



Infrastructure, Planning and Natural Resources Committee

2015-2016 Budget Estimates

Volume of Additional Information

Deputy Premier and Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade

Questions on Notice

Answers to Questions on Notice

Copy of Documents tabled at the hearing

- Article – The Australian Financial Review (Monday 2 March 2015) – Sunshine state may borrow to pay for infrastructure: Trad (by Mr Tim Nicholls MP, Member for Clayfield).
- Correspondence from the Premier Anastacia Palaszczuk (19 May 2015) enclosing Portfolio Priorities Statement (by Ms Fiona Simpson MP, Member for Maroochydore).
- Report by MWH for Gold Coast Rapid Transit (6 May 2013) titled GCRT Patronage Model Review (by Mr Scott Emerson MP, Member for Indooroopilly).

Answers to Questions Taken on Notice at Hearing

Minister for State Development and Minister for Natural Resources and Mines

Questions on Notice

Answers to Questions on Notice

Answers to Questions Taken on Notice at Hearing

Correspondence – Letters received from Hon Dr Anthony Lynham MP (2)

Minutes

15 July 2015

19 August 2015

9 September 2015

Correspondence relating to attendance of non-committee members

Letter from Mr Lawrence Springborg MP, Leader of the Opposition

Letter from Ms Nikki Boyd MP, Member for Pine Rivers

Letter from Mr Joe Kelly MP, Member for Greenslopes

Letter from Ms Jim Madden MP, Member for Ipswich West

**Deputy Premier and Minister
for Transport, Minister for
Infrastructure, Local
Government and Planning and
Minister for Trade**

Infrastructure, Planning and Natural Resources Committee

Deputy Premier and Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade

Questions on Notice

Infrastructure, Planning and Natural Resources Committee



Infrastructure, Planning and Natural Resources Committee

Estimates 2015

Questions on notice

Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade

1. With reference to Better Planning for Queensland on page 10 of the SDS, can the Deputy Premier please outline how councils will be supported in transitioning to the government's proposed more efficient, effective and accountable planning system?
2. I refer to SDS page 9 and the special assistance package for iconic projects. Can the Deputy Premier please detail what the government is doing to assist the communities of Livingstone and Rockhampton recover and revitalise in the wake Tropical Cyclone Marcia?
3. I refer to page 34 of the SDS and the Townsville Waterfront PDA. Can the Deputy Premier outline how this planning scheme will streamline the approval process for development in the CBD?
4. I refer to SDS page 10 and the government's planning reform agenda. Will the Deputy Premier inform the committee how a community's right to have a say about developments will be protected under the government's proposed planning bill?
5. I refer to page 109 of Budget Paper 3. How is the Government improving the accessibility of the rail network for people with a disability?
6. I refer to page 108 of Budget Paper 3. Can the Deputy Premier provide an update on the duplication of the Gold Coast rail line between Coomera and Helensvale and explain how passengers will benefit from the upgrade?
7. I refer to page 22 of the SDS. How many jobs are being supported by the Department of Transport and Main roads Capital program in 2015-16?
8. I refer to page 14 of the SDS. Can the Deputy Premier please advise what Queensland Rail is doing to improve on time running performance on the City Train Network and improve public reporting measures for customers?
9. I refer to page 14 of the SDS. Can the Deputy Premier detail Queensland Rail's testing regime for alcohol and drugs and how this information is reported?
10. Referring to the Capital Statement for Transport and Main Roads, can the Minister detail how much of the TMR capital budget allocated for 2014-15 was expended by the end of the financial year and which projects have had funding rolled into 2015-16?
11. Referring to the department's business objectives on page 3 of the Transport and Main Roads SDS, can the Minister please outline how much funding has been allocated to each of any reviews, inquiries, taskforces or committees established by her department after the 2015 General election, including but not limited to the Review into flooding concerns raised near the Moreton Bay Rail Link, the Review of TransLink fare structures, patronage and affordability and Evaluation of trial into continuing the TransLink service on the Southern Moreton Bay Island?

12. Referring to page 15 of the Transport and Main Roads SDS, can the Minister please advise how many new bus, rail, ferry and light rail services will be added in the 2015/16 financial year, excluding services as part of the Moreton Bay Rail Link project?
13. Minister I refer to the public servant numbers detailed in the portfolio SDS, and ask since the assent of the Industrial Relations and Other Legislation Amendment Bill 2015 can the Minister advise how many public servants within the Department's staffing allocation have had their details supplied to unions under the Government's Union Encouragement Policy listed in the following format for each portfolio in the Departments of Transport, Infrastructure, Local Government and Planning, and Trade:

Department	Union Name	Number of Employee details forwarded
------------	------------	--------------------------------------

14. I refer to page 11 of the Department of Infrastructure, Local Government and Planning SDS which references plans to develop and deliver a state infrastructure plan following consultation with key stakeholders. Can the Minister advise when will the state infrastructure plan be finalised and completed?
15. I refer to page 34 of the Department of Infrastructure, Local Government and Planning SDS which refers to industrial land sales by Economic Development Queensland. Will the Minister release a list of land identified for sale by location, including the lot numbers for each parcel of land identified?
16. I refer to pages 5, 10, 11, 13, 19, 26 and 28-30 of the Department of Infrastructure, Local Government and Planning SDS which refers to machinery-of-government changes. What were the total machinery-of-government costs of transferring the identified service areas (below) from the Department of State Development, Infrastructure and Planning into the newly formed Department of Infrastructure, Local Government and Planning:
 - Leading Infrastructure Policy, Planning and Delivery for the State
 - Reforming Queensland's Planning System
 - Economic Development Queensland?
17. I refer to page 11 of the Department of Infrastructure, Local Government and Planning SDS which refers to the establishment of Building Queensland as an independent statutory authority and resourcing it sufficiently to meet its objectives. I ask the Minister:
 - (a) How many staff Building Queensland will have once established; and
 - (b) To individually identify by department how many staff will be reallocated to Building Queensland from existing government resources?
18. With reference to the Infrastructure, Local Government and Planning Service Delivery Statement on page 20 under Expenses, can the Minister provide a breakdown of the 2014/15 Adjusted Budget, the 2014/15 Estimated Actual and the 2015/16 Budget for each of the Grants and Subsidies Programs?
19. Is the Minister investigating the Southern Tablelands Development Scheme proposal to support agricultural growth and flood mitigation on the Atherton Tablelands?
20. Will the Minister initiate a costing to heighten the low lying bridges on the Gregory Development Road from Cape River Bridge to the Clarke River Bridge?

Answers to Questions on Notice

Infrastructure, Planning and Natural Resources Committee

2015 Estimates Question on Notice

No. 1

THE COMMITTEE asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD):

QUESTION: With reference to Better Planning for Queensland on page 10 of the SDS, can the Deputy Premier please outline how councils will be supported in transitioning to the government's proposed more efficient, effective and accountable planning system?

ANSWER:

I thank the Committee for the question.

As you know, I am currently working with the Department of Infrastructure, Local Government and Planning to introduce a new planning Bill into the House by October 2015. The Bill will introduce a range of changed concepts and arrangements to improve development assessment, and this will necessitate transitional provisions in the legislation. Further, the Department will provide direct support to councils and other stakeholders to ensure their local planning instruments will work on 'day one', that is, the day the new Act commences.

Our commitment to planning reform and assisting councils to implement the improvements is strong. We have allocated \$59.4 million to the planning reform process and councils will benefit from strong and robust support.

The new legislation is anticipated to contain a simple 'ready reckoner' which will make sure that councils know how to transition from the existing system to the new arrangements. These will ensure all applications received from day one can be interpreted legally using the new concepts and decision rules, without local governments having to make any changes to their planning schemes.

However, I understand that many will want to make changes in the short-term so that their communities have a better understanding of the changes, for example, by changing terms in their planning instruments, or amending tables of assessment or codes to make them more suitable for the new decision rules. A new process for making and amending planning schemes, will ensure amendments can be made expeditiously, either before commencement of the proposed Act or after, depending on the local government's preference.

Additional support will be provided to local governments in the lead up to commencement, and on an ongoing basis afterwards, in the form of training of council staff, provision of fact sheets and other materials that councils can use on their websites.

In the longer-term, the Department will continue to provide direct support, like training, and professional support from regional planning office personnel, for redrafting of aspects of planning schemes as required, such as amendments, to reduce the complexity and overall level of regulation in schemes.

Infrastructure, Planning and Natural Resources Committee

2015 Estimates Question on Notice

No. 2

THE COMMITTEE asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD):

QUESTION: I refer to SDS page 9 and the special assistance package for iconic projects. Can the Deputy Premier please detail what the government is doing to assist the communities of Livingstone and Rockhampton recover and revitalise in the wake of Tropical Cyclone Marcia?

ANSWER:

I thank the Committee for the question.

Having seen first-hand the destruction caused by Tropical Cyclone Marcia earlier this year, the Premier and Minister for the Arts and I have both been committed to helping those communities get back on their feet.

Following strong representations from the Members for Rockhampton and Keppel, the Queensland Government has allocated \$40 million in special assistance to key 'iconic' infrastructure projects to help Livingstone and Rockhampton Councils as they recover following the devastation caused by Tropical Cyclone Marcia.

These infrastructure projects will revitalise the Rockhampton riverfront and Yeppoon foreshore. They will give these disaster-affected communities a real boost, helping with their economic recovery, and enhancing future jobs growth and tourism potential. Most importantly, this investment in local projects will support local jobs.

The Rockhampton and Livingstone communities have been impacted by multiple disaster events from 2011 to 2015 and were heavily impacted by Tropical Cyclone Marcia. Both Councils approached the State Government for assistance.

The Queensland Government supported both councils' proposals and requested an exceptional circumstances assistance package of \$198.5 million from the Federal Government under the NDRRA.

The Queensland Government was prepared to partner 50/50 with the Federal Government to help the communities hardest hit in their long-term recovery, but the Prime Minister did not support these key, locally identified projects put forward by Rockhampton and Livingstone councils.

The Queensland Government has stepped in and committed \$40 million to these important community projects.

In addition to these long-term infrastructure projects, the Government also activated the joint Federal and Queensland Government funded Natural Disaster Relief and Recovery

Arrangements (NDRRA), and released a comprehensive plan to guide the recovery and reconstruction activities.

NDRRA funding has been made available for to help people get back on their feet, replace damaged essential household contents, make their homes secure and habitable and reconnect their services safely. The assistance provided to date includes \$15.6 million in personal hardship and essential services grants, and \$2.3 million in assistance for primary producers, small businesses and non-profit organisations. We are also providing funding to local councils and State agencies to clean-up and repair public assets such as roads, bridges and public buildings.

A Community Recovery Fund of \$5.1 million is being rolled out by the Department of Communities, Child Safety and Disability Services to help restore social networks and community functioning in the most impacted communities.

A jointly funded NDRRA Category D package of \$27.75 million has been supported:

- \$20 million to build back local government assets (roads, bridges, etc) in a more resilient way;
- \$6 million to clean up and restore national parks, beaches and recreational assets;
- \$1 million to help councils with green waste clean-up and removal; and
- \$750 000 to engage Industry Recovery Officers to support primary producers and small businesses.

In addition, the Queensland Government announced \$1 million for the Rockhampton Regional Council to clean up fallen vegetation and debris and repair river and creek bank damage in the Fitzroy Basin, and \$120,000 to monitor and report on river health. Grants of up to \$25,000 have also been made available to get impacted local sport and recreation clubs back up and running, replace equipment and repair their clubhouses and grounds.

Infrastructure, Planning and Natural Resources Committee

2015 Estimates Question on Notice

No. 3

THE COMMITTEE asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD):

QUESTION: I refer to page 34 of the SDS and the Townsville Waterfront Priority Development Area (PDA). Can the Deputy Premier outline how this planning scheme will streamline the approval process for development in the CBD?

ANSWER:

I thank the Committee for the question.

The Townsville Waterfront Priority Development Area (PDA) was declared at the request of Townsville City Council on 5 September 2014. The PDA was declared to revitalise the Ross Creek waterfront and enhance the Central Business District. The PDA is in an important part of the Townsville urban area and has the potential to create jobs and provide accommodation for up to 30,000 people by 2030.

Declaration of the PDA provides a planning framework that enables future development by:

- resolving constraints and Government interests through the plan making process (the development scheme); and
- providing the streamlined development assessment framework that is available to land within a PDA under the *Economic Development Act 2012*.

The development scheme is the primary tool for development. As the development scheme covers a smaller area than a planning scheme and is intended to facilitate the purpose of the *Economic Development Act 2012*, it is a relatively simple and flexible document. State interests are 'front loaded' into the development scheme so there are no referrals to State agencies and there are exemptions from certain requirements under the *Sustainable Planning Act 2009*. In addition, there is no general right of appeal on the decision of a development application. This avoids potential delays to development which would undermine the objectives of the *Economic Development Act 2012* to facilitate economic development. The timeframe for deciding a development application is generally within 40 business days.

