26, SDS, DHPW, pp 3-5.

- *Building and government accommodation services* – support the building and construction sector to be productive and well-functioning to deliver the homes and infrastructure Queensland needs. Deliver complex government projects and provide fit-for-purpose, well-utilised and sustainable government office accommodation and employee housing
- *Procurement policy and enabling services* – provides leadership and strategic advice on urban design and the built environment to government departments, local councils and the private sector.⁵⁶

As part of the machinery-of-government changes effective 1 November 2024, the former Department of Housing, Local Government, Planning and Public Works was renamed the Department of Housing and Public Works. As a result, there were changes to the following functions:

- Queensland Government Procurement (including QFleet) was received from the former Department of Energy and Climate
- Office of the Nightlife Economy Commissioner was received from the former Department of Employment, Small Business and Training
- Youth was received from the former Department of Treaty, Aboriginal and Torres Strait Islander Partnerships, Communities and the Arts
- Local Government and Office of the Independent Assessor were transferred to the Department of Local Government, Water and Volunteers
- Planning was transferred to the Department of State Development, Infrastructure and Planning.⁵⁷

5.2. Department of Housing and Public Works budget overview

The following from the Appropriation Bill 2025 (Table 4) shows the total appropriation for DHPW for 2025-26, compared with 2024-25 budgeted and estimated actual appropriations.

Table 4: Department of Housing and Public Works appropriation for 2025-26

Appropriation	Budget 2024-25 \$'000	Est. Actual 2024-25 \$'000	Vote 2025-26 \$'000
<i>Controlled items</i>			
departmental services	2,412,996	2,439,014	1,883,800
equity adjustment	597,222	655,215	717,598
<i>Administered items</i>	744,088	715,478	81,982
Vote	3,754,306	3,809,707	2,683,380

Source. Appropriation Bill 2025, Schedule 2, p 11.

⁵⁶ Queensland Budget 2025-26, SDS, DHPW, pp 3-5.

⁵⁷ Queensland Budget 2025-26, SDS, DHPW, p 1.

As shown in Table 4, the total 2025-26 appropriation for DHPW of \$2.68 billion represents a decrease of approximately \$1.07 billion on last year's budget appropriation, and \$1.13 billion less than estimated actual expenses in 2024-25.

5.2.1. Budget comparison

Due to machinery-of-government changes, appropriation figures from previous budgets are not directly comparable with those of 2025-26.

However the SDS states that the 2024–25 budget and 2024–25 estimated actuals information disclosed in the DHPW SDS is presented on a post-machinery-of-government basis.⁵⁸

The estimates show total controlled income for DHPW of \$3.4 billion in 2025–26, and total controlled expenses of \$3.5 billion. Both income and expenses are decreases on 2024-45 estimated actual figures, predominantly as a result of machinery-of-government changes and changes in the timing of delivery of various housing and homelessness initiatives.⁵⁹

In 2025-26 DHPW will administer funds of \$38.6 million for the Residential Tenancies Authority, \$42.9 million for QBuild, and \$17.2 million in natural disaster grant payments on behalf of the Queensland Government and the Australian Government.⁶⁰

5.2.2. Department of Housing and Public Works budget highlights

The DHPW 2025-26 budget highlights⁶¹ include:

To support Queensland's Housing Investment Pipeline to deliver 53,500 social and community homes by 2044, including youth foyers, domestic violence shelters, and social homes in remote and discrete First Nations communities	\$1.967 billion over 4 years, and \$500 million per annum ongoing
To deliver crisis accommodation initiatives and support the delivery of frontline housing and homelessness services	\$152.6 million in 2025–26, as part of total program funding of \$380.1 million over 5 years
To extend the 20% uplift to Specialist Homelessness Services	\$52.2 million in 2025–26, as part of total program funding of \$208.9 million over 4 years
Funding for housing and homelessness peak and industry bodies	\$3.1 million in 2025–26
To support regulatory action and support for community housing providers, disability accommodation, retirement villages and residential services	\$1.8 million in 2025–26

5.2.3. Department of Housing and Public Works capital program

DHPW's capital program for 2025-26 is \$1.532 billion, which comprises capital purchases of \$951.5 million and capital grants of \$580.2 million.⁶²

⁵⁸ Queensland Budget 2025-26, SDS, DHPW, pp 8-20.

⁵⁹ Queensland Budget 2025-26, SDS, DHPW, p 11.

⁶⁰ Queensland Budget 2025-26, SDS, DHPW, p 11.

⁶¹ Queensland Budget 2025-26, SDS, DHPW, p 11.

⁶² Queensland Budget 2025-26, SDS, DHPW, p 10.

Capital purchases include \$878.9 million for Queensland's Housing Investment Pipeline including delivery and upgrade of:

- social housing (\$613.1 million)
- First Nations social housing (\$121.8 million)
- government employee housing (\$144 million).

Capital grants include \$519.7 million for Housing Investment Pipeline partnerships with registered housing providers including new and upgraded community housing (\$399.3 million), and community housing and land infrastructure development in First Nations communities (\$120.4 million). Capital grants also include \$60.5 million to eligible homeowners to raise, repair or retrofit their homes for flood resilience.⁶³

5.2.4. QBuild

QBuild is a commercialised business unit within DHPW, supporting government agencies with planning, building, maintenance, rebuilding and recovery services. QBuild's objectives are to:

- provide state-wide planning, building, maintenance and recovery services
- be the Queensland government's trusted builder and maintenance provider
- support Queensland regional jobs
- build capability by utilising local suppliers and QBuild apprentices.⁶⁴

QBuild budget overview

QBuild's total income in 2025–26 is budgeted to be \$1.742 billion, which is an increase of \$95.7 million from estimated actual income in 2024–25, mainly due to an anticipated increase in programs of work for client agencies.

Total expenses in 2025–26 are expected to be \$1.721 billion, which is an increase of \$112.9 million from the 2024–25 estimated actuals, and reflects increases in employee expenses and supplies and services, mainly due the anticipated higher volume of work.⁶⁵

QBuild capital program

The total capital program budget for QBuild in 2025-26 is \$2.5 million, which includes \$1.9 million to continue office and depot infrastructure upgrades throughout the State.⁶⁶

5.2.5. QFleet

QFleet is a commercialised business unit within DHPW and is responsible for whole-of-government fleet management and advisory services. These services include vehicle procurement and contract management, fleet advisory services to public sector departments and government-funded organisations, in-service maintenance, accident management, and end-of-life repairs and remarketing.⁶⁷

⁶³ Queensland Budget 2025-26, SDS, DHPW, p 10.

⁶⁴ Queensland Budget 2025-26, SDS, DHPW, p 21.

⁶⁵ Queensland Budget 2025-26, SDS, DHPW, p 24.

⁶⁶ Queensland Budget 2025-26, SDS, DHPW, p 23.

⁶⁷ Queensland Budget 2025-26, SDS, DHPW, p 29.

QFleet budget overview

Total income for QFleet in 2025–26 is \$243.2 million, a decrease of \$9.6 million on the 2024–25 estimated actual income, mainly as a result of a decrease in the number of vehicles budgeted for sale and anticipated market movements in 2025–26 (offset by higher lease revenue). Total expenses are budgeted to be \$234.7 million, an increase of \$25.6 million on 2024–25, mainly reflecting an increase in depreciation and other supplies and services, and an increase in finance and borrowing costs.⁶⁸

5.3. Queensland Building and Construction Commission

The Queensland Building and Construction Commission (QBCC) is a statutory body established under the *Queensland Building and Construction Commission Act 1991* to regulate the building industry. The key services delivered by the QBCC include:

- issuing and maintaining licences for building and trade contractors, plumbers and drainers, certifiers and pool safety inspectors
- providing tailored education, information and advice to licensees, home owners and industry
- conducting proactive regulatory activities to monitor, enforce and promote compliance with legislative obligations
- providing dispute resolution services for complaints about issues that arise during building and construction
- managing the Queensland Home Warranty Scheme for eligible residential construction work
- providing adjudication services to resolve disputes over progress payments and financial obligations in construction projects.⁶⁹

5.3.1. QBCC budget overview

Budgeted income for QBCC in 2025–26 is \$388.5 million, a decrease of \$55.1 million from the estimated actual income for the previous financial year. Income is down as licence fee income is forecast to be lower due to the timing of multi-year licence renewal and a change to Queensland government funding support being held centrally. Expenses for 2025–26 are expected to total \$397.7 million, an increase of \$15.4 million on the estimate actual expenses for the 2024–25 financial year.⁷⁰

5.3.2. QBCC capital program

The QBCC has a capital program budget of \$7.2 million in 2025–26 to ‘roll out of improved ways of working which will result in a smaller footprint’ than previously required. QBCC is relocating multiple office locations across Queensland.⁷¹

⁶⁸ Queensland Budget 2025–26, SDS, DHPW, p 31.

⁶⁹ Queensland Budget 2025–26, SDS, DHPW, p 37.

⁷⁰ Queensland Budget 2025–26, SDS, DHPW, p 40.

⁷¹ Queensland Budget 2025–26, SDS, DHPW, p 39.

5.4. Residential Tenancies Authority

The Residential Tenancies Authority (RTA) is a statutory body with the purpose of providing fair, valued and impactful rental regulation, legislative information and support services.⁷²

The RTA:

- offers a range of services to uphold fairness, integrity and balance within the residential rental sector
- provides tailored tenancy information, information on legislation, and bond management services, and offers a free dispute resolution service to help parties resolve tenancy issues
- investigates alleged offences under the *Residential Tenancies and Rooming Accommodation Act 2008* with the aim of preventing repeat offending and improving compliance
- monitors rental data and trends and works with all sector groups and the Queensland Government to inform and support positive renting outcomes.