The Townsville Waterfront PDA proposed development scheme has been subject to 30 days public notification, to allow the broader community to have a say on the development scheme. During the public notification period all interested parties including the community, residents, stakeholders and local business operators are invited to view the

proposed development scheme and lodge a written submission to be considered by the Minister for Economic Development Queensland to decide if any changes are required to the proposed development scheme. This ensures the finalised development scheme reflects community needs, while promoting economic development.

Infrastructure, Planning and Natural Resources Committee

2015 Estimates Question on Notice

No. 4

THE COMMITTEE asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD):

QUESTION: I refer to SDS page 10 and the government's planning reform agenda. Will the Deputy Premier inform the committee how a community's right to have a say about developments will be protected under the government's proposed planning bill?

ANSWER:

I thank the Committee for the question.

In May 2015, I released the *Better Planning for Queensland Directions Paper* (Directions Paper) which outlined the Government's key planning reforms, including the preparation of a new Planning Bill to be introduced to the Queensland Parliament by October 2015.

The Directions Paper confirmed that the community's existing rights to have a say about development under the current *Sustainable Planning Act 2009* will be carried forward into the new legislation.

At a strategic level, the making or amending of a State instrument like the State Planning Policy or a regional plan, or a local instrument such as a Local Government Planning Scheme, provides a significant opportunity for the community to comment on how development should be planned. The Directions Paper confirms that the public notification timeframes attached to the development of these instruments will be retained.

Most significantly, a new statutory guideline that introduces community engagement standards for local government in the plan-making process is being prepared in consultation with councils and communities. The guideline will promote effective and meaningful consultation and will enable tailored communication strategies to be developed to meet local government needs. This will help to ensure communities are afforded the best opportunity to provide input to local planning schemes.

Involvement in the development assessment process is the other area of interest to the community. I can confirm that current opportunities for community input to development applications will be retained under the new legislation, and that all publicly notified development applications will continue to attract third party appeal rights. Further, it is intended that costs provisions for appeals in the current legislation will be changed to remove the concerns potential submitters have raised about taking their development issues through the Court system.

Question on Notice

No. 5

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (HON J TRAD) —

QUESTION:

I refer to page 109 of Budget Paper 3. How is the Government improving the accessibility of the rail network for people with a disability?

ANSWER:

The Palaszczuk Government is committed to improving the independently accessible pathways at stations and on trains. Queensland Rail is focused on independent access as a functional outcome for customers that offers an accessible path of travel through a station precinct.

Queensland Rail has a dedicated station and rollingstock upgrade program, designed to deliver independently accessible pathways for all customers, from the front door of the stations onto the trains.

The Palaszczuk Government will deliver a \$212 million station accessibility upgrade program over the next five years, providing a better outcome for customers, 3,500 jobs for Queenslanders and certainty of work for the construction industry.

An accessible path is critical to ensuring that customers are able to safely and independently use Queensland Rail services, as it provides connectivity between all essential facilities and information via lifts, ramps or accessways.

Prioritisation for access upgrades is based on a number of factors, including station patronage, local demographics, access to educational and health services, parking, bus services, shopping, tourism, how stations form a network or provide interchange opportunities and proximity to independently accessible stations.

Construction will commence later this year on the first tranche of the strategy following detailed design work on Alderley, Newmarket, Dinmore, and Graceville stations. The upgrades include the raising of platforms at accessible boarding locations, the extension of platform shelters, disability car parking upgrades, improved toilet facilities, improved lighting, CCTV installations, and improved, accessible signage.

The next four stations in line to receive an upgrade as part of the station accessibility upgrade program include Nambour, Strathpine, Boondall and Auchenflower. Planning for these stations is well underway.

Question on Notice

No. 6

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport, Minister for infrastructure, Local Government and Planning and Minister for Trade (HON J TRAD) —

QUESTION:

I refer to page 108 of Budget Paper 3. Can the Deputy Premier provide an update on the duplication of the Gold Coast rail line between Coomera and Helensvale and explain how passengers will benefit from the upgrade?

ANSWER:

The Palaszczuk Government is committed to improving our public transport network by investing in the infrastructure and services that Queenslanders need.

Queensland Rail is currently tendering for the design and construction of the Coomera to Helensvale rail duplication project and the project is on schedule to be completed by mid-2017 in order to meet the 2018 Commonwealth Games timeframes.

The Coomera to Helensvale rail duplication project aims to address the operational and capacity constraints being experienced on the Gold Coast line. Currently on this single line section, trains need to wait until services from the other direction pass before proceeding through. This reduces the number of services that can run and increases passenger travel times to/from the Gold Coast/Brisbane.

The duplication between Coomera and Helensvale will allow more trains to run during peak periods thereby reducing crowding of services and providing passengers with more public transport options.

The Gold Coast rail line to Varsity Lakes has progressively been duplicated since 2006, with Coomera to Helensvale being the only single track section remaining on the Gold Coast line. The line is part of the primary route for overseas, interstate and intrastate tourists traveling between Brisbane City, Brisbane Airport and the Gold Coast.

Duplication of the Coomera to Helensvale line will also form an important part of the transport plan for the 2018 Commonwealth Games.

The project has the potential to generate 652 full-time equivalent (FTE) jobs between 2013-14 and 2016-17.

Question on Notice

No. 7

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (HON J TRAD) —

QUESTION:

I refer to page 22 of the SDS. How many jobs are being supported by the Department of Transport and Main Roads Capital program in 2015-16?

ANSWER:

The Palaszczuk Government is determined to deliver jobs now and jobs for the future.

The Capital Program 2015–16 for the Department of Transport and Main Roads supports an estimated average of 8623 direct jobs.

2015-16 Program highlights in my portfolio include:

- \$136.8 million to complete the construction of the Moreton Bay Rail Link, a dual track passenger rail line from Petrie Station to Kippa-Ring Station, at a total cost of \$988 million.
- \$71.8 million to continue the construction of the Wulkuraka Maintenance Centre for the New Generation Rollingstock, Dixon Street, at a total cost of \$115.5 million.
- \$6.4 million to complete the construction of the Moggill Road Cycle Bridge, Indooroopilly, at a total cost of \$10.5 million.
- \$6.1 million to continue the construction of a cycleway adjacent to the Pacific Motorway (Veloway 1 Stages C&D), at a total cost of \$36.5 million.
- \$3.3 million to continue the construction of a cycleway along David Low Way, between Maroochy Palms Caravan Park and Emu Mountain Road, at a total cost of \$16 million.

This jobs estimate is calculated on the Budget Paper Number 3 – The Capital Statement figure of \$2.7 billion, after excluding funding for the following:

- Other Property, Plant and Equipment
- Corridor Acquisitions
- Project Planning

Question on Notice

No. 8

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (HON J TRAD) —

QUESTION:

I refer to page 14 of the SDS. Can the Deputy Premier please advise what Queensland Rail is doing to improve on time running performance on the City Train Network and improve public reporting measures for customers?

ANSWER:

The Palaszczuk Government is determined to provide efficient and reliable public transport services for Queensland.

Queensland Rail's on time running improvement has been achieved primarily due to an on time running taskforce set up to oversee and track on time running improvement initiatives, which won an Australasian Railway Association Customer Service Award in 2015. This award is a customer service oriented award, which is in line with the approach to express running where Queensland Rail only aims to affect a small number of customers in a small way rather than many customers in a major way.

Queensland Rail's on time running taskforce has worked on some key initiatives:

- Working Group exploring options to address capacity and safety through enhanced Automatic Train Protection systems, such as the European Train Control System, level 2.
- 'Every Safe Second Counts' initiative deployed at key locations focusing on dwell time and platform management as well as 'on time' departures.
- Proactive Performance Improvement Plans submitted by all key on time running stakeholders, endorsed and tracked by the on time running Task Force

Queensland Rail's strong focus on-time running performance and continued vigilance on safety has translated to a significant improvement in reliability, delivering better than 95% of all services on time this year.

Citytrain on time running results for the financial year 2014-2015 were:

- Monthly average for all services 24/7 – 95.05% of services arrived on time.
- Monthly average for combined AM and PM peak business periods – 96.01% of services arrived on time.

Queensland Rail publishes comprehensive on-time running statistics on its website every day for operations from the day before. It also publishes quarterly results for 24/7 operations during the quarter.

With a view to transparency for commuters, Queensland Rail is also working to publish data on the rate of skipped stops in the near future.

Question on Notice

No. 9

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (HON J TRAD) —

QUESTION:

I refer to page 14 of the SDS. Can the Deputy Premier detail Queensland Rail's testing regime for alcohol and drugs and how this information is reported?

ANSWER:

Safety is Queensland Rail's number one priority. Queensland Rail runs a "dry site", which means consumption of alcohol and other drugs is not permitted by employees, contractors, consultants and business visitors.

Queensland Rail has a program in place for random alcohol and other drugs testing, through which thousands of tests are undertaken each year. In line with an identified societal increase in drug taking, in 2015 Queensland Rail increased the rigour around its drug and alcohol testing by increasing the frequency of random testing for all employees by 50%.

Any person who tests positive to alcohol or other drugs at Queensland Rail is immediately excluded from the workplace. Employees who test positive then enter a disciplinary process.

Monthly data, detailing the results of alcohol and other drugs tests conducted on employees, contractors, volunteers and business visitors, has been published on the Queensland Rail website since May 2015.

Question on Notice

No. 10

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (HON J TRAD) —

QUESTION:

Referring to the Capital Statement for Transport and Main Roads, can the Minister detail how much of the TMR capital budget allocated for 2014-15 was expended by the end of the financial year and which projects have had funding rolled into 2015-16?

ANSWER:

The 2014-15 capital budget for Transport and Main Roads was \$3.913 billion (excluding capital grants). The actual capital expenditure for 2014-15 was \$2.378 billion (pending final audit).

The difference between the two figures above is the net result of numerous changes to the Transport and Main Roads capital program throughout the year. Changes include the movement of funding allocations between 2014-15 and other years within the TMR capital program; and changes to the overall allocation of capital funding to Transport and Main Roads.

The primary factors accounting for the difference between the 2014-15 capital budget and actual expenditure are as follows.

- \$537 million of savings achieved in the delivery of works under Natural Disaster Relief and Recovery Arrangements (NDRRA) were removed from the 2014-15 Transport and Main Roads capital allocation. In addition, works deemed to be ineligible for NDRRA funding resulted in a net reduction of \$281 million in the capital program.
- Projects jointly funded with the Australian Government included in the 2014-15 capital budget were aligned with the Federal Budget announcement in May 2014. The Federal Budget outcome provided funding for projects that were in early development which were re-profiled to align with delivery expectations during the year. In addition, the Australian Government provided a contingency reserve of \$186 million in 2014-15 which was subsequently deferred to 2017-18 in the May 2015 Federal Budget. Total funding in 2014-15 for jointly funded projects of \$612 million was deferred to 2015-16 and beyond. Deferrals were funding adjustments and did not necessarily represent delivery delays.
- A number of relatively small net funding changes to 2014-15 allocations for other infrastructure programs and projects such as the Centenary Motorway upgrade (\$11.4 million), New Generation Rollingstock program (\$12.6 m), Veloway One Stages D and E (\$11.3 million), transfer of funding to operations (\$48m) and funding reduction as a result of the repeal of the carbon tax legislation (\$20m).

In relation to infrastructure projects published in the 2014-15 Transport and Main Roads Capital Statement, approximately \$64.5 million of capital funding was transferred from 2014-15 to 2015-16. Of those, projects which transferred funding totalling \$2 million or more are listed below.

Project/Program Name	Amount Moved from 2014-15 to 2015-16 \$'000
North Brisbane Cycleway (Herston - Bowen Hills), construct cycleway	2,600
Warrego Highway (Ipswich - Toowoomba), Brisbane Valley Highway, Upgrade intersection	2,800
Stapylton - Jacobs Well Road, Behms Creek, replace bridge	2,650
Bruce Highway (Caboolture - Caloundra) Upgrade	12,582
Gatton - Esk Road, north of Gatton, widening	4,118
Warrego Highway (Toowoomba - Dalby), Nugents Pinch Road to west of Charlton, widen to 4 lanes	6,229
Bruce Highway (Benaraby - Rockhampton), Old Coach Road, miscellaneous works	5,900
Bruce Highway (St Lawrence - Mackay), Showground and Shakespeare Street, improve intersections	5,090
Cairns Southern Access Corridor (Stage 2)	3,250
Bruce Highway Upgrade (Vantassel to Cluden), near Cluden, widen to 4 lanes	6,167
Other projects with funding adjustments less than \$2 million (approximately)	13,093
Total	64,479

Note. Project funding is managed across the Forward Estimates; therefore projects listed may also have had funding transferred from 2014-15 to other years.