5.4.1. RTA budget overview

The RTA's total expenses in 2025–26 are estimated to be \$52.9 million, a decrease of \$12.1 million compared to the 2024–25 budget. Total income for 2025-26 is estimated to be \$40.6 million due to lower interest income and smaller specific grants for rental law reform implementation.⁷³

5.5. Matters raised during the Estimates process

Matters raised during the committee's examination of the Housing, Public Works and Youth portfolio areas are listed below.⁷⁴

Matters considered in relation to the Housing, Public Works and Youth portfolio areas	Pre-hearing questions on notice
Housing built on church and charity-owned land	1
Instances of housing support assistance delivered for periods 1 July 2023 to 31 October 2024 and 1 November 2024 to present	2
Programs, projects, services, initiatives and pilots that were funded and being delivered by the housing division of DHPW	3
Headleasing initiatives, including number of properties and funding allocations by program	4
Helping Seniors Secure Their Homes initiative	5
Social and community homes delivered via the Queensland Housing Investment Pipeline	6
Number of residences and funding allocation for the Queensland Government Employee Housing program	7
Estimated total cost and completion date for new Performing Arts Venue; Lockyer Valley Correctional Centre; Kirwan Replacement Police Facility;	8

⁷² Queensland Budget 2025-26, SDS, DHPW, p 44.

⁷³ Queensland Budget 2025-26, SDS, DHPW, p 47.

⁷⁴ List is not exhaustive. For all matters considered, see the public hearing transcript, 31 July 2025.

Woodford Youth Detention Centre; and Southport Supportive Accommodation Project	
Flexible Assistance Packages that support women and families experiencing domestic, family and sexual violence	9
Implementation of security of payment reforms, including the use of project and retention trust accounts	10
How the government has worked to receive a fair share of federal funding to support improved housing and homelessness outcomes for Queenslanders	11
Challenges in average wait time for allocation to public housing for clients in the very high or high need categories	12
Reasons for additional funding in 2025-26 for regulatory action and support for community housing providers, disability accommodation, retirement villages and residential services	13
Funding for the Supporting Our Local Communities Program	14
Reducing government office vacancy rates	15
Reducing government employee housing vacancy rates	16
Additional funding for the Queensland Building and Construction Commission (QBCC)	17
Assistance provided to homeowners via the Stronger Homes Grant program	18
Status of the Bundaberg East Levee project	19
Strengthening the public service	20
	Public hearing transcript, Brisbane, 31 July 2025, page no.
Number of social and affordable homes approved for funding before the budget was delivered	4-5, 9-10
Details of funding to deliver social and affordable housing – capital and operational components, state and federal funding	5-6
Total funding for 2025-26 for the social housing maintenance program	6
Continuation of the pause on the sale program for social housing	7
Any significant budget shortfalls from the previous government term	7-8
Recommendation of rent and tenancy reviews	8
Implementation of the new antisocial behaviour policy for public housing tenants	9
Cost to undertake the review of social housing income limits; outcomes of the review; Member correspondence regarding the review	10-11
Review of the income threshold for social housing tenants	11-12
Immediate Housing Response guidelines, Social Housing Register, and eligibility for social housing	12-13
Capital investment in social and community housing, and how this compares to previous approaches in other states	13-14
Number of housing offers made to persons experiencing homelessness within the Redcliffe electorate and within the city of Moreton Bay and how many offers have been rejected	14
Housing solutions being delivered within the Redcliffe electorate	14-15
Support for people experiencing homelessness through the Immediate Housing Response (IHR) program and any gaps in policy or funding	15-16

Forecasting on the expected increase of social and affordable housing eligibility once the income thresholds are updated to reflect 20 years of inflation, wage increases and housing costs	16
Whether more government housing stock will be transferred to management by community housing providers	17
Continuation of the Pathways Shared Equity Loan for social housing tenants	17-18
Number of new room rental arrangements since 7 December 2024 as a direct result of reforms to allow first home owners to legally rent out a room without losing their concessions and grants	18
Purchases of properties through the Housing Investment Fund to provide social and affordable housing	18-19
Provision of the report of the independent review of homelessness system and services response to the Homelessness Ministerial Advisory Council	20
Number of people in Queensland currently banned from both social housing and emergency accommodation options because of antisocial behaviour and IHR policies, and other products available to these people	21
Progress of housing outcomes for Aboriginal and Torres Strait Islander people, including increasing the proportion of people living in appropriately sized housing	22-23
Housing help to Queenslanders experiencing domestic, family and sexual violence	23
Investment in government employee housing; forecast demand for government employee housing; new or additional funding for 2025-26 for government employee housing	25-26, 27-28
Risks of service disruption or workforce shortages due to inadequate housing provision; reported instances where the lack of available employee housing has delayed or prevented recruitment	26-27
Benefits of government pause of the Best Practice Industry Conditions	28-29
Legislative and regulatory changes to support the Queensland construction sector	29
Support for QBuild	29-30
Lease of vehicles that fall outside of QFleet's standard fit-for-purpose selection list or recommended price brackets	30
Number of frontline and compliance FTEs employed at the QBCC as at 1 November 2024 and at present, and current average case load per officer	30-31
Workload or mental health risk assessment in relation to current case load levels at QBCC; reducing case loads	31
Government decision not to proceed with a developer licensing scheme	32
Status of recommendations of the Developer Review Panel report to parliament in 2023	32
How DHPW is supporting the delivery of the Brisbane 2032 Olympic and Paralympic Games	32-33
Progress on the proposed Queensland Housing Code; comparison with alternative approaches	33-34
How DHPW supports the government response and recovery from natural disasters	34

6. Minister for Sport and Racing, and Minister for the Olympic and Paralympic Games

The Honourable Tim Mander MP, Minister for Sport and Racing, and Minister for the Olympic and Paralympic Games, is the Minister responsible for:⁷⁵

- Department of Sport, Racing, and Olympic and Paralympic Games
- Queensland Academy of Sport
- Stadiums Queensland
- Racing Queensland
- Queensland Racing Integrity Commission.⁷⁶

In keeping with Schedule 7 of the Standing Orders,⁷⁷ the the chief executives of the Queensland Academy of Sport, Stadiums Queensland, Racing Queensland, and the Queensland Racing Integrity Commission were required to be present at the hearing on 31 July 2025, to assist the committee with its consideration of portfolio estimates.

6.1. Department of Sport, Racing and Olympic and Paralympic Games

The Minister for Sport and Racing and Minister for the Olympic and Paralympic Games is responsible for the Department of Sport, Racing and Olympic and Paralympic Games (DSROPG).

DSROPG has 2 service areas:

- Sport
- Olympic and Paralympic Games Office.⁷⁸

The objectives of these services areas are:

- *Sport* – lead the sport and active recreation industry to support Queenslanders to participate through quality infrastructure and local environments, and by supporting pathways to assist Queenslanders to reach their full sporting potential
- *Olympic and Paralympic Games Office* – lead the coordination of government responsibilities to facilitate delivery of a world-class Olympic and Paralympic Games that leaves a positive legacy for Queenslanders.⁷⁹

As part of the machinery-of-government changes effective 1 November 2024, the former Department of Tourism and Sport was renamed the Department of Sport, Racing and Olympic and Paralympic Games. As a result, there were changes to the following functions:

- the Tourism function was transferred to Department of the Environment, Tourism, Science and Innovation

⁷⁵ Queensland Budget 2025-26, SDS, Department of Sport, Racing, and Olympic and Paralympic Games (DSROPG), p 9.

⁷⁶ The Queensland Racing Integrity Commission budget is included in Department of Primary Industries (DPI) appropriation; see Queensland Budget 2025-26, SDS, DPI, pp 19-25.

⁷⁷ Schedule 7 of the *Standing Rules and Orders of the Legislative Assembly* sets out a list of statutory entities to which direct questioning of chief executives at estimates applies.

⁷⁸ Queensland Budget 2025-26, SDS, DSROPG, pp 3-5.

⁷⁹ Queensland Budget 2025-26, SDS, DSROPG, pp 3-5.

- the Racing function and Olympic and Paralympic Games function were received from the former Department of State Development and Infrastructure.⁸⁰

6.2. Department of Sport, Racing and Olympic and Paralympic Games budget overview

The following from the Appropriation Bill 2025 (Table 5) shows the total appropriation for DSROPG for 2025-26, compared with 2024-25 budgeted and estimated actual appropriations.

Table 5: Department of Department of Sport, Racing, and Olympic and Paralympic Games appropriation for 2025-26

Appropriation	Budget 2024-25 \$'000	Est. Actual 2024-25 \$'000	Vote 2025-26 \$'000
<i>Controlled items</i>			
departmental services	461,732	346,635	327,055
equity adjustment	34,227	11,607	32,102
<i>Administered items</i>	225,919	313,461	390,807
Vote	721,878	671,703	749,964

Source. Appropriation Bill 2025, Schedule 2, p 13.

As shown in Table 5, the total 2025-26 appropriation for DSROPG of \$749.96 million is an increase of approximately \$28 million on last year's budget appropriation, and \$78.3 million on the estimated actual expenses in 2024-25.

6.2.1. Budget comparison

Due to machinery-of-government changes, appropriation figures from previous budgets are not directly comparable with those of 2025-26.

However the SDS states that the 2024–25 budget and 2024–25 estimated actuals information provided in the DSROPG SDS is presented on a post-machinery-of-government basis.⁸¹

DSROPG's total controlled income and expenses are estimated to be \$395.4 million in 2025–26. Expenses primarily include the *Play On!* voucher program, *Games On! Grassroots Infrastructure Program*, and capital grants programs.⁸²

The department administers funds on behalf of the state (\$369 million in 2025-26) which includes provision of funding for Queensland Academy of Sport, Stadiums Queensland, and Racing Queensland.⁸³

⁸⁰ Queensland Budget 2025-26, SDS, DSROPG, p 1.

⁸¹ Queensland Budget 2025-26, SDS, DSROPG, pp 10-15.

⁸² Queensland Budget 2025-26, SDS, DSROPG, p 9.

⁸³ Queensland Budget 2025-26, SDS, DSROPG, p 9.

6.2.2. Department of Sport, Racing, Olympic and Paralympic Games budget highlights

The 2025-26 budget highlights for DSROPG⁸⁴ include:

<i>Play On!</i> vouchers for Queensland children and young people aged between 5 and 17 years to participate in sport and active recreation and to offer a broader reach in regional areas	\$250.5 million over 5 years
<i>Games On! Grassroots Infrastructure Program</i> to ensure there is a grassroots community sporting legacy in the lead up to the 2032 Games that benefits all Queenslanders	\$250 million
Funding for state owned and operated Sport and Recreation Venues - includes upgrades at the Gold Coast Performance Centre (\$20 million), the Townsville Sports Precinct (\$4 million), the Toowoomba Sports Ground (\$3.6 million), the Sunshine Coast Recreation Precinct (\$2.4 million) and the Gold Coast Recreation Precinct (\$2 million), and \$20 million for capital maintenance for state owned, operated and/or leased venues and \$12.2 million for operational support	\$64.2 million over 5 years
Funding for the Olympic and Paralympic Games Office to prepare the Games Coordination Plan, administer cross-partner Games Governance Groups, manage the Queensland Government's Games budget, and coordinate and deliver the Legacy program and associated funding	\$55.6 million over 4 years
Transition and ongoing operation of the Queensland Academy of Sport as a statutory body effective from 1 July 2025	\$27.7 million over 5 years and \$5.3 million per annum ongoing from 2029--30

6.2.3. Department of Sport, Racing, Olympic and Paralympic Games capital program

Capital outlays by DSROPG in 2025-26 are budgeted to be \$201 million, consisting of capital purchases of \$38.1 million and capital grants of \$162.9 million to support the sport and active recreation industries. \$8.1 million of the capital program is allocated in 2025–26 for capital improvements and maintenance of state owned and operated sport venues.

Capital grants in 2025-26 include:

- \$30 million for the Stage 1 redevelopment of Browne Park to deliver field, TV broadcast standard lighting, and an increase in ground capacity, public amenities, food and beverage outlets, media and coach facilities
- \$24.2 million for the construction of new Police Citizens Youth Club and the upgrade of existing facilities
- \$17.5 million to assist not-for-profit sport and active recreation organisations with the cleanup, repair or replacement of equipment or facilities directly damaged by an eligible disaster event and to re-establish activities (in partnership with the Australian Government)

⁸⁴ Queensland Budget 2025-26, SDS, DSROPG, p 2.

- \$16.8 million to support infrastructure projects for the Queensland racing industry, following the outcomes of the Independent Racing Review
- \$13.5 million in 2025–26 for the Rockhampton Sports Precinct, to deliver Stage 1 Netball outdoor hard courts, club house and changeroom facilities and community play spaces
- \$10 million from the *Games On! Grassroots Infrastructure Program* to ensure there is a community sporting legacy from the Olympic and Paralympic Games.⁸⁵

6.3. Queensland Academy of Sport

The Queensland Academy of Sport (QAS) was established as a statutory body from 1 July 2025 to:

- assist emerging and elite Queensland athletes to achieve success at the Olympic Games and the Paralympic Games
- identify, and foster the development of, future elite athletes
- collaborate with institutes of sport and national and Queensland sporting organisations to maximise the success of Australian athletes at the Olympic Games and the Paralympic Games.

As noted above, the department administers funding for the QAS. Stadiums Queensland and Racing Queensland. The SDS does not provide details of income and expenses for the QAS.⁸⁶

6.4. Stadiums Queensland

Stadiums Queensland is a statutory body which manages, develops, operates and promotes the use of the State's major sport, entertainment and recreation facilities. Stadiums Queensland currently owns 9 venues throughout Queensland.

As noted above, the department administers funding for Stadiums Queensland. The SDS does not provide details of income and expenses for Stadiums Queensland.⁸⁷

6.5. Racing Queensland

Racing Queensland's primary function, under the *Racing Act 2002*, is to be the control body in relation to each of the board codes of racing (thoroughbred, greyhound and harness) and to manage the codes of racing.

As noted above, the department administers funding for the Racing Queensland. The SDS does not provide details of income and expenses for the body.⁸⁸

6.6. Queensland Racing Integrity Commission

The Minister for Sport and Racing and Minister for the Olympic and Paralympic Games is responsible for the Queensland Racing Integrity Commission (QRIC), a statutory body established by the *Racing Integrity Act 2016*, which is administered by the Department of Primary Industries. The QRIC oversees and works with industry to licence racing industry

⁸⁵ Queensland Budget 2025-26, SDS, DSROPG, p 8.

⁸⁶ Queensland Budget 2025-26, SDS, DSROPG, p 9.

⁸⁷ Queensland Budget 2025-26, SDS, DSROPG, p 9.

⁸⁸ Queensland Budget 2025-26, SDS, DSROPG, p 9.

participants, register racing animals, oversee the integrity of racing activities, uphold the Rules of Racing, safeguard the welfare of animals involved in racing and manage scientific testing and analysis.⁸⁹

The budget for the QRIC is within the appropriation for the Department of Primary Industries.⁹⁰

6.6.1. QRIC budget overview

QRIC's total Income for 2025–26 is expected to be \$33.1 million, compared to \$41.1 million in 2024–25. The decrease is a result of additional Queensland Government grant income in 2024–25 to support the delivery of racing integrity services, safeguard the welfare of animals, manage scientific testing and analysis, and licence participants in line with the expanded 2024–25 Racing Calendar. QRIC's total expenses for 2025–26 are expected to be \$40.4 million.⁹¹

6.6.2. QRIC capital program

The Queensland Racing Integrity Commission's capital program of \$3 million is primarily focused on the Racing Science Centre, upgrading core drug testing technology and investing in new technology to respond to emerging drug threats and changes in the rules of racing across racing codes.⁹²

6.7. Matters raised during the Estimates process

Matters raised during the committee's examination of the Sport, Racing, Olympic and Paralympic Games portfolio areas are listed below.⁹³

Matters considered in relation to the Sport, Racing, Olympic and Paralympic Games portfolio areas	Pre-hearing questions on notice
Details of all sport grants and funding administered by DSROPG in 2024-25 and over the forward estimates	1
DSROPG capital projects planned and underway	2
Submissions to the Queensland Racing Review 2025	3
Contractors, consultants, and public sector FTEs employed in the Olympics and Paralympics Games Office	4
Stadiums Queensland - stadium maintenance projects	5
First Nations Sport and Recreation Program	6
Youth Development Partnership Fund	7
<i>Fairplay / Play On!</i> vouchers program – vouchers issued to date over the life of the program, positive impacts of the program	8, 12
Commitment to host Rowing and Canoe Sprint events for the 2032 Games on the Fitzroy River	9

⁸⁹ Queensland Budget 2025-26, SDS, DPI, p 20.

⁹⁰ Queensland Budget 2025-26, SDS, DPI, p i.

⁹¹ Queensland Budget 2025-26, SDS, DPI, p 22.

⁹² Queensland Budget 2025-26, SDS, DPI, p 21.

⁹³ List is not exhaustive. For all matters considered, see the public hearing transcript, 31 July 2025.

Stakeholders consulted, specialist funding programs established, or activities implemented to increase participation of women and parasports in Queensland in the leadup to the Olympic and Paralympic Games	10
Core principles and vision guiding DSROPG work to develop the sport, racing, and 2032 Olympic and Paralympic Games sectors	11
How the <i>Games On! Grassroots Infrastructure Program</i> will enhance the capacity of local clubs, provide better facilities, and provide legacy sporting infrastructure	13
<i>YouFor2032</i> talent search program	14
Progress to develop human capital and operational readiness for the 2032 Games	15
How the Queensland Academy of Sport (QAS) becoming a statutory body will enable the QAS to better identify, develop, and support elite athletes	16
Feedback on 'What Does 2032 Mean For You' discussion paper to inform the DSROPG 10-year sport strategy	17
Actions to uphold high animal welfare and integrity standards across the racing industry	18
Progress of the Queensland Racing Review 2025	19
Ensuring benefits and legacy of the 2032 Games extend beyond South East Queensland to regional areas	20
	Public hearing transcript, Brisbane, 31 July 2025, page no.
<i>Games On!</i> program including assessment criteria, allocation of funding, and investments in community clubs	44, 45, 46, 48, 58
Ministerial conflict of interest management plans and declarations	44-45, 50, 67
Answer to pre-hearing Question on notice no. 1	46
<i>Play On!</i> sports voucher program including key features	47
Capital upgrades for sports and recreation venues	48-49
Appointment process for the CEO of the Queensland Academy of Sport (QAS)	50 -51
Funding allocations for the QAS High Performance Strategy	51
Funding arrangements for SwimStart program	52
Initiatives to develop and increased visibility of female athletes including specialist programs	53, 57, 58
Funding and initiatives that contribute to community engagement and youth development	53 - 54
Disaster recovery funding initiatives	54
Use of technology to support growth and development of various sports	54
Stadiums Queensland venues including economic contribution, patronage, and upcoming events	55, 59
Racing Infrastructure Fund including project allocations, and allocations relating to the main grandstand at Eagle Farm	61, 62
Status of safety matters relating to The Q	63
Brisbane Cup and track upgrades to the Q2 Parklands	63
Economic value of racing industry to Queensland including in regional Queensland	64, 65

Departmental advice in relation to the 100 Day Review including on locations for sailing and rowing events	66
Plans for rowing events to be held in Rockhampton	68, 69
Governance arrangements relating to the Organising Committee of the Olympic Games	70
Establishment of QAS as a statutory body	71
<i>YouFor2032</i> talent program	71-72, 75-76
Olympics host city contract and matters relating to Victoria Park Olympic stadium	72
Initiatives relating to the coordination of gymnastics and football events	73, 74
Status of the Legacy Committee and implementation and funding of Games legacy projects	74, 76
Initiatives to support participation of people with a disability in sport	75

Statement of Reservation



Statement of Reservation

State Development,
Infrastructure and
Works Committee

Appropriation Bill 2025





Acknowledgment of Country

We acknowledge the Traditional Owners of the lands, seas, skies and waterways from across Queensland.

We pay our respect to the Elders, past, present and emerging, for they hold the memories, traditions, the culture and hopes of Aboriginal peoples and Torres Strait Islander peoples.

This artwork by The Hon LEEANNE ENOCH MP is called "The Power of Many" from her "Connections" series. It represents the paths we take to reach our goals and the many important and often powerful connections we make with each other along the way.

Queensland Labor Opposition

The Queensland Labor Opposition thanks public sector employees right across Queensland for the work that they do each and every day on behalf of all Queenslanders. Without over 270,000 full-time equivalent public sector roles in Queensland undertaking that work, Queenslanders would not have access to the services and support that they need and deserve.

In particular, the Queensland Labor Opposition thanks all public servants involved in the preparation of Budget Estimates. Preparing for a Budget Estimates process is a monumental task that can involve hundreds of staff to not only attend the public hearings but also prepare briefing materials and gather information.