Question on Notice

No. 11

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (HON J TRAD) —

QUESTION:

Referring to the department's business objectives on page 3 of the Transport and Main Roads SDS, can the Minister please outline how much funding has been allocated to each of any reviews, inquiries, taskforces or committees established by her department after the 2015 General election, including but not limited to the Review into flooding concerns raised near the Moreton Bay Rail Link, the Review of TransLink fare structures, patronage and affordability and Evaluation of trial into continuing the TransLink service on the Southern Moreton Bay Island?

ANSWER:

Gathering the evidence required to make informed decisions is a key role of government. This is why the Palaszczuk Government has announced a number of inquiries into matters that we believe require additional investigation and expert consideration.

Reviewing how we do things is part of good government and we will continue to undertake investigations where appropriate with the aim of identifying improvements and ways to deliver more effectively.

The Moreton Bay Rail Link will deliver for the people of Queensland a 12.6km dual-track passenger rail line between Petrie and Kippa-Ring, including six new rail stations at Kallangur, Murrumba Downs, Mango Hill, Mango Hill East, Rothwell and Kippa Ring.

The Snowy Mountains Engineering Corporation (SMEC), an Australian engineering firm is undertaking a review of flooding that occurred in the Rothwell area after the severe weather event on 1 May 2015. Once completed, the \$585,000 review will be made public to ensure the community can continue to have confidence in the construction and delivery of this vital piece of public transport infrastructure.

\$575,000 has been allocated to implement our election commitment to conduct a Fare Review in 2014-15 and 2015-16. The comprehensive expert-led review of the TransLink fare structure will determine the optimum fare strategy for South East Queensland that will be fair, affordable, help boost patronage and to allow the network to continue to grow.

On 1 July 2013, the Southern Moreton Bay Islands passenger ferry service (SMBI) was integrated into the TransLink public transport network on a trial basis through to 31 December 2015. The transition of this passenger ferry service has provided considerable savings to the island communities through a reduction in fares, free inter-island travel, stabilised fare increases and other go card benefits. The SMBI passenger transport review is currently being undertaken by the Department of Transport and Main Roads using existing budget allocation.

Question on Notice

No. 12

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (HON J TRAD) —

QUESTION:

Referring to page 15 of the Transport and Main Roads SDS, can the Minister please advise how many new bus, rail, ferry and light rail services will be added in the 2015/16 financial year, excluding services as part of the Moreton Bay Rail Link project?

ANSWER:

The Department of Transport and Main Roads (TMR) works closely with its delivery partners to identify opportunities to make future service improvements based on performance and suitability of the network, changes in demand and population or demographic fluctuations.

To achieve this, over \$3.1 million has been allocated within the 2015/16 TransLink Division service change budget (pro-rata) to implement new and improved public transport services.

It is noted though that the planning and implementation of new services is progressive and can take up to in excess of 12 months for large network changes, to approximately four months for smaller changes.

The Government will announce service changes and improvements as they are implemented.

Infrastructure, Planning and Natural Resources Committee

2015 Estimates Question on Notice

No. 13

THE COMMITTEE asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD):

QUESTION: Minister I refer to the public servant numbers detailed in the portfolio SDS, and ask since the assent of the Industrial Relations and Other Legislation Amendment Bill 2015 can the Minister advise how many public servants within the Department's staffing allocation have had their details supplied to unions under the Government's Union Encouragement Policy listed in the following format for each portfolio in the Departments of Transport, Infrastructure, Local Government and Planning, and Trade:

Department	Union Name	Number of Employee details forwarded
------------	------------	--------------------------------------

ANSWER:

I thank the Committee for the question.

My departments have advised me that no information on staff details has been supplied to unions under the Government's Union Encouragement Policy.

The Palaszczuk Government is committed to protecting workers' rights and conditions.

Infrastructure, Planning and Natural Resources Committee

2015 Estimates Question on Notice

No. 14

THE COMMITTEE asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD):

QUESTION: I refer to page 11 of the Department of Infrastructure, Local Government and Planning SDS which references plans to develop and deliver a state infrastructure plan following consultation with key stakeholders. Can the Minister advise when will the state infrastructure plan be finalised and completed?

ANSWER:

I thank the Committee for the question.

I am pleased to advise that the Government is committed to delivering a final State Infrastructure Plan by early 2016 to improve Queensland's liveability and productivity. A consultation draft will be made available for public consultation in late 2015, in advance of the final, to enable feedback on this important plan.

As part of the State Infrastructure Plan development, a Directions Paper was released in June 2015. The Directions paper and consultation draft provide an opportunity for industry and community to help shape the State Infrastructure Plan. Stakeholders are strongly supportive of a State Infrastructure Plan after three years without one, and have provided valuable contributions. We are now considering stakeholder feedback in the development of the consultation draft and final plans.

Infrastructure, Planning and Natural Resources Committee

2015 Estimates Question on Notice

No. 15

THE COMMITTEE asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD):

QUESTION: I refer to page 34 of the Department of Infrastructure, Local Government and Planning SDS which refers to industrial land sales by Economic Development Queensland. Will the Minister release a list of land identified for sale by location, including the lot numbers for each parcel of land identified?

ANSWER:

I thank the Committee for the question.

The purpose of Economic Development Queensland (EDQ) in the Department of Infrastructure, Local Government and Planning is to facilitate economic development and development for community purposes. EDQ has developed a portfolio of purpose built industrial estates across the State. EDQ's objective is to provide a supply of development-ready land, supporting the location and expansion of industry in Queensland to enable private sector investment and generating job opportunities.

The attached list compiles the land lots for sale (including properties under contract or for which an application to purchase has been received) as at Monday, 27 July 2015. EDQ continuously plans and develops industrial properties across Queensland to ensure the long-term supply of industrial land is managed in a way that enables future economic growth.

EDQ's current industrial portfolio covers almost 20,000 hectares of land, including fully developed estates, estates with undeveloped land parcels and land within the Gladstone and Abbot Point State Development Areas. Details of EDQ's industrial lots available for sale are continually updated and listed online at www.industrial.edq.com.au.

While there are in the order of 24 industrial estates currently available for sale, I will highlight the aspects of two of the larger estates that have been developed for the location of existing industry, as well as to attract new business and investment to Queensland which in turn creates new employment opportunities.

The **Sunshine Coast Industrial Park**, located off Racecourse Road Caloundra, is designed to meet the demand for high quality industrial land, both now and in the future. Constructed on a 215 hectare site, the estate has 73 lots across 78 hectares. The estate is 3km from the Bruce Highway, making it well-positioned for logistics and transport industries. The park includes medium and high impact precincts to cater for a wide range of business needs. The park features high performance asphalt road pavements, infrastructure for reticulated recycled water, underground conduits for telecommunications and 40 hectares retained as open space and conservation areas

The Sunshine Coast Industrial Park is strategically located to support key areas for commercial and residential growth over the next 20 years, including within the Caloundra South Priority Development Area and Queensland Health's \$1.8 billion Kawana Health Campus project. The park responds to the drivers of strong population increases and growth in the key coastal industries such as tourism, retail and construction.

Already a hub for numerous local and national businesses, just a few of the estate's occupants includes Caloundra General Transport, North Sun Commercial Interiors, Australian Off Road Campers and packaging manufacturer Orora.

The **Woree Business and Industry Park** is located in Cairns and has been developed to provide a broad range of services both locally and internationally to the rapidly expanding Asia Pacific market. The park is zoned general industry making it ideal for a cross-section of industries, including businesses in logistics, manufacturing, processing, reprocessing and ancillary activities. Lots are fully serviced and range in size from 1,600m² to 6,000m².

The park is a hive of activity with more than 6,000m² of office and warehouse space under construction or recently completed. Major tenants already calling the park home include TNT Transport and Metroll, taking advantage of the excellent connections to Ray Jones Drive and the recently upgraded Bruce Highway.

Now in its final land sale stage, the Woree Business and Industry Park is 4km to Cairns CBD and features close proximity to the Bruce Highway, easy access to Queensland Rail's container terminal, Port of Cairns and Cairns International Airport.

EDO Industrial – Lots for Sale (including under application and contract)

Location	Lot and Plan
Arundel Industrial Park (Gold Coast)	Lot 2 on Plan SP207832 (Under application)
	Lot 3 on Plan RP213396 (Under contract)
	Lot 4 on Plan RP210089 (Under application)
	Lot 4 on Plan SP207832 (Under contract)
	Lot 19 on Plan SP188943 (Under contract)
	Lot 19 on Plan SP207832 (Under application)
	Lot 21 on Plan SP188943 (Under contract)
	Lot 22 on Plan SP188943 (Under contract)
	Lot 23 on Plan SP188943 (Under contract)
Bohle Industrial Estate (Townsville)	Lot 1 on Plan SP182805
	Lot 2 on Plan SP229809
	Lot 3 on Plan SP229809
	Lot 4 on Plan SP229809
	Lot 5 on Plan SP229809
	Lot 6 on Plan SP229809
	Lot 7 on Plan SP229809
	Lot 8 on Plan SP229809
	Lot 9 on Plan SP229809
	Lot 10 on Plan SP229809
	Lot 11 on Plan SP229809
	Lot 12 on Plan SP229809
	Lot 13 on Plan SP229809
	Lot 14 on Plan SP229809
	Lot 15 on Plan SP229809
	Lot 16 on Plan SP229809
	Lot 17 on Plan SP229809
	Lot 18 on Plan SP229809
	Lot 19 on Plan SP229809
	Lot 20 on Plan SP229809
	Lot 21 on Plan SP229809
	Lot 22 on Plan SP229809
	Lot 23 on Plan SP229809
	Lot 24 on Plan SP229809
	Lot 25 on Plan SP229809
	Lot 26 on Plan SP229809
	Lot 27 on Plan SP229809
	Lot 28 on Plan SP229809
	Lot 29 on Plan SP222397 (Under application)
	Lot 513 on Plan SP102780
Bundaberg Industrial Estate	Lot 1 on Plan SP259484
	Lot 2 on Plan SP259484 (Under application)
	Lot 3 on Plan SP259484
	Lot 4 on Plan SP259484
	Lot 5 on Plan SP259484 (Under application)
	Lot 5 on Plan SP157729
	Lot 6 on Plan SP259484 (Under application)
	Lot 7 on Plan SP259484
	Lot 8 on Plan SP259484

Location	Lot and Plan
Bunda Industrial Estate (Bundaberg)	Lot 39 on Plan SP199880
Carole Park Industrial Estate	Lot 264 on Plan SL11476 (Under application)
	Lot 265 on Plan SL11476 (Under application)
	Lot 266 on Plan SL11476
	Lot 270 on Plan CP849693
Clinton (Gladstone)	Lot 7 on Plan SP233782
	Lot 12 on Plan SP197908
	Lot 13 on Plan SP197908
Coolum Eco Industrial Park	Lot 2 on Plan SP239513
	Lot 3 on Plan SP239513
	Lot 4 on Plan SP239513
	Lot 5 on Plan SP239513
	Lot 6 on Plan SP239513
	Lot 7 on Plan SP239513
	Lot 8 on Plan SP239513
	Lot 9 on Plan SP239513
	Lot 10 on Plan SP239513
	Lot 11 on Plan SP239513 (Under application)
	Lot 12 on Plan SP239513
	Lot 13 on Plan SP239513
	Lot 14 on Plan SP239513 (Under application)
	Lot 15 on Plan SP239513 (Under application)
	Lot 16 on Plan SP239513 (Under application)
	Lot 17 on Plan SP239513
	Lot 18 on Plan SP239513
	Lot 19 on Plan SP239513
	Lot 20 on Plan SP239513
	Lot 21 on Plan SP239513
	Lot 22 on Plan SP239513
	Lot 23 on Plan SP239513
	Lot 24 on Plan SP239513
	Lot 25 on Plan SP239513
	Lot 26 on Plan SP239513
	Lot 27 on Plan SP239513
	Lot 28 on Plan SP239513
	Lot 29 on Plan SP239513
	Lot 30 on Plan SP239513
	Lot 31 on Plan SP239513
	Lot 32 on Plan SP239513
	Lot 33 on Plan SP239513
	Lot 34 on Plan SP239513
	Lot 35 on Plan SP239513
Crestmead Industrial Estate	Lot 2 on Plan SP240581 (Under contract)
	Lot 11 on Plan SP240581 (Under contract)
	Lot 12 on Plan SP240581 (Under contract)
Dalby Industrial Park	Lot 5 on Plan SP171829
	Lot 22 on Plan SP245447
	Lot 23 on Plan SP245447