STATE DEVELOPMENT AND INFRASTRUCTURE

BEGA WORKERS

In a damning indictment of the Crisafulli LNP Government's lack of support for regional Queensland, the 2025 parliamentary estimates hearings revealed that a vital support program had not been formally activated to support workers in Kingaroy and Tolga who face losing their jobs.

In early July the Bega Group announced it would close its subsidiary company, the Peanut Company of Australia and two of its Queensland peanut processing plants, one at Tolga and one at Kingaroy, putting the jobs of 150 people in jeopardy.

The Worker Transition and Rapid Response Scheme ("the Scheme"), delivered by the Department of State Development, Infrastructure and Planning for almost 25 years, may offer the following supports:

- Support for alternative employment pathways
- Linking workers to training programs to allow them to re-train and re-skill
- Mental health and wellbeing support
- Support payments to help workers find alternative jobs

The Director-General of the Department of State Development, Infrastructure and Planning, Mr John Sosso, admitted he was not aware that workers were to be made redundant, nor had he spoken with the Chief Executive Officer of the Bega Group about the workers to be made redundant.¹

During the course of the proceedings, the Director-General undertook to provide to the committee, by the end of the time allocated for the hearing held on 30 July 2025, details of the following matters:

- How many departmental officers had met with affected workers in Kingaroy to discuss departmental support under the Scheme;
- What funding the department has made available in the current financial year and next financial year to support the 150 workers to be made redundant; and
- A list of the Scheme support services and other initiatives that had already been activated support impacted workers and their families.²

While given time and opportunity to do so at the end of the hearing, neither the Director-General nor the Deputy Premier provided the committee with any of the requested information, nor was any explanation provided by the Director-General or the Deputy Premier why such information could not be provided.

Unwillingness to provide information and details, requested by the committee, without proper explanation, undermines the very purpose of the annual parliamentary estimates committee process.

¹ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_30_EstimatesSDC.pdf p 4

² https://documents.parliament.qld.gov.au/events/han/2025/2025_07_30_EstimatesSDC.pdf p 4

Queensland Labor Opposition

The Crisafulli LNP Government's failure to deliver meaningful support to the impacted workers represents a betrayal of the LNP's own heartland, given Kingaroy was the home of former Premier Sir Joh Bjelke-Petersen and the current LNP Attorney-General and Minister for Integrity, the Member for Nanango.

QUEENSLAND BATTERY INDUSTRY

The Crisafulli LNP Government confirmed during the hearing that it had slashed support for the Queensland Battery Industry Strategy and the Australian Battery Industrialisation Centre. The strategy was announced by the previous Labor Government to support the establishment of a sovereign battery manufacturing industry in Queensland.

Director-General Sosso confirmed he was aware that research had been conducted that a Queensland battery industry could generate up to \$1.3 billion in economic activity for the state and create 9,100 jobs by 2030.³ Notwithstanding this, cuts to both the Australian Battery Industrialisation Centre and the supporting Battery Industry Strategy were confirmed.

The committee received evidence from a senior departmental officer that the department had spent \$4.25 million for the site investigation, geotechnical work and early designs through to schematic design⁴ for the Australian Battery Industrialisation Centre at Swanbank that would now never be built⁵.

This gross and obscene waste of taxpayers money – from an LNP government that claims to respect taxpayers' money – should disgust and alarm all Queenslanders.

The cut to funding for this strategy also represents another broken promise from the Premier who had committed to honour the four year forward Estimates funding of the previous government.

This action by the LNP government is economic self-harm for the sake of an outdated LNP ideological culture war on renewable energy.

LNP MATES APPOINTMENTS

The estimates committee heard that another LNP figure appointed to a plum Queensland Government job will probably keep the role without having to go through a merit-based selection process.

The appointment of Mr Julian Simmonds, a former LNP Brisbane City Councillor and former LNP Federal Member for Ryan, as the Acting Chief Executive Officer of Economic Development Queensland, a position with an annual salary of more than \$300,000, was announced after 4pm on the eve of the Easter holidays this year, just after Director-General Sosso was announced as a member of the Queensland Redistribution Commission.

Mr Simmonds revealed he had spoken to the Deputy Premier's Chief of Staff about getting the job prior to his appointment.⁶

In a stunning admission, Mr Sosso, who is also a member of the Economic Development Queensland board, suggested that a recruitment process previously announced for the permanent position may not proceed.

Further evidence received by the committee during the hearing confirmed Mr Simmonds was the authoriser of partisan advertisements against the Federal Labor Government, which continued while in his independent public service role.

The day before the committee's hearing, Premier Crisafulli said in his Estimates hearing:

³ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_30_EstimatesSDC.pdf p 5

⁴ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_30_EstimatesSDC.pdf p 7

⁵ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_30_EstimatesSDC.pdf p 7

⁶ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_30_EstimatesSDC.pdf p 13

Queensland Labor Opposition

I do not believe that the Public Service should be led by someone who is partisan. I do not believe that the pathway to become the highest ranked director-general in the state should be through a political movement.⁷

The Premier also said:

I just make the observation that we are creating a world-class Public Service led by someone who is beyond political reproach.⁸

Yet his government appointed Mr Simmonds, a former Liberal National Party member of the Australian House of Representatives for three years and prior to that, a Liberal National Party Councillor in the Brisbane Council of nine years, to the independent position as the head of Economic Development Queensland, without advertisement.

NATIONAL AQUATIC CENTRE

Costings for the National Aquatic Centre at the Centenary Pool site remain unknown, despite the Deputy Premier being reported to have said back in March “we know the cost” and the Chair of GIICA quoted the week before the hearing ascribing a price tag of \$1.2 billion.

From the evidence of the interim Chief Executive Officer of the Games Independent Infrastructure and Coordination Authority, the committee was able to ascertain the \$1.2 billion figure encompasses work required not just for the national Aquatic Centre but also work required in the Chandler Precinct.⁹

There remain several issues with the site that were flagged by the 100 Day Review which have not been confirmed by the Crisafulli LNP Government, including insufficient flat, accessible space to meet the games’ overlay requirements, topographical challenges necessitating substantial earthworks, the risk of contamination by surface asbestos and the potential need to relocate a 33-kilovolt transmission line.

GOLD COAST LIGHT RAIL

The Deputy Premier failed to articulate a reason for opting to ‘reveal’ resumptions for light rail, but not for the alternative of bus lanes.

The Queensland Labor Opposition is concerned by the lack of methodology employed for the Government’s “weighted consultation” on Gold Coast Light Rail Stage 4, particularly when dealing with more than 5,000 submissions, and suggests that the deliberate ambiguity is being employed to manufacture a pre-ordained result.

The Queensland Labor Opposition notes the Director-General’s use of the phrase “electoral weightage”¹⁰ and suggests that relates to another hat he wears.

DEPUTY PREMIER’S BEHAVIOUR

The Deputy Premier was asked whether or not he has received correspondence detailing concern over his behaviour towards an International Olympics Committee representative from Hungary.

The Queensland Labor Opposition notes the Deputy Premier’s non-answer.

⁷ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_30_EstimatesSDC.pdf p 10

⁸ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_30_EstimatesSDC.pdf p 10

⁹ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_30_EstimatesSDC.pdf p 21

¹⁰ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_30_EstimatesSDC.pdf p 29

RESIDENTIAL ACTIVATION FUND

The Director-General was asked about the Deputy Premier's media statements confidently promising the delivery of new homes under the Residential Activation Fund. When asked when the first homes will actually be built and occupied, the Director-General responded "I am not Nostradamus; I would not have a clue."¹¹

This flippant attitude from the government towards the delivery of new homes is concerning.

PLANNING

MALENY MANOR APPEAL INTEGRITY CONCERNS

Questioning on the Crisafulli LNP Government's decision to join a Planning and Environment Court appeal in defence of an LNP donor's luxury accommodation development on the site of Maleny Manor raises serious concerns about the integrity of the Crisafulli LNP Government's planning decisions and use of public funds.

The appeal in question relates solely to Sunshine Coast Council's refusal of a \$24 million luxury accommodation project on local planning grounds under its own planning scheme. The Department of State Development, Infrastructure and Planning was not named in the proceeding, no State Assessment and Referral Agency (SARA) decision or condition was being challenged, and the only relevant state interest, proximity to a state-controlled transport corridor, had already been assessed by the Department of Transport and Main Roads (DTMR), which formally recommended the state not join the appeal. On the basis of that advice, the department determined, on 14 March 2025, that it would not participate.

However, this position was abruptly overturned, following a 28 April 2025 letter, from the Member for Glass House to the Deputy Premier and Planning Minister.

Without any new technical advice and without consultation with the Department of Environment, Tourism, Science and Innovation (which holds policy responsibility for the tourism state interest) Director-General John Sosso formed the opinion that it would be prudent for the State to become a party to the proceedings in the Planning and Environment Court. This intervention bypassed the department's established process for deciding whether to join court proceedings, ignored expert recommendations from DTMR, and appears to have been heavily influenced by a letter from a local LNP MP advocating for a project linked to an LNP donor.

The Deputy Premier and Director-General may seek to deflect scrutiny by citing the total number of appeals joined in prior years, but the key issue is not volume but process: why this appeal was joined despite failing to satisfy the normal criteria, and the normal processes of government, to do so. When asked how many historic appeals that were joined by the Department involving circumstances where the department was not named, had no statutory role, and which proceeded without technical agency input, the Director-General could not specify.

The selective nature of this intervention, the circumvention of normal correspondence handling processes and the absence of formal record-keeping all reflect precisely the type of informal political influence and lack of transparency warned against in the Coaldrake Review.

It was revealed that the cost to taxpayers for the State's involvement in the Maleny Manor appeal has already reached **\$85,199**. The matter is still before the courts, meaning this figure will continue to increase. This is public money being spent to defend a private development backed by an LNP donor, in a matter the department had originally determined was not in the state's interest.

¹¹ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_30_EstimatesSDC.pdf p 31

DEPUTY PREMIER'S TEMPORARY LOCAL PLANNING INSTRUMENT DELAY

The Queensland Labor Opposition questioning exposed that when it comes to housing in his own electorate, the Deputy Premier is in no rush to act.

This comes after he repealed a Ministerial Infrastructure Designation for social and affordable housing at 16 Bright Place, Birtinya because it provided too much housing. He has now admitted that the Temporary Local Planning Instrument (TLPI) for the Birtinya Town Centre has been sitting on his desk unapproved for months, with a four-month delay in making a decision that, under his own Minister's Guidelines and Rules, was required within 20 days. When asked why he had not made a decision, the Deputy Premier said "*there are no repercussions*"¹² for failing to meet the statutory timeframe, effectively admitting that he didn't act because he didn't have to.

This TLPI is not a controversial proposal. It doesn't increase the overall maximum population of the Kawana Waters area. It proposes instead to redirect the unused population allocations (2,667 persons) from the fully developed parts of the Kawana Waters area to the Birtinya Town Centre site, where there is the capacity to accommodate additional residential development.

The Deputy Premier's actions in his own electorate speak far louder than his words: while he talks about urgency and reform to deliver more housing, on the ground, the acronym NIMBY comes to mind, as the Queensland Labor Opposition understands there has been blocking and stalling of housing for Queenslanders in his own electorate.

INDUSTRIAL RELATIONS

The role of the Minister for Industrial Relations is to ensure fair and safe workplaces and uphold workers' rights. Core to Labor's values is our belief that every worker has the right to go to work safely and come home again.

Yet this year's hearings revealed the Crisafulli LNP Government is more focused on political attacks than accountability and exposed its alarming failures in board appointments and workplace culture.

WORKCOVER BOARD APPOINTMENTS

Estimates revealed the Crisafulli LNP Government's abrupt termination of WorkCover Board Chair Dr Anthony Lynham and Deputy Chair Jacqueline King was done without departmental recommendation – and in our view indicates blatant political interference.

When questioned, the Minister for Industrial Relations deflected, boasting about his new appointees such as Chloe Kopilovic and attacking Labor's past appointments while providing no evidence to justify the dismissals.

Shadow Minister for Industrial Relations Grace Grace asked:

Ms GRACE: ...did the department recommend that these board members be terminated...?¹³

Director-General Sosso replied:

Mr Sosso: ...no, the department did not make a recommendation.¹⁴

The Minister's captain's pick as Deputy Chair, Greg Hallam, was initially praised by the Deputy Premier as a,

¹² https://documents.parliament.qld.gov.au/events/han/2025/2025_07_30_EstimatesSDC.pdf p 40

¹³ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2030%20July%202025.pdf> p 44

¹⁴ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2030%20July%202025.pdf> p 44

Queensland Labor Opposition

Mr BLEIJIE: ...highly qualified...

appointment, until Labor tabled social media posts revealing Hallam's history of sexist and misogynistic jokes, including references to "■■■■ nurse costumes" and derogatory stereotypes about nagging wives.

Deputy Premier Bleijie had earlier boasted:

*Mr BLEIJIE: ...I replaced a union official with Greg Hallam, who was the former CEO of the Local Government Association of Queensland... I actually think it is a better board than what she appointed."*¹⁵

Yet when confronted with Hallam's offensive posts, the Deputy Premier suddenly retreated, claiming he needed to "verify" their authenticity, despite their public visibility. In our view, his reluctance to condemn the misogynistic content stood in stark contrast to his earlier enthusiasm for Hallam's appointment.

In light of the Deputy Premier's refusal to engage, Shadow Minister for Industrial Relations Grace Grace asked:

Ms GRACE: ...are these posts in line with the behaviour expected from public sector board members?

Director-General Sosso replied:

*Mr Sosso: ...the posts, from looking at them, are inappropriate and sexist and offensive, possibly misogynist...*¹⁶

As the Queensland Labor Opposition noted, the Deputy Premier's refusal to show leadership risks undermining confidence in WorkCover Queensland's ability to handle sensitive claims, particularly for women facing psychological injury following workplace sexual harassment.

ROYAL COMMISSION

During the hearing, the Deputy Premier weaponised the CFMEU Commission of Inquiry to avoid broader scrutiny, deflecting questions about his own failures with inflammatory rhetoric.

The Shadow Minister for Industrial Relations also sought to understand the department's role in Enterprise Bargaining Negotiations, specifically whether the department or the Deputy Premier had invited unregistered organisations such as NPAQ to provide a log of claims.

While the Deputy Premier admitted he was "obsessed" with the CFMEU, he refused to provide transparency as to his engagement with unregistered organisations such as NPAQ.

Also of concern was the Deputy Premier's attempt to dictate to the Commission of Inquiry by stating that the Shadow Minister for Industrial Relations would be attending as a witness and taking "a lot of offence".¹⁷

TRANSPARENCY

The transparency function of parliament estimates was heavily compromised by the Deputy Premier's aggressive politicisation. He used the CFMEU as a shield to avoid accountability, while LNP Government Members blocked probing follow-ups.

Scrutiny was undermined by frequent deflections and points of order.

¹⁵ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2030%20July%202025.pdf> p 44

¹⁶ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2030%20July%202025.pdf> p 46

¹⁷ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_30_EstimatesSDC.pdf p 52

Queensland Labor Opposition

Transparency suffered as key questions such as the rationale for board terminations and the vetting process undertaken in relation to Greg Hallam went unanswered.

LNP Government Members, particularly the Leader of the House and the Member for Lockyer, frequently raised an extraordinary number of points of order to challenge relevance. For example, when the Shadow Minister for Industrial Relations asked about assurances for female workers regarding Greg Hallam's posts, the Leader of the House interjected, calling the line of questioning "repetitive" and unrelated to the budget.

Ultimately, in the portfolio of Industrial Relations, estimates revealed that the Crisafulli LNP Government is more interested in political vendettas than governance.

From politically motivated board appointments and the Deputy Premier's initial praise of Greg Hallam's appointment, to downplaying Greg Hallam's offensive conduct, estimates showed Queenslanders can expect deflection and jobs for mates over accountability on industrial relations issues.

Queensland workers deserve a government that puts their rights and safety first – but the Crisafulli LNP Government, and the Deputy Premier as Minister for Industrial Relations, are determined to hide behind smears and slogans.

HOUSING

RECOMMENCEMENT OF PUBLIC HOUSING SALES

The Miles Labor Government paused the sale of public housing. The Crisafulli LNP Government has refused to confirm any continuation of this moratorium. The Director General confirmed:

*Mr Cridland: in terms of the budget, there is an expectation of sales...*¹⁸

Signalling a possible return to selling public housing stock. This is occurring while thousands remain on the social housing register, directly undermining efforts to increase public housing supply for the most vulnerable.

OPERATIONS OVER BRICKS AND MORTAR

Scrutiny of the budget revealed \$74 million over four years in Queensland's Housing Investment Pipeline is allocated entirely to:

*Ms Amos: ...operating expenditure associated with supporting the delivery of social and affordable housing. That includes costs for FTEs and other related operating expenditure*¹⁹

rather than building new homes.

When pressed, department officials confirmed that none of this funding will deliver actual bricks-and-mortar social or affordable housing. While technical and delivery staff are essential, prioritising administration over construction raises concerns about whether funding announcements are being misrepresented as housing delivery investments.

IMMEDIATE HOUSING RESPONSE – RESTRICTIVE GUIDELINES AND CONFUSION

The Immediate Housing Response (IHR) provides short-term and temporary refuge accommodation assistance to Queenslanders experiencing or at imminent risk of homelessness. Version 1 of the Immediate

¹⁸ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 7

¹⁹ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 5

Queensland Labor Opposition

Housing Response Operational Guidelines released by the Crisafulli LNP Government on 24 March 2025 states:

“The intake into an IHR is only applicable where:

- the customer can demonstrate they are experiencing homelessness, or are at imminent risk of homelessness; and*
- all other options for housing assistance have been exhausted; and*
- the customer would otherwise be without shelter; and*
- the customer is eligible for social housing; and*
- Exclusions to the program apply to the customer seeking assistance, refer to section “Exclusions to the program” below.”²⁰*

“IHR assistance will not be offered to a customer who has:

- Has the financial means to manage self-sustaining accommodation*
- Been deemed ineligible for social housing.*
 - A customer must demonstrate they have lodged an application for social housing within 7 days of being accepted for an IHR, failure to do so may result in their IHR accommodation ceasing. Customers must disclose to an IHR provider, when asked, the status of their social housing application.*
 - Customers in IHR accommodation who are found to be ineligible for social housing will have their IHR accommodation cease and will be supported by IHR providers to explore alternative housing pathways”²¹.*

While the Director-General denied that eligibility for short-term and temporary refuge accommodation assistance requires being on the Social Housing Register, the Crisafulli LNP Government’s IHR guidelines explicitly state that intake into IHR is only applicable where the customer is eligible for social housing.

This contradiction between the written policy and verbal assurances undermines transparency and risks deterring vulnerable Queenslanders from seeking assistance.

The Queensland Labor Opposition recommends that the IHR Guidelines be reviewed well before the scheduled 24 March 2026 policy review date to remove ambiguity and ensure clarity for both service providers and vulnerable Queenslanders.

²⁰ https://www.housing.qld.gov.au/_data/assets/pdf_file/0017/34370/immediate-housing-response-guidelines.pdf p 1

²¹ https://www.housing.qld.gov.au/_data/assets/pdf_file/0017/34370/immediate-housing-response-guidelines.pdf p 6-7

Queensland Labor Opposition

PUBLIC WORKS

GOVERNMENT EMPLOYEE HOUSING – NO NEW FUNDING TO MEET GROWING DEMAND

When questioned on government employee housing needs, the Director-General confirmed “*there is ongoing demand for government employee housing, particularly in rural and remote areas*”²² and “*agencies have raised with us that they have additional demand.*”²³

Despite acknowledging this ongoing and growing need, the Minister confirmed that the Crisafulli LNP Government’s 2025-26 budget contains no additional funding beyond what the former Miles Labor Government had already committed to up to 2027 for expanding or upgrading the government employee housing portfolio.

The Minister admitted:

Mr O’CONNOR: ...*we are honouring the program that we have inherited but we just have not had the time to turn it around and to get the new pathway forward in the timeframe that we have had in government*”²⁴

and

Mr O’CONNOR: ...*We can do better, we must do better...*²⁵

With the attraction and retention of frontline staff such as police, health workers, and teachers directly dependent on the availability of suitable, good quality, and safe housing, the Queensland Labor Opposition agrees that the Minister the Crisafulli LNP Government must do better.