Location	Lot and Plan
Innisfail Industrial Estate	Lot 4 on Plan SP210308
	Lot 6 on Plan SP210308
Laidley Industrial Estate	Lot 1 on Plan SP104184
	Lot 2 on Plan SP104184
	Lot 396 on Plan CC3414
Lytton Industrial Estate	Lot 42 on Plan SP193294 (Under contract)
	Lot 43 on Plan SP193294 (Under contract)
Moonaboola Industrial Estate (Maryborough)	Lot 1 on Plan SP261106
	Lot 2 on Plan SP261106
	Lot 2 on Plan CP889980
	Lot 3 on Plan SP261106
	Lot 9 on Plan SP157912
	Lot 10 on Plan SP157912
	Lot 21 on Plan SP234320
Nandroya Industrial Estate (Cooroy)	Lot 1 on Plan SP197517 (Leased)
	Lot 2 on Plan SP197517
	Lot 3 on Plan SP197517 (Leased)
	Lot 5 on Plan SP197517
	Lot 6 on Plan SP197517
Narangba Industrial Estate	Lot 1 on Plan SP241692
	Lot 3 on Plan CP913021 (Under contract)
	Lot 6 on Plan CP913021 (Under contract)
	Lot 8 on Plan CP913022
	Lot 8 on Plan CP867910
	Lot 9 on Plan SP108931 (Under contract)
	Lot 11 on Plan CP913022
	Lot 68 on Plan CP867910 (Under application)
Nordale Industrial Estate (Mt Isa)	Lot 795 on Plan SL10002
	Lot 4 on Plan SP242626
	Lot 5 on Plan SP242626
	Lot 6 on Plan SP242626
	Lot 7 on Plan SP242626
	Lot 8 on Plan SP242626
	Lot 9 on Plan SP242626
	Lot 10 on Plan SP242626
Parkhurst Industrial Estate (Rockhampton)	Lot 13 on Plan SP242626 (Under contract)
	Lot 19 on Plan CP891988
	Lot 20 on Plan CP891988
South Mackay	Lot 30 on Plan CP891988
	Lot 4 on Plan SP244234
	Lot 7 on Plan SP244234
	Lot 8 on Plan SP244234
Sunshine Coast Industrial Park (Caloundra)	Lot 11 on Plan SP244234
	Lot 1 on Plan SP209290
	Lot 2 on Plan SP209290
	Lot 3 on Plan SP209290
	Lot 4 on Plan SP209290
	Lot 5 on Plan SP209290
	Lot 6 on Plan SP209290
	Lot 7 on Plan SP209290

Location	Lot and Plan
Sunshine Coast Industrial Park (Caloundra) (Continued)	Lot 8 on Plan SP209290
	Lot 9 on Plan SP209290
	Lot 10 on Plan SP209290
	Lot 11 on Plan SP209290
	Lot 12 on Plan SP209290
	Lot 14 on Plan SP209290 (Under application)
	Lot 15 on Plan SP209290
	Lot 16 on Plan SP209290
	Lot 17 on Plan SP209290
	Lot 20 on Plan SP209290 (Under contract)
	Lot 22 on Plan SP209290
	Lot 23 on Plan SP209290
	Lot 24 on Plan SP209290
	Lot 26 on Plan SP209290
	Lot 27 on Plan SP209290
	Lot 28 on Plan SP209290
	Lot 33 on Plan SP209290
	Lot 34 on Plan SP209290 (Under application)
	Lot 35 on Plan SP209290
	Lot 36 on Plan SP209290
	Lot 37 on Plan SP209290
	Lot 39 on Plan SP209290
	Lot 40 on Plan SP209290
	Lot 41 on Plan SP209290
	Lot 42 on Plan SP209290
	Lot 46 on Plan SP209290
	Lot 47 on Plan SP209290
	Lot 48 on Plan SP209290
	Lot 49 on Plan SP209290 (Under application)
	Lot 50 on Plan SP209290
	Lot 51 on Plan SP209290
	Lot 52 on Plan SP209290
	Lot 53 on Plan SP209290
	Lot 54 on Plan SP209290
	Lot 56 on Plan SP209290 (Under application)
	Lot 57 on Plan SP209290 (Under contract)
	Lot 58 on Plan SP209290
	Lot 59 on Plan SP209290
	Lot 60 on Plan SP209290
	Lot 61 on Plan SP209290
	Lot 63 on Plan SP209290
	Lot 65 on Plan SP209290
	Lot 66 on Plan SP209290
	Lot 67 on Plan SP209290 (Under application)
	Lot 69 on Plan SP209290
	Lot 70 on Plan SP209290
	Lot 71 on Plan SP209290
	Lot 72 on Plan SP209290
	Lot 73 on Plan SP209290

Location	Lot and Plan
Warwick Industrial Estate	Lot 4 on Plan SP129493
	Lot 5 on Plan SP129493
	Lot 8 on Plan CP856452
	Lot 101 on Plan SP176059
	Lot 102 on Plan SP104610
	Lot 18 on Plan SP100928
	Lot 97 on Plan SP104610
Woree Business and Industry Park (Cairns)	Lot 13 on Plan SP216457
	Lot 14 on Plan SP216457
	Lot 15 on Plan SP216457
	Lot 18 on Plan SP216457 (Under application)
	Lot 19 on Plan SP216457 (Under application)
	Lot 20 on Plan SP216457 (Under application)
	Lot 22 on Plan SP216457 (Under application)
	Lot 23 on Plan SP216457
	Lot 24 on Plan SP216457 (Under application)
	Lot 26 on Plan SP216457
	Lot 27 on Plan SP216457
	Lot 28 on Plan SP216457 (Under application)
	Lot 29 on Plan SP216457 (Under application)
	Lot 30 on Plan SP216457
	Lot 31 on Plan SP216457
	Lot 32 on Plan SP216457 (Under application)
	Lot 34 on Plan SP216457
	Lot 37 on Plan SP216457
	Lot 38 on Plan SP216457
	Lot 39 on Plan SP216457
	Lot 40 on Plan SP216457
	Lot 41 on Plan SP216457
	Lot 42 on Plan SP216457
Wulkuraka Industrial Estate (Ipswich)	Lot 23 on Plan SP271791
	Lot 653 on Plan CC3269
Yandina Industrial Estate	Lot 1 on Plan SP222440 (Under application)
	Lot 5 on Plan SP222440 (Under application)
	Lot 7 on Plan SP222440
	Lot 8 on Plan SP222440
	Lot 9 on Plan SP222440 (Under application)
	Lot 10 on Plan SP222440 (Under contract)
	Lot 12 on Plan Y16434
	Lot 12 on Plan SP222440 (Under application)
	Lot 263 on Plan C311499
	Lots 265, 266 & 4 on Plans C311499, RP900854 & SP159592 (Lots combined as all parcels are undeveloped)
Yatala Industrial Estate	Lot 5 on Plan CP890482 (Under contract)

Infrastructure, Planning and Natural Resources Committee

2015 Estimates Question on Notice

No. 16

THE COMMITTEE asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD):

QUESTION: I refer to pages 5, 10, 11, 13, 19, 26 and 28-30 of the Department of Infrastructure, Local Government and Planning SDS which refers to machinery-of-government changes. What were the total machinery-of-government costs of transferring the identified service areas (below) from the Department of State Development, Infrastructure and Planning into the newly formed Department of Infrastructure, Local Government and Planning:

- Leading Infrastructure Policy, Planning and Delivery for the State
- Reforming Queensland's Planning System
- Economic Development Queensland?

ANSWER:

I thank the Committee for the question.

The cost of machinery-of-Government transfers between the Department of State Development and the Department of Infrastructure, Local Government and Planning was restricted to the time involved of public servants. There were no contractors, consultants or other third party supplier costs incurred in the process of identifying and negotiating resources, responsibilities and budgets to transfer between departments. Public servants at various levels prioritised this work and did not keep records at a sufficiently detailed level to accurately assign a value to their efforts.

Infrastructure, Planning and Natural Resources Committee

2015 Estimates Question on Notice

No. 17

THE COMMITTEE asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD):

QUESTION: I refer to page 11 of the Department of Infrastructure, Local Government and Planning SDS which refers to the establishment of Building Queensland as an independent statutory authority and resourcing it sufficiently to meet its objectives. I ask the Minister:

- (a) How many staff Building Queensland will have once established; and
- (b) To individually identify by department how many staff will be reallocated to Building Queensland from existing government resources?

ANSWER:

I thank the Committee for the question.

- (a) Building Queensland will have 30 full time employees (FTE) once fully established.
- (b) Building Queensland has received staff and/or budget allocation from:
 - Queensland Treasury reallocated six FTEs on a permanent basis;
 - Funding for permanent Building Queensland staff was reallocated from:
 - The Department of Transport and Main Roads – 4 FTEs;
 - The Department of Science, Information Technology and Innovation – 3 FTEs;
 - Queensland Health – 3 FTEs;
 - The Department of State Development – 2 FTEs;
 - The Department of Education and Training – 1 FTE; and
 - Funding for the remaining Building Queensland positions has come from Consolidated Funds.

Infrastructure, Planning and Natural Resources Committee

2015 Estimates Question on Notice

No. 18

THE COMMITTEE asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD):

QUESTION: With reference to the Infrastructure, Local Government and Planning Service Delivery Statement on page 20 under Expenses, can the Minister provide a breakdown of the 2014/15 Adjusted Budget, the 2014/15 Estimated Actual and the 2015/16 Budget for each of the Grants and Subsidies Programs?

ANSWER:

I thank the Committee for the question.

I am pleased to inform the House that the Palaszczuk Government is providing over \$200 million in grant funding across Queensland local governments in 2015-16.

On 30 July 2015, the Queensland Government confirmed its commitment of \$40 million in 2015-16 for the Community Resilience Fund to assist local governments in the delivery of disaster mitigation and community resilience infrastructure. This program will deliver on the Government's election commitment to support local governments to mitigate the impact of natural disasters on infrastructure.

On 4 July 2015, I announced the opening of the 2015-16 Local Government Grants and Subsidies Program, with \$23.5 million available for Queensland councils. The program will assist Queensland councils to deliver priority infrastructure projects to their communities and will support projects which generate local employment and build economic infrastructure, as well as assist communities where widespread drought is impacting local employment.

These programs are accompanied by \$44.3 million under the Royalties for the Regions Program, funding for the Commonwealth Games Athletes Village of \$18.1 million and a variety of smaller but essential funding programs which will enhance the capacity of local governments to provide a high level of service to their local communities.

Additionally, approximately \$36 million has been committed towards Indigenous funding programs through the State Government Financial Aid Program, Indigenous Economic Development Program and the Revenue Replacement Program. These programs are provided to Indigenous councils across Queensland and will assist them to meet the cost of delivering local government services to their communities, create employment opportunities and replace revenue lost to Indigenous councils that surrendered their liquor licences.

Grants and Subsidies Programs	2014-15 Adjusted Budget \$'000	2014-15 Est. Act. \$'000	2015-16 Budget \$'000
Royalties for the Regions Program	28,438	20,397	44,300
Local Government Grants and Subsidies Program	41,842	40,652	36,061
Community Resilience Fund			40,000
State Government Financial Aid	31,796	31,396	30,974
Natural Disaster Resilience Program (State and Commonwealth)	30,130	29,117	17,570
Commonwealth Games Athletes Village		5,719	18,112
Major Infrastructure program – Stage 5 (Torres Strait)	6,200		9,600
Revenue Replacement Program	3,525	3,525	3,525
Indigenous Local Governments Sustainability Program (Commonwealth)		2,212	3,000
South West Queensland Flood Mitigation Fund (Commonwealth)	2,899	2,554	
GraffitiSTOP ¹	2,063	1,617	490
Showgrounds Society Grants	2,000	2,008	2,000
Get Ready Resilience Initiative	2,000	1,022	2,000
Jezzine Barracks			2,000
Indigenous Economic Development (Commonwealth National Partnership Agreement)	1,440	1,480	1,440
Indigenous State Infrastructure Program	1,200	1,073	1,321
Regional Flood Mitigation Program (Commonwealth)	915	1,145	240
Other minor grant programs	47	400	
Total – Grants and Subsidies Programs	154,495	144,317	212,633
Asset transfers to Local Governments (not for consideration) ²			
Indigenous State Infrastructure Program	27,348	12,465	7,732
Total Grants and Subsidies Programs (SDS, page 20)	181,843	156,782	220,365

Notes:

1. Funding for GraffitiSTOP has ceased, however a total of \$490,000 of unspent funds has been allocated to 2015-16 to finalise outstanding projects.
2. For accounting purposes only.
3. In addition, \$16 million in grant funding will be provided in 2015-16 as a special assistance package following Tropical Cyclone Marcia for iconic projects in Rockhampton and Livingstone shires, including revitalisation of the riverfront in Rockhampton and the Yeppoon foreshore.

Infrastructure, Planning and Natural Resources Committee

2015 Estimates Question on Notice

No. 19

THE COMMITTEE asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD):

QUESTION: Is the Minister investigating the Southern Tablelands Development Scheme proposal to support agricultural growth and flood mitigation on the Atherton Tablelands?

ANSWER:

I thank the Committee for the question.

No I am not investigating the Southern Tablelands Development Scheme, however, I did meet with Council representatives, including the Mayor and Deputy Mayor, to discuss the scheme earlier this year. As I understand it, the proposal is to develop a master-planned area to facilitate irrigated agriculture, integrated flood mitigation and power generation, all of which are of relevance to the Commonwealth Government's recently released White Paper on Developing Northern Australia which includes measures to develop agricultural opportunities.

I understand that Council also discussed the proposed scheme with Minister Lynham at the Community Cabinet which was held in Townsville in March this year, and that the Department of State Development's Northern Region continues to support Council in highlighting relevant policy and regulatory issues, and coordinating advice from a range of departments, including my own Department of Infrastructure Local Government and Planning as required.

Question on Notice

No. 20

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (HON J TRAD) —

QUESTION:

Will the Minister initiate a costing to heighten the low lying bridges on the Gregory Developmental Road from Cape River Bridge to the Clarke River Bridge?

ANSWER:

I note that this matter falls within the responsibility of the Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply.

Deputy Premier and Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade

Copy of Documents tabled at the hearing

Infrastructure, Planning and Natural Resources Committee

Tabled
19/0/15

Taxation Broader base crucial to maintain services

Super breaks unfair, ANU report finds

Mark Ludlow

The federal government needs to tackle the tax treatment of retirement savings and the relationship with the age pension, as well as bite the bullet on increasing the goods and services tax, according to a new report to be released on Monday.

The report by the Tax and Transfer Policy Institute at the Australian National University says many of the conclusions of the Henry review into the tax system, released five years ago and ignored by successive governments, were still relevant.

"Its overall approach of broadening the personal income tax base and the consumption tax base, potentially lowering rates and shifting towards a broad-based land tax, remain of crucial relevance," the report says.

It says Australia's tax take is lower than other countries and there may be a budgetary need to increase taxes to provide the services people have come to expect. High on the list of priorities were generous tax breaks for superannuation which will exceed \$45 billion by 2015-16 and continue to grow as the population ages.

"The tax treatment of retirement savings and the interaction between this and the age pension requires reform for revenue sustainability and fairness reasons," the report says.

The Abbott government recently denied the family home would be included in an asset test to access the age pension.

The ANU report also says lower tax rates for small business should be considered and the GST, unchanged since it was introduced 15 years ago, should be taken out of the too-hard basket.

"To strengthen the system as a whole

and to fund the goods and services that the public wishes government to deliver, we need to examine how to improve our taxation of consumption, whether by broadening or increasing the rate," it says.

John Hewson, chairman of the Tax and Transfer Policy Institute, said Australia needed to decide whether governments made marginal, ad hoc changes or genuinely attempted to overhaul the tax system.

"I concede that I lost an election being bold and that scare campaigns are very easy to mount," Dr Hewson writes in *The Australian Financial Review* on Monday.

"Ironically, I suggest that the electorate is sick of the 'small target political strategies' increasingly pursued by both major parties over the last couple of decades, and by their blatant dishonesty when it comes to addressing tax and transfer issues," he said.

"I believe that they will need to be honest about the magnitude of the revenue challenge and offer a bold package of substantial measures to have any chance of being accepted as genuine about tax and transfer reform."

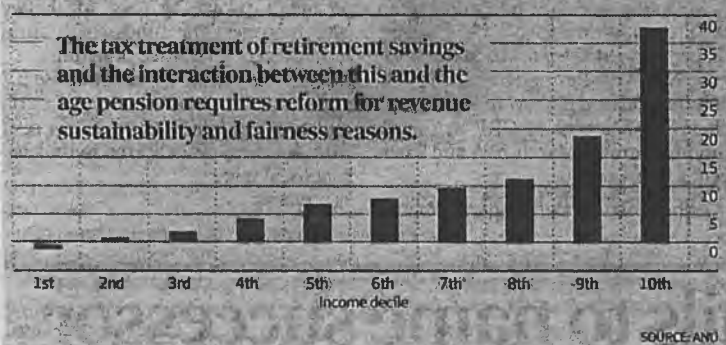
Director of the Tax and Transfer Policy Institute Miranda Stewart said tax reform, including the GST, could no longer afford to be left off the political agenda. "The GST raises less than 13 per cent of total tax and barely covers the nation's growing health costs," Professor Stewart said.

"Federal and state governments keep squabbling about how to share the GST but it's most important to strengthen our only broad-based consumption tax while keeping progressivity through our income tax and transfers."

► Opinion p46

Top heavy

Distributional impact of superannuation tax concessions (%)



Jackie Trad has emerged as the second-most powerful MP after only three years in state Parliament. PHOTO: ROBERT SHAKESPEARE

Sunshine state may borrow to pay for infrastructure: Trad

Exclusive Qld's new deputy premier is after a slice of the \$5b pie.

Mark Ludlow

Queensland Deputy Premier Jackie Trad has left the door open to increasing the state's debt to build much-needed infrastructure now asset sales were off the political agenda following the January 31 election victory.

Ms Trad, who has emerged as the second-most powerful MP in the state after only three years in state Parliament, also said she will pursue the federal government for increased funding for roads and rail projects despite being excluded from the \$5 billion asset recycling fund.

"We are not giving up on federal government funding and we will campaign on it," Ms Trad, 42, an industrial organiser and public servant before entering Parliament, said.

Tony Abbott might think it's not his place to fund critical public transport infrastructure, but I can tell you Queenslanders I meet know we need the Commonwealth to help us with these big infrastructure projects."

Ms Trad last week met with Infrastructure Minister Warren Truss and made it clear the state would not be punished for not selling assets and therefore miss out on extra infrastructure funding.

"I told him four times just so he was clear," she said.

She also wants to reverse the Abbott government's position on funding

urban rail projects such as the \$5 billion cross river rail project in Brisbane. This is despite Labor not committing any money to the project in January election's campaign, while the Liberal National Party committed \$1 billion.

"We need a second rail crossing in Brisbane to avoid congestion, and improve productivity in the economy or plan for the next 100 years of growth in the south-east corner," she said.

Sitting in her sparsely decorated new office on level 12 of the Executive Building, Ms Trad - who replaced former premier Anna Bligh in the South

Queenslanders know we need the Commonwealth to help us with these big infrastructure projects.

Jackie Trad

Brisbane electorate just after the landslide 2012 election defeat - said Queenslanders were willing to have a "mature conversation" about the prospect of increased borrowing to build new infrastructure.

"I think what Queenslanders are open to is a mature conversation about debt, paying down that debt without selling assets," she said.

"I don't think as a government we should shy away from having those complex, grown-up conversations about what those borrowings are for. At the end of the day, Queensland is such a big decentralised state that we

need to provide infrastructure and part of the reason for providing infrastructure is jobs, but also providing the services people need."

She denied there was a dearth of new infrastructure projects in the pipeline given the ALP modest election commitments - in stark contrast to the \$8.6 billion promised by the former Newman government from the proceeds of the \$37 billion in asset sales.

The Palaszczuk minority Labor government has taken control of the state budget at a precarious time as the coal and gas industries are floundering due to falling international commodity prices.

Queensland's debt is set to reach almost \$80 billion by 2017-18, with ratings agencies warning the return of the AAA credit rating, which the former Bligh Labor government lost in 2009, may be a decade away.

Ms Trad, who has also taken the infrastructure, planning, local government and planning portfolios, acknowledged the state budget - which was scheduled for June but could now be delayed until later in the year - would take a major revenue hit.

"No one's under any illusions that we are in very difficult territory but we don't shy away from these challenges. You need to confront them," she said.

"Commodities have taken a nose dive and that has really hit our state budget in terms of royalties. We really need to think about how we reinvigorate the economy and part of that approach has been embracing new technology, about pumping money into innovation to support industries of the future and giving the property sector some stability."

Labor takes hard line on latest renewable energy offer

Exclusive

Joanna Heath

Labor has all but rejected the government's offer to leave the renewable energy target untouched if a deal cannot be reached, leaving the industry with little hope of an immediate resolution to long-running uncertainty.

Opposition environment spokesman Mark Butler will on Monday send a letter to Industry Minister Ian Macfarlane

and Environment Minister Greg Hunt, expressing scepticism at the government's latest move in the 12-month saga. "You are fully aware that investment has frozen in this sector because of the uncertainty created by the Prime Minister's attack on the RET last year," Mr Butler writes.

"A decision by the government to walk away from discussions with the opposition will do nothing to restore investor confidence or the security of thousands of jobs in the sector."

Mr Macfarlane's offer, made during

a media interview on Thursday, was for the industry to accept a lower target in the low-to-mid 30,000 gigawatt hour range and a guarantee of no further reviews until 2020, or to simply leave the existing 41,000 GWh target untouched, which he argued was not in the industry's best interest.

The government's decision to put the original target under review in February last year has had a devastating impact, with investment in large-scale projects falling 88 per cent in 2014, compared with the previous year.

The review, led by self-professed climate sceptic Dick Warburton, recommended the target effectively be cut to a "true 20 per cent" of about 27,000 GWh, to reflect lower electricity demand. The government officially rejected the findings of the review and opened talks with Labor in late 2014, which quickly broke down.

Since talks reopened, Labor and the clean energy sector have been pushing for a deal that would slightly reduce the target to the mid-high 30,000 GWh range, with a full exemption for energy-

intensive industries such as aluminium smelting. But with the fall-off in new investment, the sector now says it needs more than the government just to drop the issue and allow the target to continue at 41,000 GWh in order to restore investor confidence.

The Clean Energy Council will be in Canberra this week, seeking more clarification from the government. Despite Mr Macfarlane's statement, it says it has not received a formal offer and wants strong bipartisan agreement to take the sector forward.



Premier of Queensland

Tabled 19/8/15
ef.
ms Simpson

For reply please quote: PU/DCP - TF/15/5719 - DOC/15/42461

19 MAY 2015

The Honourable Jackie Trad MP
Deputy Premier, Minister for Transport
Minister for Infrastructure,
Local Government and Planning and
Minister for Trade
PO Box 15009
CITY EAST QLD 4002

Executive Building
100 George Street Brisbane
PO Box 15185 City East
Queensland 4002 Australia
Telephone +61 7 3719 7000
Facsimile +61 7 3221 1809
Email ThePremier@premiers.qld.gov.au
Website www.thepremier.qld.gov.au

Dear Deputy Premier

We have promised to work closely with all Queenslanders to create jobs and strengthen the economy, to deliver quality health and education services, to ensure safe and secure communities and to protect our environment and quality of life for present and future generations.

We have also promised to remain committed to good governance, with a focus on consultation and consensus to achieve the best outcomes for all Queenslanders.

Queenslanders have entrusted us with providing a cohesive and stable government, and delivering on the promises we have made. It is critical that we work hard to prove ourselves worthy of the trust bestowed on us.

For this reason, I am writing to each minister outlining the priority tasks to be achieved to deliver on our Government's commitments. For many of these commitments, it will be essential that you work closely and constructively with your colleagues to deliver the best outcome for Queenslanders.

You and your department(s) have a vital role to play. The attached Portfolio Priorities Statement defines your key priorities for this term of government. It is intended that these priorities will also inform chief executive officer performance agreements and shape the functions and activities of departments. I intend to regularly meet with you to discuss progress in implementing actions identified.

I expect that at all times ministers will make all decisions and take all actions in the public interest without regard to personal, party political or other immaterial considerations. I refer you to *Governing Queensland*, on the Department of the Premier and Cabinet website, for a suite of policy and administrative handbooks.

I look forward to working closely with you to deliver great outcomes for Queensland.

Yours sincerely

A handwritten signature in black ink, appearing to be 'A. Palaszczuk', followed by a long horizontal line.

**ANNASTACIA PALASZCZUK MP
PREMIER OF QUEENSLAND
MINISTER FOR THE ARTS**

***Encl**

Portfolio Priorities Statement

Minister: Deputy Premier, Minister for Transport,
Minister for Infrastructure, Local
Government and Planning and Minister for
Trade

The Hon Jackie Trad MP

Department(s): Transport and Main Roads
Infrastructure, Local Government
and Planning
Queensland Treasury
Queensland Reconstruction
Authority

Whole-of-Government Priorities

Overarching Direction	All Ministers and their staff to work closely with all Queenslanders to: <ul style="list-style-type: none">• create jobs and a diverse economy• deliver quality frontline services• protect the environment• build safe, caring and connected communities.
Consultation	All Ministers and their staff to focus on meeting regularly with the community and key stakeholders to inform policy development and achieve the best outcomes for all Queenslanders.
Integrity and Accountability	All Ministers and their staff demonstrate transparent, accountable and ethical behaviour and make all decisions and take all actions in the public interest without regard to personal, party political or other immaterial considerations.
Collaboration	All Ministers, supported by their Chief Executive Officers, establish strong working relationships across portfolios to deliver the Government's priorities.
Investing in Our People	All Ministers support their Chief Executive Officers to focus on motivating and increasing the capability of the public sector.

Government Commitments

Election Commitments	All Ministers prioritise the delivery of all election commitments.
-----------------------------	--

Delivery Priorities

In delivering on the Government's objectives for the community the emphasis for this portfolio should be on:

- building regions and stimulating economic growth
- enabling responsible development and delivering new infrastructure investment
- providing responsible and integrated government services, including an integrated and reliable transport network
- encouraging safer and inclusive communities.