YOUTH

The Crisafulli LNP Government’s first budget is a budget of broken promises.

This budget fails to listen to the issues that young Queenslanders raise with the Queensland Labor Opposition day-in-day-out, including increasing cost of living pressures, housing, health, feeling safe and respected at work, and diversity and inclusion in our community regardless of who you are.

In the first few months of the Crisafulli LNP Government, it has been made clear how out of touch the LNP are with young Queenslanders, from cutting important cost of living relief, restricting health services for young people, pausing legislation to keep young women safe at work, to flip-flopping around on decisions whether to scrap or keep puberty education programs, and cutting programs proven to keep young people safe.

The Queensland Labor Opposition holds deep reservations regarding the way the portfolio estimates hearing for Youth was conducted. The time allocated for questions was reduced by constant interruptions in the form of points of order from LNP Government Members on the committee to every line of questioning put forward by the Shadow Minister on behalf of young Queenslanders.

This hindered the Queensland Labor Opposition’s ability to legitimately examine the 2025-26 State Budget Estimates for the portfolio of Youth and was in direct contrast to the promise that the Crisafulli LNP Government gave before the election of “increased accountability and transparency”.

The following provides just one example of such interference:

²² <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 25

²³ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 27

²⁴ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 28

²⁵ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 28

Queensland Labor Opposition

Ms LINARD: *I have many questions. I will ask the same question: did you advocate on behalf of young people or meet with Brittany Higgins regarding respect at work laws being paused indefinitely, given discrimination in the workplace is one of the key issues young people have raised and is referenced on your own website in the Empowering young Queenslanders for a bright future consultation report?*

Mr McDONALD: *Mr Deputy Speaker, point of order: I understand that Brittany Higgins is no longer a youth and how would that be of relevance to this hearing.*²⁶

Furthermore, when asked about the Crisafulli LNP Government's decision to cut programs or pause legislation that directly affects young Queenslanders, the Minister for Youth was quick to pass the buck.

Ms Linard, *"... Did you advocate for young people when your government ceased vehicle registration discounts and universal electricity rebates in the recent budget?"*

Mr O'Connor, *"Member, that is not related to the youth portfolio ..."*²⁷

Given the limited timeframe, continued interference of LNP Government Members on the committee and the Minister's refusals or the obstructionist manner in which answers were provided, the Queensland Labor Opposition was not afforded the opportunity to rightfully scrutinise the Minister, his department and the Crisafulli LNP Government on how they are responding to the concerns of young Queenslanders.

If one thing did become quite clear in this hearing, it is that young people do not have a dependable nor effective advocate in the current Crisafulli LNP Government.

What young Queenslanders can be assured of, however, is that they will always have many in the Miles Labor Opposition.

SPORT

The committee hearing revealed the LNP's blatant pork barrelling in the sport portfolio, as well as the extreme measures the Crisafulli LNP Government were prepared to use to avoid transparency.

Estimates was marred by deliberate withholding of information and evasive answers to essential questions, yet still exposed the flagrant abuse of public funds for partisan purposes.

Queenslanders deserve to understand the depths of the culture of secrecy and manipulation created by the Crisafulli LNP Government to protect their political interests rather than serve Queensland's sporting communities, undermining transparency, accountability, and the integrity of government decision-making.

The committee heard that the overwhelming majority of sports club projects funded through the LNP's Games On! program were tied to LNP election commitments, rather than allocated through any fair, merit-based, or needs-based process. This erodes public confidence and represents a calculated misuse of public funds to bolster the LNP's political standing in their own electorates, or those they sought to win.

During the estimates hearing, the department admitted that no clear or transparent criteria has been established for future rounds of Games On! funding, exposing a vacuum of integrity and strategic planning in what should be a legacy-defining Olympic infrastructure program.

LACK OF SCRUTINY ACCOUNTABILITY AND TRANSPARENCY

The committee also heard that the Minister refused to provide basic funding data in response to a pre-hearing Question on Notice, citing the task as "too time consuming", despite the former Minister in the Miles Labor

²⁶ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_31_EstimatesSDC.pdf p 37

²⁷ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_31_EstimatesSDC.pdf p 36

Queensland Labor Opposition

Government having fully responded to a nearly identical question just twelve months earlier in 2024, to the then LNP Opposition.

This arbitrary denial and inconsistency raises serious questions about whether information is being withheld to avoid political embarrassment and points to a broader culture of secrecy within the Crisafulli LNP administration.

The conduct of LNP Government Members throughout the hearing was marked by obstruction, evasion, and apparent attempts to obscure what appears to be blatant politicisation of public funding, demonstrating a government unfit to manage the most important sporting and infrastructure opportunities in Queensland's history.

GAMES ON! FUNDING

Non-government committee members fought to examine the gross inequities in the distribution of Games On! funding. In a clear example of pork-barrelling, 116 out of 117 projects were admitted to be tied directly to LNP election commitments rather than merit-based assessments.²⁸ When questioned, the Director-General admitted:

*Mr Hopper: If you just give me a moment to talk to a colleague. We are responsible for delivering 116 of the government election commitments.*²⁹

The disparity was stark, with the example provided in the hearing of the Crisafulli LNP Government allocating \$11 million to sports club projects in Kawana electorate (LNP) compared to \$210,000 for Murrumba electorate (Labor)—a 52-fold difference³⁰.

Despite this, the Minister offered no justification, instead deflecting with claims of "proportionate" distribution.³¹ Finally, it became clear that the Crisafulli LNP Government lacks transparency in grant criteria, with the Director-General stating future rounds would:

*Mr Hopper: ...be a matter for executive government.*³²

This distinct imbalance confirms a deeply politicised funding process designed to benefit LNP held and target seats at the expense of communities in real need.

QUEENSLAND ACADEMY OF SPORTS

In relation to the Queensland Academy of Sport, the committee heard no clear explanation for the Chief Executive Officer appointment process or the role of the advisory board, despite ongoing questions about past comments by the Director-General that were the subject of a citizen's right of reply to the Ethics Committee.

Additionally, Labor's Shadow Minister for Sport sought clarity on why \$17.4 million in High Performance Strategy funding announced in the 2024–25 budget did not appear in the 2025–26 forward estimates. The response, citing a shift in budget treatment due to Queensland Academy of Sport's new statutory body status, was vague and failed to provide adequate assurance around long-term financial planning.

SWIMSTART

The LNP's mishandling of the SwimStart program was yet another example of reactive, opaque governance that emerged from the hearing. Despite public statement of commitment to the program, the committee could

²⁸ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p46

²⁹ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p46

³⁰ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p47

³¹ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p47

³² <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p44

not establish when the decision to commence the latest round of SwimStart funding was made. The department could not clarify the timeline, and the Minister's answers, while eventually confirming ongoing funding, were evasive and defensive. This incident revealed once again that Ministers in the Crisafulli LNP Government are more focused on damage control than delivering for Queenslanders.

POTENTIAL CONFLICTS OF INTEREST

Serious concerns were also raised regarding potential conflicts of interest involving the recently-declared relationship between the Minister for Sport and the Member for Whitsunday, particularly in relation to projects in the Whitsunday region.³³

While five Games On! projects were confirmed to have been funded in Mackay–Whitsunday, the committee was unable to obtain a clear answer as to whether the Minister had properly recused himself from decision-making.

Attempts to scrutinise this were repeatedly obstructed by LNP Government Members through procedural points of order and refusal to engage in substantive responses, further reflecting a government that runs from accountability.

The Minister's refusal to table his conflict-of-interest management plan (something he can legally do) despite the evident risk of his newly-declared relationship with the Member for Whitsunday influencing decisions, further undermined public trust.³⁴ When pressed, the Minister repeatedly deflected, stating only that:

Mr MANDER: All appropriate declarations were made at appropriate times.

It is not the existence of the relationship that is of concern, but the refusal to provide a full and frank account of the management of any perceived and actual conflicts of interest, at the time the conflict arose. For a government that not only trumpeted its claimed integrity standards before the election, but actively sought to confect spurious integrity scandals – a la “What’s on the laptop?” – the silence is deafening.

RACING

The area of racing was again marked by unanswered questions and lack of transparency, with the Shadow Minister for Racing seeking to get to the bottom of the Eagle Farm grandstand debacle.

When asked what happened to the \$25 million budgeted in 2024-25 for planning but not spent, the Chief Executive Officer of Racing Queensland said:

Mr Murray: The Racing Queensland board preferred not to proceed with spending \$25 million until there was a pathway to full funding availability.³⁵

Meanwhile, no progress has been made on this key infrastructure that is critical to the long-term success of Queensland metropolitan racing.

THE Q GREYHOUND TRACK: OPENED TOO SOON?

Labor's Shadow Minister for Racing asked why the Q Greyhound Track, having opened only in June 2025, was deemed unsafe for racing by July.

Racing Queensland Chief Executive Officer answered:

³³ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p45

³⁴ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p44, 45,

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³⁵ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p62

Queensland Labor Opposition

Mr Murray: On 9 July 2025, QRIC stewards inspected the Q2 Parklands track, deeming it unsuitable for trialling or racing....³⁶

This closure, and the inability to reschedule the meet, lead to \$1 million in Brisbane Cup prize money being paid out to entrants despite the cancellation of the race meet.³⁷

Again, the Crisafulli LNP Government and Minister Mander provided no real accountability for who approved the timeframes for the track opening, and provided little information to explain to Queenslanders why the new track was already failing to deliver.

OLYMPIC AND PARALYMPIC GAMES

BROKEN PROMISES AND GOVERNANCE FAILURES

The Queensland Labor Opposition again sought to ascertain the evidence basis for key government decisions about the location of Olympics events.

Questioning uncovered zero evidence that the Fitzroy River in Rockhampton was recommended by the department or independent experts as a suitable location for rowing events, or that unilaterally moving the sailing events from Manly to the Whitsundays was based on sound advice rather than potential political cronyism.³⁸

When pressed on the provision of advice recommending either location, the Director-General admitted that:

Mr Hopper: There was no specific briefing provided....³⁹

Concerningly, it was clear that no costings or feasibility studies were provided by the department in relation to the costs required to get the Fitzroy River from school-rowing venue to an international Olympics and Paralympic standard for rowing.⁴⁰

Tellingly, the Minister refused to provide a guarantee that rowing would be held on the Fitzroy River at any cost, in contradiction to the statements made on the same point in the Deputy Premier's Estimates.