Transport	<p>Conduct a comprehensive expert-led review of the Translink fare structure within 12 months to determine the optimum fare strategy for South East Queensland that will be fair, affordable, help boost patronage and deliver a sustainable fare revenue stream to allow the network to continue to grow.</p> <p>Ensure that any further privatisation, outsourcing and full contestability of public transport services in Queensland ceases, including competitive tendering of bus contracts and rail services.</p> <p>Revitalise and reform rail services including lobbying the Federal Government for funding to help deliver an inner city rail solution for Brisbane.</p> <p>Make public transport more accessible and easy to use for people with a disability, including roll-out of real-time public transport information. Continue to develop and roll-out ticketing options such as the Vision Impairment Travel Pass.</p> <p>Work with higher education providers to develop an alternative to the Tertiary Transport Concession Card – eliminating the need for tertiary students to carry an extra card to access concession fares.</p> <p>Commence a review of the cycling network to deliver safety improvements and encourage more cycling.</p>
Infrastructure and Planning	<p>Implement the Building Queensland initiatives including:</p> <ul style="list-style-type: none"> • Create a new independent body called Building Queensland • Prepare an Infrastructure Plan within 12 months to deliver a pipeline of infrastructure projects. <p>Establish a Construction, Planning and Property Red Tape Reduction Panel.</p> <p>Ensure all planning and projects approval processes provide for appropriate community consultation and feedback.</p>
Local Government	<p>Review the current 'Partners in Government' Agreement in consultation with the LGAQ within the first six months.</p> <p>Amend the <i>Local Government Electoral Act 2011</i> to ensure that local government Chief Executive Officers cannot act as returning Officers for local government elections.</p>
Disaster Recovery and Resilience	<p>Lobby the Federal Government to retain the current NDRRA funding arrangements.</p> <p>Take necessary steps to keep the Queensland Reconstruction Authority in existence after 30 June 2015.</p> <p>Explore solutions to the long term issue of local government liabilities for natural hazards.</p>
Trade	<p>Support the Minister for Agriculture and Fisheries and Minister for Sport and Racing in planning and delivering three government-sponsored trade missions a year in conjunction with industry - to support both traditional food and fibre products as well as encourage niche and new and emerging products.</p>

COAG National Agreements, National Partnerships & Significant National Reform Projects	<p>Lead:</p> <ul style="list-style-type: none"> • Land Transport Infrastructure National Partnership Agreement • Natural Disaster Relief National Partnership Agreement • Natural Disaster Resilience National Partnership Agreement. <p>Contribute to:</p> <ul style="list-style-type: none"> • National Indigenous Reform Agreement • National Disability Strategy • The Bilateral Agreement between the Commonwealth and Queensland for the transition to the National Disability Insurance Scheme • The Great Barrier Reef Intergovernmental Agreement.
---	--



MWH

BUILDING A BETTER WORLD



Tabled Paper No.

Date: 19/8/15

Member: Indooroopilly

Tabled

Tabled, by leave



Meeting: IPNRC Estimates Hearing

Clerk at the Table:

[Signature]

bus stop
hail driver

**Southport Transit
Centre**

TRANSLink
info 131230

GCRT Patronage Model Review

Final Report

Prepared for Gold Coast Rapid Transit

06 May 2013



This document has been prepared for the benefit of Gold Coast Rapid Transit. No liability is accepted by this company or any employee or sub-consultant of this company with respect to its use by any other person.

This disclaimer shall apply notwithstanding that the report may be made available to TransLink and other persons for an application for permission or approval to fulfil a legal requirement.

This document has been prepared for the benefit of Gold Coast Rapid Transit. No liability is accepted by this company or any employee or sub-consultant of this company with respect to its use by any other person.

This disclaimer shall apply notwithstanding that the report may be made available to TransLink and other persons for an application for permission or approval to fulfil a legal requirement.

QUALITY STATEMENT

PROJECT MANAGER

Callan Stirzaker

PROJECT TECHNICAL LEAD

David Leahy

PREPARED BY

David Leahy

02/04/2013

CHECKED BY

02/04/2013

REVIEWED BY

Leon Seymour-Smith

03/04/2013

APPROVED FOR ISSUE BY

David Leahy

06/05/2013

BRISBANE

Level 3 35 Boundary Street, PO Box 3602, South Brisbane, QLD 4101
TEL +61 7 3029 5000, FAX +61 7 3029 5050

REVISION SCHEDULE

Rev No	Date	Description	Signature or Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
1	03-04-13	Draft	DL	DL	LSS	DL
2	23-04-13	Final Draft	DL	DL	LSS	DL
3	06-05-13	Final Report	DL	DL	LSS	DL

Gold Coast Rapid Transit

GCRT Patronage Model Review

CONTENTS

Executive Summary.....	1
------------------------	---

LIST OF TABLES

No table of figures entries found.

LIST OF FIGURES

No table of figures entries found.

Executive Summary

In February 2013, the Deputy Director General (Infrastructure Management & Delivery) and GCRT Project Owner's Representative requested the GCRT project team undertake a detailed assessment of the revenue profile of the project such that an informed decision could be made for the purpose of funding the project for the forward estimates period.

Throughout the assessment process a whole of government approach was adopted with regular working sessions conducted between the relevant government departments. MWH were commissioned by the GCRT project team to undertake a review and subsequent update of the patronage demand forecasting tool originally developed for the CDIMP and business case phases of the light rail system.

A series of workshops were undertaken during late February and March, 2013 whereby key inputs used by the original forecasting tool were reviewed in light of the impacts locally of the Global Financial Crisis (GFC) and economic and policy changes which have occurred effecting the Gold Coast region over the previous five years. These influencing operating environmental factors will impact both the patronage and revenue potential of the light rail system. While any assumption changes will have an impact on patronage forecasts the following key inputs \ assumptions were envisaged to have the most notable impact on the proposed light rail system and therefore warranting further investigation:

- Gold Coast population, tourist population, business growth and employment forecasts;
- Light rail travel times;
- Public transport fares (including analysis of walk diversion model);
- Change in modelled annualisation factors and inclusion of an additional 4% fare evasion factor;
- Public car park pricing and availability; and
- Bus and rail network operating strategies (routes, time tables).

These are summarised as follows

Population and Employment

- Previous modelling forecasts were based on population and employment projections from Gold Coast City Council's (GCCC) PIP updates (late 2009). Since this time a considerable slowdown in growth has been experienced; with advice from GCCC being that development applications are down 50-66% on those predicted.

Tourists

- Previous modelling forecasts were based on projections from Gold Coast Tourism and have been revised based on census counts (2011) and updated growth projections by Gold Coast Tourism and Queensland Tourism.

Light Rail Travel Time

- The previous modelling estimated a 33 minute, end-to-end travel time. This was based upon an average LRT vehicle using the GCRT VISSIM models. Subsequent to these estimates, GoldLinQ's timetable (as outlined in GoldLinQ's PSR 2 Operational response document) is 37 minutes (12% slower).

Fare Structure

- Previous modelling was undertaken when it was TransLink's intended policy to remove all paper products from the marketplace and only have a smart card environment. A

subsequent shift in government policy saw all paper products removed, with the exception of a Single journey product which still remains.

- The Single journey product (currently a paper ticket) attracts a pricing premium over the equivalent go card single journey price. At the time the previous modelling was undertaken, very limited details were available around the actual implementation of this, or if in-fact it would be approved with a price premium. It was therefore agreed that no additional premium should be applied to Single journey products.
- With the 2012 fare structures, the single ticket product remains with a premium applied, ranging from 46% during the peak periods to 83% in the off peak periods for one zone trips. The premium on the single journey paper ticket product causes an increase in the average fare paid. This is most evident to trip purposes with lower Go Card use, such as those for tourists (visitors) and ad-hoc and recreational travellers.

Bus Network Strategy

- The Gold Coast bus network is currently under review as part of a government, whole of SEQ Bus Review. Updated bus networks for a 'day before opening' and 'day after opening' scenario have been provided by TransLink.
- Predicted year on year growth on the Gold Coast bus network between 2009 and 2013 has not been realised due to the required additional funding from government to fund additional service levels and improvements on the coast not being realised across this period. Consequently this has seen a reduction of bus service km from what was originally modelled.

Annualisation Factors and Fare Evasion Rate

- The annualisation factor used to annualise the average patronage \$ per day in the model has been recalibrated due to more accurate information now being available. Since the original GCRT modelling was compiled, much more data is now available in TransLink's Business Intelligence system. This greater data availability is due to the increased uptake of the go card which more accurately records passenger movements compared to the past information available from paper ticket sales. Consequently this allows a much more accurate estimate for the annualisation factor to be calculated.
- The previous model did not factor in losses due to Fare Evasion. The GCRT Project Deed contains a Key Performance Indicator for the light rail operator to achieve an 8% target figure. The current network operates with 4% fare evasion; therefore an additional 4% factor has now been built into the new modelling.

Public Car Parking Availability and Pricing

- Parking search times (availability) were originally applied to the model to reflect the loss of parking within the corridor and a relative decrease in supply vs demand. These have been reviewed and validated based on current conditions in the corridor.
- Escalation of the pricing of public car parking in the future year models have been based on an assumed CPI increase of 2.5% pa.

The following table provides a comparative assessment of the revised key inputs for the current demand and revenue forecasts.

Model Input Summary

Input	Financial Close Dataset	Revised Dataset
Population (GCCC)	Priority Infrastructure Plan (PIP) (GCCC, 2009)	ABS 2011 and adjusted PIP targets
Employment (GCCC)	Priority Infrastructure Plan (PIP) (GCCC, 2009)	ABS 2011 and adjusted PIP targets
Tourists (GCCC)	Gold Coast Tourism (GCCC)	ABS 2011 + Gold Coast Tourism (2012), ABS 2011 + Tourism Queensland Growth Forecasts (2018/19+),
Public transport fares	As provided by TTA media release, October 2010. No paper ticket, temporary Go Card available with no additional fee	Fares as shown available on TransLink website. Paper ticket still in available with price premium.
Walk diversion model	As per AC Nelson survey and Bitzios Consulting analysis, 2007	Revised in line with fare increases
Light rail route	GCRT project team (Ferry Ave route)	GoldLinQ tender (Surfers Paradise Blvd route)
Light rail travel time	GCRT project team	GoldLinQ tender
Bus service kms	As provided by TTA, March 2010	As provided by TTA (March 2013)
Parking cost	25% net increase in parking cost	No net increase from current published parking costs
Parking search time	5min additional penalty	50% of FC modelling; Validated to 2012 conditions
Fare Evasion	Additional fare evasion considered to be net of forecasts	Additional fare evasion considered to be gross of forecasts
Annualisation	Based on 2009 patronage for corridor services	Based on 2012 revenue for Surfside

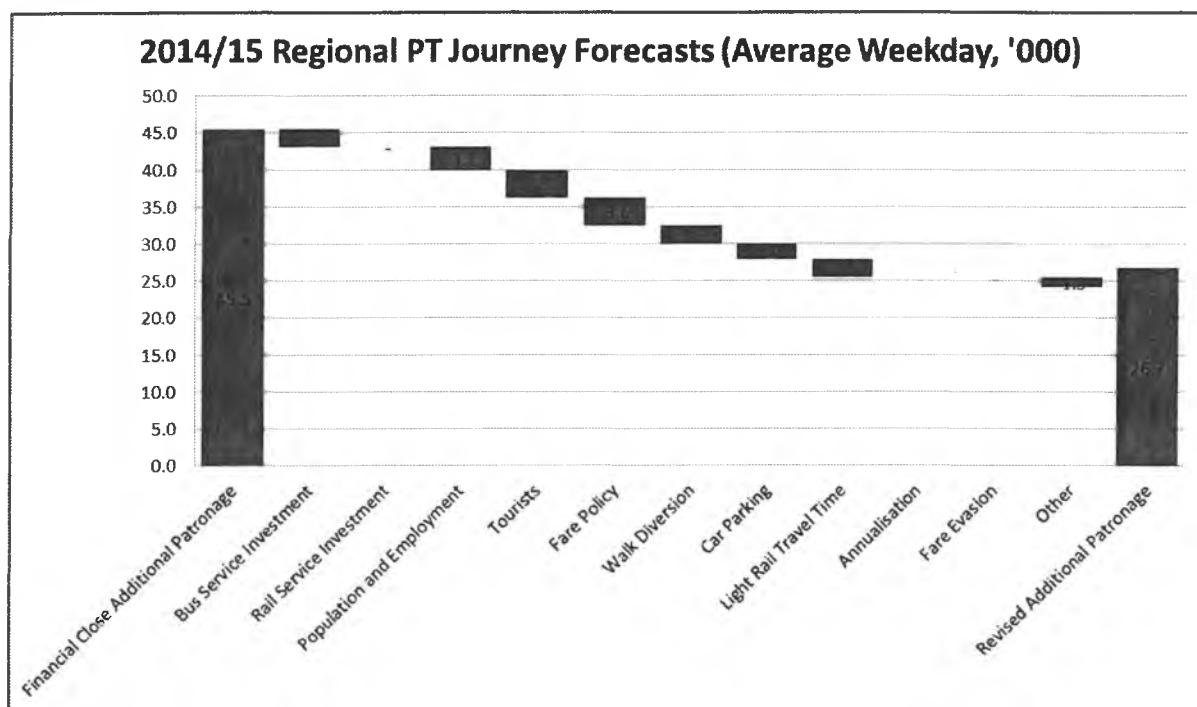
Input	Financial Close Dataset			Revised Dataset			Difference			GCRT Change	
	14/15	18/19	30/31	14/15	18/19	30/31	14/15	18/19	30/31	Patronage	Revenue
Population (GCCC)	594,000	647,400	802,300	532,600	537,900	733,700	-12%	-20%	-9%	●	●
Employment (GCCC)	290,800	321,500	402,300	267,100	283,700	366,400	-9%	-13%	-10%	●	●
Tourists (GCCC)	73,900	81,700	112,000	61,000	67,700	81,400	-21%	-21%	-38%	●	●
Public transport fares	\$3.18	\$3.51	\$4.72	\$3.84	\$3.71	\$4.96	21%	6%	5%	●	●
Walk diversion model	23.0%	23.0%	23.0%	15.7%	15.7%	15.7%	-32%	-32%	-32%	●	●
Light rail route	Ferny Avenue Route			Surfers Paradise Blvd Route			N/A			●	●
Light rail travel time	0:33:00	0:33:00	0:33:00	0:37:00	0:37:00	0:37:00	12%	12%	12%	●	●
Bus service kms	42,217	50,152	73,088	29,572	29,572	42,164	-30%	-41%	-42%	●	●
Parking cost	\$1.20	\$1.50	\$1.50	\$1.20	\$1.20	\$1.20	0%	-20%	-20%	●	●
Parking search time	0:01:30	0:01:30	0:03:00	0:0:45	0:00:45	0:01:30	-50%	-50%	-50%	●	●
Fare Evasion	4%	4%	4%	8%	8%	8%	4%	4%	4%	●	●
Annualisation	350	350	350	334/324	334/324	334/324	-5%/-7%	-5%/-7%	-5%/-7%	●	●

Patronage Results

Patronage Comparative Analysis (Current Review vs Financial Close)

Year of Opening 2014/15

The cumulative impact of the revised economic and social environment in the region is predicted to result in a substantial reduction in regional increase in patronage due to the GCRT during its opening year. The following graph shows a comparison of the increase in regional public transport patronage of the current projected results for first year of operations (2014/15).



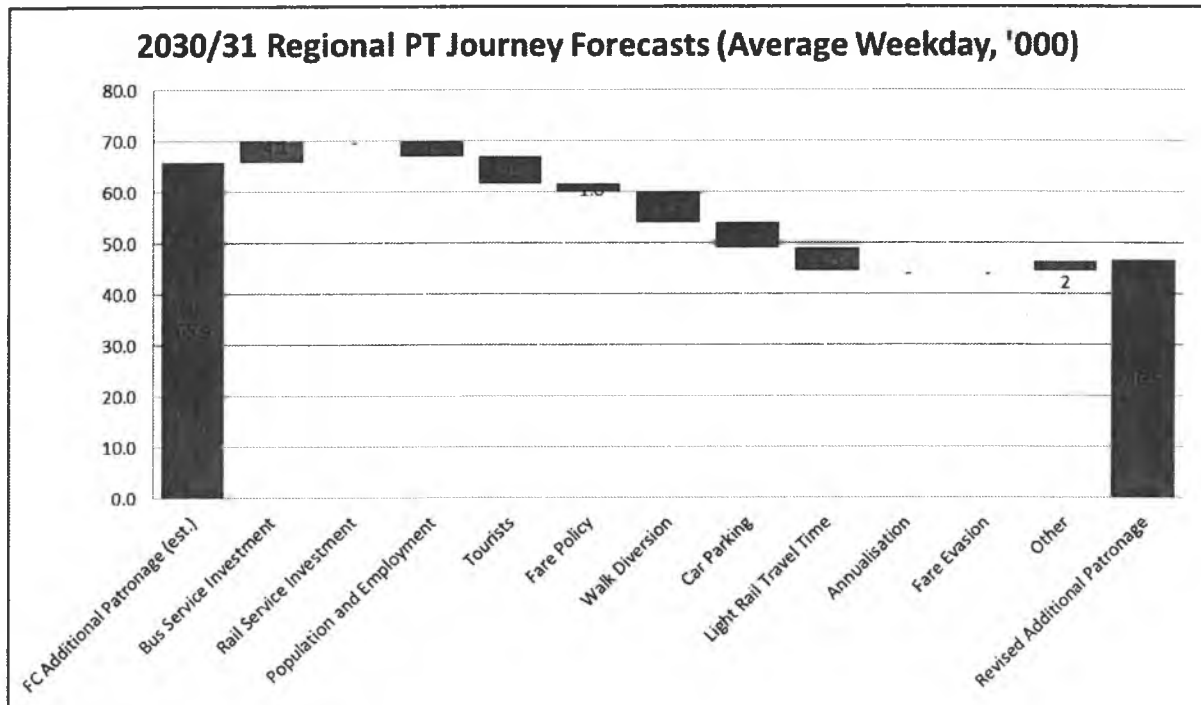
In summary a reduction in the forecast patronage of almost 40% (approx. 19,000 patrons \ day) is predicted. Most notably is the negative impact on patronage attributed to:

1. Residential and Tourist Population – a reduction of approx. 6,700 passengers per weekday.
2. Fare Structure (including Walk Diversion) – a reduction of approx. 6,200 passengers per weekday.
3. Light Rail Travel Time – a reduction of approx. 2,500 passengers per weekday.

15 Year Operating Concession

Consistent with the year of opening model review a comparison of the “indicative” 15 year operating concession models has also been undertaken. While it is acknowledged that the actual 15 year concession period will end on the 30th May 2029, due to both timing and data limitations demand forecasts from a 2030/31 model have been used. Forecasts from this revised model were compared to estimated 2031 business case patronage forecasts (extrapolated from 2026 business case forecasts).

The updated 2030/31 model estimates that the average weekday patronage for the light rail system will be approximately 30% lower than that predicted in the business case model.



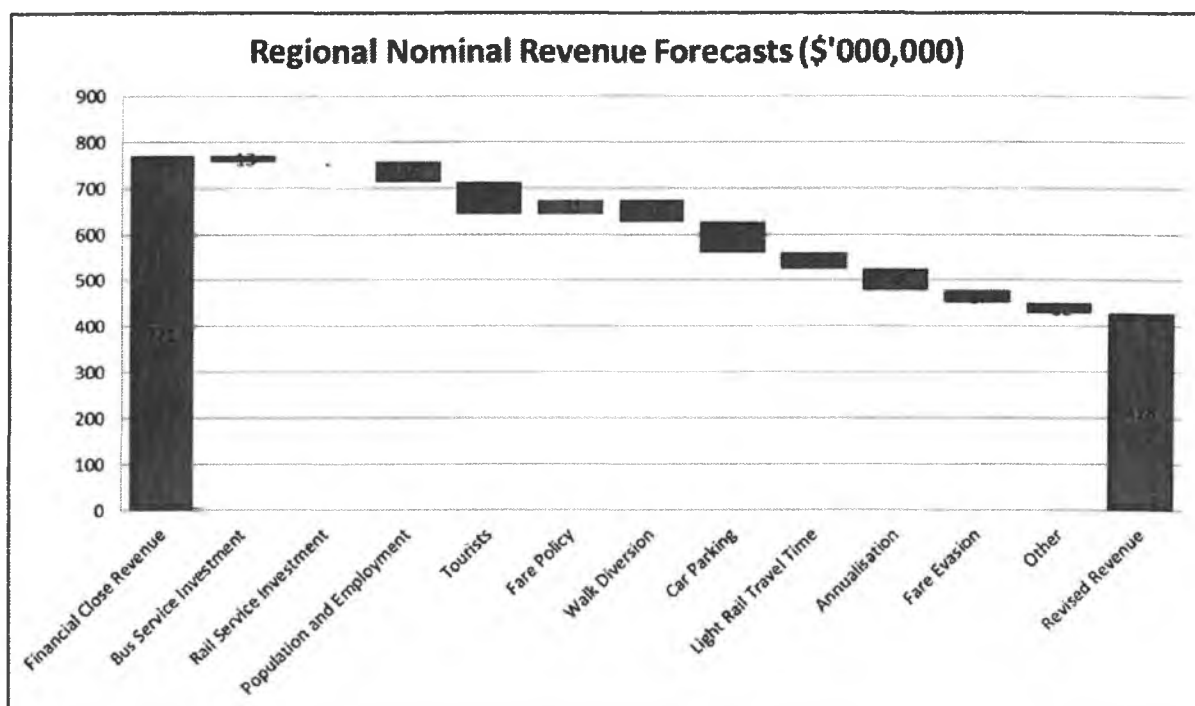
Sensitivity analysis was undertaken to establish the patronage effects of each of the input changes made in the revised modelling. The most significant patronage reductions were attributed to:

1. Residential and Tourist Population – a reduction of approx. 8,500 passengers per weekday.
2. Fare Structure (including Walk Diversion) – a reduction of approx. 7,400 passengers per weekday.
3. Car parking Availability and Pricing – a reduction of approx. 5,100 passengers per weekday.

Revenue Results

Revenue Comparative Analysis (Current Review vs Financial Close)

As a result of the patronage forecast changes, there have been changes to the farebox revenue forecasts, with a GST error revised financial close revenue total of \$771M revised down to \$428M. The following graph highlights the impact of each of the changes to the model in terms of farebox revenue.



The impact on revenue for each factor is summarised below;

Bus Service Investment

- \$13m impact over 15 years;
- Current planning is for approximately 10% less service kilometres by Surfside on an average weekday between 7am and 10pm in 2018/19 when compared to 2012, meaning there are less bus service kilometres to be reallocated to key east-west corridors, and
- Up to 42% decrease in investment in bus km as projected at financial close.

Population and Employment

- \$46m impact over 15 years ;
- Current development applications are running at 30 – 50% as projected at financial close , and
- Estimates from GCCC indicate population projections are 5yrs behind forecast, for example previous 2025 population forecasts are our revised 2030 forecasts, and

Tourists

- \$68m impact over 15 years, and

2012 tourist nights are on average lower than in those experienced in 2006.

Fare Policy

- \$31m positive impact on revenue over 15 years
- Paper ticket product (current used by 96% of tourists) has a premium of up to 83% compared to Go Card, and
- Increase in revenue; decrease in patronage (elasticity ~0.35).

Walk Diversion Model

- \$48m impact over 15 years;
- Revised due to changes in average fare paid by people in the corridor, and
- 32% decrease in users diverting from walking to light rail compared to financial close.

Light Rail Travel Time

- \$34m impact over 15 years, and
- 12% increase in timetables travel time end to end from 33minutes to 37minutes.

Parking Cost and Search Time

- \$68m impact over 15 years;
- Validated to 2012 conditions in line with the removal of parking as part of the construction of GCRT;
- Manage the supply and location of parking within centres (Gold Coast City Transport Strategy 2031);
- Parking policy, including parking management initiatives, such as reducing the growth of permanent off-street parking in areas well serviced by public transport (Gold Coast City Transport Strategy 2031), and
- The light rail vision is now being implemented and the beachside precinct will continue to focus on public transport as the preferred option for managing traffic growth, with strict limits applied to new capacity and off-street parking supply (Gold Coast City Transport Strategy 2031).

Annualisation

- \$48m impact over 15 years, and
- 5-7 % decrease since financial close, weekend patronage as a factor of average weekday travel has decreased since 2009.

Fare Evasion

- \$27m impact over 15 years, and
- 4% increase as a result of project deed performance requirements.

Current Patronage Modelling Results

Revised patronage demand models were developed for the following scenarios:

- 2014/15 Without GCRT
- 2014/15 With GCRT Stage 1
- 2018/19 Without GCRT
- 2018/19 With GCRT Stage 1
- 2030/31 Without GCRT
- 2030/31 With GCRT Stage 1

The revised models include updates to key inputs as identified above. The resulting patronage forecasts for the respective scenarios are presented below. To ensure a focus on the light rail system is retained the patronage analysis excludes public transport trips associated with both the heavy rail system and other public transport travel outside the Gold Coast region.

Predicted Forecast Average Weekday Public Transport Patronage

	Surfside Trips	LRT Trips	Total Regional PT Trips*	Total Regional PT Journeys*
2014/15 Without GCRT	42,929	-	42,929	47,289
2014/15 With GCRT Stage 1	60,948	24,412	85,360	74,025
2018/19 Without GCRT	44,234	-	44,234	48,796
2018/19 With GCRT Stage 1	63,201	24,744	87,945	76,536
2030/31 Without GCRT	84,007	-	84,007	74,380
2030/31 With GCRT Stage 1	108,762	40,437	149,199	123,261

* Journeys undertaken wholly within the GCCC region

Following the introduction of the light rail system, and subsequent reallocation of existing coastal Surfside services, an increase in average weekday regional public transport journeys of between 26,700 (in 2014/15) and 48,900 (in 2030/31) is predicted.