The revelation of the Minister's relationship with the Member for Whitsunday provoked further questioning about whether the decision to move sailing was made by the Minister, whether it was made before or after the declaration of the Minister's relationship, and whether a conflict-of-interest management plan was in place when the decision was made.⁴¹

To all these questions, the Minister's repeated non-answer was:

Mr MANDER: All appropriate declarations were made at appropriate times.⁴²

the Minister's pre-prepared response was hardly enough information for Queenslanders to be able to satisfy themselves that these key decisions were made properly and for proper purposes, risking undermining public confidence.

Finally, questioning by the Queensland Labor Opposition made it evident that key, high participation sports such as football and gymnastics have been overlooked for essential venue upgrades by the Crisafulli LNP

³⁶ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p62

³⁷ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p63

³⁸ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p68

³⁹ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p66

⁴⁰ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p69

⁴¹ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p67

⁴² <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p67

Queensland Labor Opposition

Government, with these sports' relatively modest infrastructure asks paying the price for the Crisafulli LNP Government's larger venues.⁴³

TRANSPORT AND MAIN ROADS

THE WAVE – A BUS, NOT A TRAIN

Before being elected in October 2024 the LNP repeatedly promised to have trains running along a new corridor from Beerwah to Maroochydore by 2032.⁴⁴

But after being elected revealed the heavy rail line would stop at Birtinya, about 13 kilometres short of Maroochydore. A connecting metro bus service dubbed “The Wave” would instead take commuters to Maroochydore and then on to the Sunshine Coast Airport.

It was revealed during the hearing by the Queensland Labor Opposition that the Crisafulli LNP Government's “Wave” project is in fact a bus service.

Mr MELLISH: I am happy to rephrase, Deputy Speaker. Director-General, you would say you have extensive experience in the transport sector; would that be correct?

Ms Stannard: I have worked in transport for nearly 20 years—maybe 13 years now.

Mr MELLISH: Director-General, I table an image of the Wave. Would you say that is a train or a bus?

...

Mr MELLISH: The question was whether that is a bus or a train. It is a pretty straightforward question.

Ms Stannard: When I look at this picture, I can see the rail station in the background where the train will come all the way to Birtinya as part of stages 1 and 2 of the Wave, and I can see the metro vehicle illustrated to show stage 3 of the Wave.⁴⁵



TABLED DOCUMENT – FEATURING A BUS

⁴³ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf>, p76

⁴⁴ <https://www.abc.net.au/news/2024-09-19/coast-rail-by-2032-olympics-embarrassment/104370920>

⁴⁵ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_31_EstimatesSDC.pdf p 81

Queensland Labor Opposition

Further questioning occurred in relation to the bus vs train matter:

Mr MELLISH: *Very similar to the last question, Deputy Speaker, whether this one is a train or a bus.*

Ms Stannard: *This one has tracks shown clearly. This is a train.*



TABLED DOCUMENT – CONFIRMED BY DIRECTOR-GENERAL AS A TRAIN

It is not the transformative rail investment many Queenslanders had been led to expect prior to the election.

By branding a bus as if it were a rail alternative, the Crisafulli LNP Government risks misleading Queenslanders and overselling the project's capacity to deliver the same speed, frequency, and network benefits as a train.

STORY BRIDGE RESTORATION – FUNDING VOID AND UNCERTAIN FUTURE

The Crisafulli LNP Government has failed to commit any funding in the 2025-26 State Budget for the repair and preservation of the Story Bridge, despite the Brisbane City Council's Story Bridge Restoration: Preserving a National Icon report calling for cooperation across all levels of government⁴⁶ and saying "without sufficient support from all 3 levels of government, alternative funding models like tolls will need to be considered."⁴⁷

The Director-General admitted that no formal funding request had been received from the Brisbane City Council.⁴⁸ Restoring the Story Bridge will come at high cost. A cost which Brisbane City Council has advised cannot be managed by the council alone. The absence of funding in the Crisafulli LNP Government's 2025-26 State Budget for the repair and preservation of the Story Bridge leaves one of Queensland's most important transport assets in limbo.

⁴⁶ <https://www.brisbane.qld.gov.au/content/dam/brisbanecitycouncil/corpwebsite/projects/documents/story-bridge-restoration-preserving-a-national-icon-committee-report.pdf.coredownload.pdf>

⁴⁷ <https://www.brisbane.qld.gov.au/content/dam/brisbanecitycouncil/corpwebsite/projects/documents/story-bridge-restoration-preserving-a-national-icon-committee-report.pdf.coredownload.pdf>

⁴⁸ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 115

Queensland Labor Opposition

QUEENSLAND TRAIN MANUFACTURING PROGRAM – AVOIDANCE AND DELAYS

The \$9.5 billion Queensland Train Manufacturing Program is a critical element of the state’s transport future, yet the Queensland Labor Opposition questioning revealed a clear lack of ministerial leadership.

When asked whether the project was on schedule, the Minister refused to accept responsibility, insisting the question be put to the Minister for Manufacturing.⁴⁹ After repeated interjections, the Minister still would not engage on the matter.

It later fell to Minister for Manufacturing Dale Last to reveal that the Queensland Train Manufacturing Program is on track for 2027, confirming at least a one-year delay. The department could not even provide a delivery date for the full 65 six-car train sets, exposing a worrying absence of project oversight from both the Department and Minister.

Beyond the Queensland Train Manufacturing Program, in a concerning admission, the Queensland Rail CEO Kat Stapleton confirmed that Queensland Rail had decided to cancel the refurbishment of 12 EMU three car train sets due to the announced delays to Cross River Rail. That was in direct contrast to the commitment made at the 2024 Budget Estimates. It was asked:

***Mr MELLISH:** I have a couple of questions for the Queensland Rail CEO. Welcome back, Ms Stapleton. You said last year at estimates that 12 EMU three-car sets would be overhauled to continue their operations, and I note that Queensland Rail recently retired the last EMU from service. I am happy to table a transcript from last year’s estimates.*

***Mr DEPUTY SPEAKER:** Let’s circulate that transcript, please, to all parties.*

***Mr MELLISH:** Ms Stapleton, who made the decision not to proceed with the overhaul of 12 EMU trains?*

***Ms Stapleton:** Yes, I do reconfirm that at the time of the estimates last year the intent was to overhaul 12 three-car sets ...⁵⁰*

And later:

***Mr MELLISH:** My question is: is it, in fact, the delayed Cross River Rail that is the main driver behind the EMU refurbishment works not being undertaken?*

***Ms Stapleton:** That is correct; that is the main reason.⁵¹*

This program could have supported hundreds of manufacturing jobs at facilities, like that of Downer in Maryborough, but instead the trains have now been completely retired from service.

CAIRNS COMMON USER FACILITY – FUNDING SHORTFALL AND PRIVATISATION RISKS

The Crisafulli LNP Government’s handling of the Cairns Common User Facility highlights its growing reliance on private sector contributions to plug funding gaps. While the Minister admitted in December 2024 that the project’s cost had blown out by \$466 million,⁵² the 2025-26 budget allocates only \$387 million.

⁴⁹ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 103

⁵⁰ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_31_EstimatesSDC.pdf p 102

⁵¹ https://documents.parliament.qld.gov.au/events/han/2025/2025_07_31_EstimatesSDC.pdf p 103

⁵² <https://statements.qld.gov.au/statements/101679>

Queensland Labor Opposition

The Ports North Chief Executive Officer confirmed that “*Ports North are exploring all opportunities to maximise the best opportunity for the delivery of that project and we are not restricting that to any certain path*”,⁵³ leaving open the prospect of privatisation or a public-private partnership.

This underfunding and uncertainty jeopardises the Cairns Common User Facility delivery and the economic benefits it promises for Far North Queensland.

ZERO EMISSION BUS PROGRAM – MIXED MESSAGES AND DOWNGRADED AMBITION

The future of Queensland’s Zero Emission Bus Program is clouded by contradictory statements from the Minister and his Director General.

The Director General confirmed that “*there is money allocated to the program in the 2025-26 Queensland state budget... to further develop depot space required to support essential services on the network...*”⁵⁴

In stark contrast, the Minister dismissed ambitious Zero Emission Bus targets, declaring: “... we will not commit to actions that sound good in a media release but are completely unachievable...”⁵⁵ and “... we will look at hybrids, biofuels and Euro 6 technology...”⁵⁶

This signals a retreat from full electrification and raises doubts about the government’s willingness to deliver a credible zero-emissions public transport future.

COOMERA CONNECTOR – TOLLING CONCERNS UNADDRESSED

When asked whether the Coomera Connector could be tolled, the Director-General said only that “*The value-for-money assessment about private involvement in tollways is completed through Treasury*”.⁵⁷

While technically accurate, this nonconclusive response does nothing to reassure Queenslanders that tolls will not be imposed, leaving the door open to future charges on one of the state’s most significant road projects.

BRIBIE ISLAND BREAKTHROUGH – REFUSAL TO DISCLOSE ADVICE

The Crisafulli LNP Government’s refusal to release Maritime Safety Queensland’s technical advice on dredging the Pumicestone Passage following the Bribie Island breakthrough is a serious transparency failure.

When the Minister was asked directly to release information about the dredging, the Minister claimed “*any information the department prepared regarding the dredging of the Pumicestone Passage was done so for deliberations of government and, as a consequence, they are not able to be disclosed to the committee.*”⁵⁸

If Maritime Safety Queensland coastal engineers have indeed advised the Crisafulli LNP Government that dredging would be cost prohibitive and of limited value, the public has a right to know, particularly given that on 21 July 2025 the Crisafulli LNP Government issued an Invitation for Expressions of Interest to urgently procure a dredging contractor.

⁵³ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 105

⁵⁴ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 105

⁵⁵ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 111

⁵⁶ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 112

⁵⁷ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 93

⁵⁸ <https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/C20252026-4826/Proof%20-%20Public%20Hearing%20held%20on%2031%20July%202025.pdf> p 124

ESTIMATES PROCESS

The Budget Estimates process is a cornerstone of our democracy in Queensland. For years it has been an opportunity for elected Members of Parliament, in particular non-government Members of Parliament to ask questions of Ministers and senior public servants to hold the elected government to account.

During the 2024 estimates process, the former Labor Government under the direction of then Labor Premier Steven Miles insisted that additional transparency measures were put in place to ensure that non-government Members of Parliament had ample opportunity to hold the elected government to account. These included:

- Providing crossbench Members of Parliament the ability to ask a pre-hearing Question on Notice for any Minister, regardless of if they were a member of the portfolio committee.
- Strictly allocating government and non-government Members of Parliament time in respect of questions. That being that government Members of Parliament questions should not exceed 30% of the total allocated time and the remaining time, 70% for non-government Members of Parliament.
- Of the time allocated for non-government Members of Parliament it should be proportioned between Opposition and crossbench Members of Parliament, based on the proportion of the makeup at the time.
- Only one opening statement per Minister for their entire portfolio of no longer than five minutes, with the Premier allocated no longer than 10 minutes.

These transparency enhancements to the Budget Estimates process, introduced by the former Labor Government, were discarded by Premier David Crisafulli and the LNP Government.

This is despite in 2020 the Courier Mail revealing the then LNP Leader of the Opposition's views on the Estimates process, reporting:

- He [David Crisafulli] said that if the government did not accept *"the need to make changes"*, he would introduce them as Premier from the first hearings of the next term in 2024 – if the LNP wins power at the 2024 election.

The changes that were being referred to included:

- increasing the time available to examine the expenditure to ensure adequate questioning can occur;
- an Opposition or cross bench member to chair the committees to help ensure a fairer go;
- limiting the opportunity for 'Dorothy Dixier' questions from Government members which exist simply to allow ministers to wind down the clock.

While on paper there was more time overall for the hearings, the way in which Government Members conducted themselves with points of order to chew up time, and the removal of the 70% vs 30% time split, resulted in less time for the Opposition and Crossbench to ask questions to hold the government to account.

These actions were the very things that then LNP Leader of the Opposition David Crisafulli stated. In the article referenced, he said:

"We've also seen ministers answer questions directed to independent public servants and Government members interrupting with tedious points of order to use up Opposition members' time."

It is the Queensland Labor Opposition's view that it is clear that the promises made by the then LNP in Opposition have been broken.

Queensland Labor Opposition

This Budget Estimates there was nothing revolutionary about the way the hearings were conducted - 'dorothy dixers' still occurred and frivolous points of order were constantly taken.

Further information and analysis about the 2025 Budget Estimates can be found in the Statement of Reservation attached to the report on the *Appropriation (Parliament) Bill 2025*.

CONCLUSION

The 2025 Budget Estimates process was an opportunity for the Crisafulli LNP Government to deliver on its promises – promises to reform, to do better, for a fresh start. Instead, the bar was set so low it was on the floor.

Instead of delivering for Queensland, the Crisafulli LNP Government is delivering for itself. When it comes to accountability, this process laid bare the truth of a government that has failed to live up to its own words. What resounds is that the Crisafulli LNP Government continues to choose secrecy over transparency and political games over genuine accountability.

The Crisafulli LNP Government's obsession with self-interest over public interest was glaring. The people of modern Queensland expect a government that acts for them, not for themselves.

They want a government that embraces the values of openness, fairness and integrity – after all, that's what they were sold at the 2024 Election.

Instead of being an opportunity for genuine interrogation of the 2025 Budget, the Estimates process was muddled to avoid scrutiny. By placing political convenience above the democratic process that is Budget Estimates, the Crisafulli LNP Government outed itself as out of step with the priorities of Queenslanders.

This is not the "fresh start" that was promised, it is a step back.

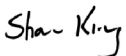
Queenslanders deserve better.



JONTY BUSH MP
MEMBER FOR COOPER
DEPUTY CHAIRPERSON OF THE COMMITTEE
SHADOW ASSISTANT MINISTER FOR TREASURY
SHADOW ASSISTANT MINISTER FOR WOMEN



BART MELLISH MP
MEMBER FOR ASPLEY
SHADOW MINISTER FOR TRANSPORT AND MAIN ROADS
SHADOW MINISTER FOR VETERANS



SHANE KING MP
MEMBER FOR KURWONGBAH
SHADOW ASSISTANT MINISTER FOR TRANSPORT AND CONNECTED COMMUNITIES

SUBMITTED ON BEHALF OF THE QUEENSLAND LABOR OPPOSITION

Queensland Labor Opposition

APPENDIX – MEDIA ARTICLES

Julian Simmonds set for \$312k Qld govt role without merit-based process

A former LNP politician could be handed a plum CEO role in the government without a merit-based process, just hours after ministers claimed “the jobs for mates era is over”.

Hayden Johnson and Taylah Fellows

4 min read July 31, 2025 - 12:00AM 

 85 Comments |  A



2:17 PM Jul 30, 2025

HIGHLIGHT

No need to advertise, LNP mate could get job: Sosso

 Hayden Johnson

Former LNP MP Julian Simmonds could be appointed permanent CEO of Economic Development Queensland without a merit-based recruitment process if he continues his “above average and exemplary” performance, Director-General John Sosso has revealed.

Mr Simmonds was named acting CEO of EDQ on the eve of the Easter weekend following the termination of Debbie McNamara.

The former federal LNP MP and Brisbane councillor revealed he expressed interest in the near \$312,000 CEO role and spoke to Deputy Premier Jarrod Bleijie’s chief of staff about it.

EDQ, on May 23, noted a national executive recruitment process would get underway to find a permanent CEO, but Mr Sosso acknowledged on Wednesday that hadn’t happened.

Mr Sosso said Mr Simmonds “may be appointed without a merit... without any further advertisement” because the board was pleased with his performance.

“We are of the view Mr Simmonds has provided clear strategic direction to Economic Development Queensland,” he said.

Deputy Opposition Leader Cameron Dick noted Mr Simmonds had been a previous representative of the LNP in federal parliament and had attacked the Albanese Labor government through advocacy group Australians for Prosperity.

Queensland Labor Opposition

Courier Mail - 31 July 2025 - p.14

\$85K ON MALENY APPEAL

The state government has so far spent \$85,199 on backing an LNP donor's legal bid to build luxury accommodation in the Sunshine Coast hinterland.

Deputy Opposition Leader Cameron Dick used estimates to ask Director-General John Sosso whether the Department of Environment, Tourism and Science was consulted before the state government decided to join an appeal proceedings for the Maleny short-stay accommodation development.

The development is being pursued by Presidential Capital, on behalf of the Geoffrey Thomas family trust and proposes six two-storey buildings for a total of 28 units at his wedding venue property.

It was revealed in June the state government applied to participate in a court case appealing the Sunshine Coast Council's rejection of the development on rural land near Maleny Manor, days after Tourism Minister Andrew Powell, also the local MP, wrote to Deputy Premier Jarrod Bleijie.

"Are you aware of any precedent or case where the department joined a planning appeal without being named, without technical advice and solely based on a letter from a local member?" Mr Dick asked.

Mr Sosso said it was "standard practice" to join appeals.

4:54 PM Jul 30, 2025

HIGHLIGHT

Government spends \$85k backing LNP donor's luxury short-stay court case



Taylah Fellows

We've now turned to questions on planning.

The state government has so far spent \$85,199 on backing an LNP donor's legal bid to build luxury accommodation in the Sunshine Coast hinterland.

Labor spokesman for Planning Cameron Dick has asked Director-General John Sosso whether the Department of Environment, Tourism and Science -was consulted before the state government decided to join an appeal proceedings for the Maleny short-stay accommodation development.

The development is being pursued by Presidential Capital Pty Ltd, on behalf of the Geoffrey Thomas family trust, and proposes six two-storey buildings for a total of 28 units at his popular wedding-venue property.

5:29 PM
Jul 30, 2025

Labor airs naughty Facebook posts

Taylah Fellows

Deputy Premier Jarrod Bleijie has boasted his appointment of Greg Hallam as deputy chair of the WorkCover board – replacing Jacqueline King.

Labor's Grace Grace then tabled screenshots of two Facebook posts by Mr Hallam, depicting sexual references, demanding Mr Bleijie explain how he will act on them.

“One post shows a picture of a woman in a tight t shirt that reads “[REDACTED] nurse costume,”: and says, I thought my my new girlfriend might be the one, but after looking through her knicker drawer and finding a nurse's outfit, a French maid's outfit and a police woman's uniform, I finally decided, if she can't hold down a job, she's Not for me,” Ms Grace said.

One of the posts shared on Facebook by Greg Hallam.



“Another shows a husband naming his wife, “nag, nag, nag”.

Queensland Labor Opposition



“Minister, are these posts in line with the behavior expected from Public Service Board members?”

Mr Bleijie denounced the content saying it was “of course, not appropriate”.

The other post shown by Grace Grace while questioning the Deputy Premier.

“I don’t troll people on Facebook 24/7, so I’m not sure what people are posting. Just now, I’m not sure what you’re (Ms Grace) posting,” he said.

Ms Grace continued to press for answers. “What assurances can you provide women in the workplace in general, that cases of psychological claims and sexual harassment will be taken seriously when we’ve seen posts like this from your appointed deputy chair of the WorkCover board?” she said.

Mr Bleijie assured any claim would be taken seriously and assessed properly.

Wednesday August 13, 2025

Trains a year late but still on track

Hayden Johnson

Delivery of Queensland's first new passenger train has been delayed by up to a year, Manufacturing Minister Dale Last has conceded.

The first train built under the \$9.5bn train manufacturing program was due to emerge from the Torbanlea production line in 2026, but Mr Last was forced to reveal in estimates on Wednesday it was now "on schedule for delivery in 2027".

His confirmation comes despite the Department of Transport and Main Roads website still claiming the first of 65 trains were expected in late 2026.

Discrepancies between the TMR timeline and delays, known by the minister, were often used by the LNP in opposition to criticise the Labor government.

Transport and Main Roads Director-General Sally Stannard said 65 trains were still on target to be operational before 2032, but would not provide specifics.

"All trains in the Queensland train manufacturing program will be delivered in time for the Olympics," she said.

"The best practice for projects of this kind is not to lock those dates into days or weeks or months at this stage. It's clearly some years away but the contractual dates are there."

Separately, Mr Last – when asked whether the government would consider legislation to take control of Glencore's at-risk sites in regional Queensland – said he "won't rule anything in or out".

He said Glencore's operations were critical to regional Queensland and said the state would work with the Commonwealth to protect workers and the supply chain.