Annualised regional public transport patronage is presented below.

Annualised Regional Public Transport Patronage

Scenario	Surfside Trips	LRT Trips	Total Regional PT Trips*	Total Regional PT Journeys*
2014/15 Without GCRT	14,276,694	-	14,276,694	15,747,163
2014/15 With GCRT Stage 1	20,250,018	8,275,668	28,525,686	24,650,278
2018/19 Without GCRT	14,753,796	-	14,753,796	16,248,924
2018/19 With GCRT Stage 1	21,000,267	8,388,216	29,388,483	25,486,580
2030/31 Without GCRT	27,961,053	-	27,961,053	24,768,683
2030/31 With GCRT Stage 1	36,174,564	13,708,143	49,882,707	41,045,919

* Journeys undertaken wholly within the GCCC region

Revenue Results

Farebox revenue modelling was undertaken for the revised patronage models. To allow differentiation between the regional revenue benefits and directly attributable revenue benefits to be identified, revenue was calculated at an individual mode level for both the Surfside bus system and the light rail system. To ensure consistency with the patronage analysis, revenue attributed to the heavy rail system and public transport travel outside the Gold Coast region were excluded.

The predicted average weekday revenue and predicted annual revenue for the Gold Coast public transport system is presented in the following tables in nominal dollar terms and **Excludes GST**. It should be noted that all revenue results for the light rail system include an additional 4% revenue reduction factor to account for revenue loss due to potential fare evasion and ramp up assumptions.

Predicted Annual Public Transport Revenue (excluding GST, Nominal)

Scenario	Regional Surfside Revenue	LRT Revenue*	Total Regional Revenue*	Incremental Change in Regional Revenue*
2014/15 Without GCRT	\$22,667,266	\$0	\$22,667,266	
2014/15 With GCRT Stage 1	\$23,840,944	\$12,611,238	\$36,452,181	\$13,784,915
2018/19 Without GCRT	\$38,131,056	\$0	\$38,131,056	
2018/19 With GCRT Stage 1	\$39,435,124	\$19,480,482	\$58,915,606	\$20,784,549
2030/31 Without GCRT	\$77,312,001	\$0	\$77,312,001	
2030/31 With GCRT Stage 1	\$86,080,703	\$42,797,089	\$128,877,793	\$51,565,792

* Revenue forecasts for LRT include an additional 4% revenue reduction due to fare evasion assumptions

* Assumed ramp up profile factor 65% for 1st year; 95% for 2nd year applied to steady state model forecasts

Recommendations

Through the use of sensitivity testing, we have highlighted which inputs have altered the patronage and revenue forecasts for the GCRT project. The sensitivity testing has highlighted that changes in economic conditions and policy can have a material impact on the expected operational performance of the system.

We understand that GCCC is currently reviewing their parking strategy for key centres along the corridor, and changes to parking availability and pricing can have a significant impact on the light rail patronage.

Deputy Premier and Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade

Answers to Questions Taken on Notice

Infrastructure, Planning and Natural Resources Committee

Queensland Rail

Estimates Question on Notice

No. 1

Asked on 19 August 2015

MR KNUTH asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD) —

QUESTION:

To add to that with regard to the concrete sleepers, is that from Richmond to Mount Isa? When does that start?

This is a follow-up question to the CEO of Queensland Rail. You said you will take a question on notice in regard to Richmond and Mount Isa in relation to the upgrade to concrete sleepers. This is likely to be a question you will take on notice as well. Would you be able to state which section will be prioritised first, the starting times and the completion times? Does this include lengthening of rail sidings?

ANSWER:

I thank the Honourable Member for Dalrymple for this question.

In excess of 230 kilometres of steel sleepers have already been replaced with concrete sleepers between Hughenden and Mount Isa since 2004, which includes the Richmond area.

The use of concrete sleepers improves the overall track condition, stability of the track structure and greatly reduces the future maintenance need of the track. Concrete resleepering also minimises the disturbance to train movements along the corridor through reduced maintenance closures.

Replacement of steel sleepers on the Mount Isa Line is an ongoing program of work, with sleepers being replaced on an 'as needs basis', at locations identified on a priority basis.

A further 41 kilometres of sleeper replacement works is planned to commence this financial year, between Richmond and Cloncurry and be completed by 2017.

Queensland Rail works closely with Rail Operators on the Mount Isa Line (Pacific National and Aurizon) to ensure that the rail infrastructure matches their needs.

All passing loops on the Mount Isa Line can accommodate trains of 1009 metres in length however not all operator trains currently fully utilise this capability. Queensland Rail continues to work with operators and end customers on optimising supply chain outcomes at an affordable cost.

Ownership of sidings on the Mount Isa Line varies depending on location and is divided between Queensland Rail and a number of third parties. Queensland Rail is not aware of any current requests to increase siding lengths, under its ownership.

Queensland Rail

Estimates Question on Notice

No. 2

Asked on 19 August 2015

Mr KNUTH asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD) —

QUESTION:

Minister, the previous government initiated a review on how best to encourage producers to use rail for the transport of livestock, but the moment that review was announced they ripped up the rail siding at the Dalrymple sale yards, which is one of the biggest sale yards in North Queensland. As a result of feedback from unhappy graziers and myself, they bodged up a rail line under the pretence that it is connected to the track. That has been there for two years. We are wondering when Queensland Rail is going to reconnect that rail sign so that we can continue using that facility to provide livestock by rail.

ANSWER:

I thank the Member for Dalrymple for his question.

Queensland Rail will continue to actively work with the Queensland Government to look for opportunities to support the agriculture and livestock sectors throughout Queensland. No livestock services have utilised the rail line from Charters Towers for several years. Future use of this rail line for livestock services could be considered should industry express an interest.

The section of track was previously removed, as its design did not allow drainage through the area and caused a number of maintenance and operational issues.

To date, Queensland Rail has received no requests from train operators to reopen the short side section of track near the Wellington cattle yards in Charters Towers. Despite this, Queensland Rail rebuilt a short section of track near the Wellington cattle yards in December 2013 to help train operators transport livestock by train.

Should Queensland Rail receive a request to reinstate the line, we will work closely with customers to determine ways in which we may assist.

Department of Infrastructure, Local Government and Planning

Estimates Question on Notice

No. 1

Asked on 19 August 2015

MR NICHOLLS asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD) –

QUESTION:

Looking at the total staffing level for the department on page 18 of the SDS, there has been an almost 20 per cent increase in staff compared with 2014-15; however, when you look at the employee expenses in the table on page 20, they have increased by 125 per cent. There is a 20 per cent increase in employee numbers but a 125 per cent increase in expenses for employees. Also the line item 'supplies and services' in the table at page 20 shows a 169 per cent increase when compared with 2014-15. Are we seeing consultants? What is that paying for?

ANSWER:

I thank the Honourable Member for Clayfield for his question.

The disproportionate increase in employee expenses compared to Full Time Equivalent (FTE) staff increases is mainly due to the timing of the machinery of government change, effective 1 March 2015. This means the 2014-15 Estimated Actual FTE count included all 209 positions transferred in March from the former Department of State Development, Infrastructure and Planning (DSDIP), however only four months (March to June 2015) of their employee expenses are recoded in 2014-15. A full year of employee expenses is budgeted in 2015-16 for those employees.

The increase in FTE between 2014-15 Estimated Actual and 2015-16 Budget (a forecast of FTE as at 30 June 2016) primarily relates to the Budget outcome 'Better Planning for Queensland' whereby \$10.3 million of the \$29.231 million allocated for 2015-16 (Budget Paper 4, page 7) is allocated to employee expenses. In addition, the Establishment of Building Queensland contributed \$4.4 million to the increase in employee expenses, which comprises new funding (\$5.486 million per Budget Paper 4, page 7) and the transfer of existing employee expense budgets of \$2.4 million from other departments.

The 169% or \$31.98 million increase in supplies and services expenses between 2014-15 Estimated Actual and 2015-16 Budget is also in large part due to the 'Better Planning for Queensland' Budget outcome, with \$16.556 million of the 2015-16 budget allocated to supplies and services. The 'Establishment of Building Queensland' Budget outcome of \$5.486 million in 2015-16 contributes \$3.489 million

to the department's 2015-16 supplies and services budget. If legislation is passed and Building Queensland is established as a statutory body, budgets will be transferred from the department to that entity.

Similar to employee expenses described above, supplies and services is also impacted by the part year recognition of functions and associated corporate costs transferred in the machinery of government change effective 1 March 2015.

Department of Infrastructure, Local Government and Planning

Estimates Question on Notice

No. 2

Asked on 19 August 2015

MR NICHOLLS asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD) –

QUESTION:

Can you advise of any previous planning decisions that have been approved by a local government that have been called in by a planning minister in those circumstances?

ANSWER:

I thank the Honourable Member for Clayfield for his question.

With respect to all development applications called in by a Planning Minister, they are summarised on the call in register located on the department's website on Ministerial call ins: <http://www.dilgp.qld.gov.au/planning/development-assessment/ministerial-call-in.html>

It is noted that the register contains details about whether a decision was issued by the local government and whether the decision was for an approval or a refusal.

Further details on whether an appeal was lodged for any called in development application are contained in the Planning Ministers' Statement of Reasons that are tabled in Parliament. These documents are available from the Queensland Parliament Online Tabled Papers website: <https://www.parliament.qld.gov.au/work-of-assembly/taled-papers>.

Department of Infrastructure, Local Government and Planning

Estimates Question on Notice

No. 3

Asked on 19 August 2015

MR MILLAR asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD) –

QUESTION:

I refer to the last point on page 34 of the Department of Infrastructure, Local Government and Planning SDS and ask the Minister – will this strategy include the Growing Central Queensland Initiative, specifically the development of an inland freight hub at Emerald and the establishment of a meatworks at Emerald?

ANSWER:

I thank the Honourable Member for Gregory for his question.

The strategy identified in the last dot point on page 34 refers to an initiative being developed by Economic Development Queensland, Department of Infrastructure, Local Government and Planning aimed at assisting local governments to use land owned by either the state or local government to deliver economic and community infrastructure projects to enhance liveability in regional and remote communities. As the strategy is currently being developed, a proposed schedule of projects for consideration by the Economic Development Board is still being identified. The Growing Central Queensland initiative is not part of this work.

Growing Central Queensland is an initiative of Regional Development Australia through the Central Highlands Development Corporation. State government involvement in the initiative is therefore primarily a matter within the portfolio of my colleague Dr Anthony Lynham, MP, Minister for State Development and Minister for Natural Resources and Mines.

I understand the proposed development of a meat works and inland freight logistics hub at Emerald are potential projects identified in the region. Trade and Investment Queensland has been approached by the Central Highlands Development Corporation and its consultant to answer questions in relation to an investment prospectus under development for the proposed meat processing plant. Trade and Investment Queensland will assist the Central Highlands Development Corporation once the prospectus has been developed in promoting the project through Queensland's international network.

Department of Infrastructure, Local Government and Planning

Estimates Question on Notice

No. 4

Asked on 19 August 2015

MS SIMPSON asked the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade (MS TRAD) –

QUESTION:

Deputy Premier, could you outline how much that review is going to cost and the full time frame though? When do you actually expect it to come to completion?

ANSWER:

I thank the Honourable Member for Maroochydore for her question.

Anticipated costs for the review are approximately \$255,000 and this includes minor travel expenditure for one committee member who travelled inter-state to attend steering committee meetings.

The review commenced in May 2015 and was completed on 14 August 2015. The outcomes of the report and the report will be released following Cabinet consideration.

Minister for State Development and Minister for Natural Resources and Mines

Questions on Notice

Infrastructure, Planning and Natural Resources Committee



Infrastructure, Planning and Natural Resources Committee

Estimates 2015

Questions on notice

Minister for State Development and Minister for Natural Resources and Mines

1. Referring to page 4 of the SDS, how are we continuing to place Qld as the leading jurisdiction in native title consent determinations?
2. Referring to pages 23 and 17 of the SDS, Can the Minister describe the benefits delivered in the Fitzroy River area through the Natural Disaster Relief Arrangements?
3. Referring to Page 6 of the SDS, What is the Government doing to harmonise jurisdictional explosives laws to create a framework that protects Queenslanders and Australians?
4. Referring to Page 6 of SDS, What is the Government doing to reduce the public risks associated with Queensland's abandoned Mines?
5. Referring to Page 4 of the SDS, What is the Government doing to ensure that Local knowledge is utilised to manage Queensland's Stock route network?
6. I refer to page 3 of the SDS – what is the government doing to capture elements of the Australian Government annual defence spend for Queensland companies?
7. I refer to page 2 and 3 of the SDS – how is the government encouraging major economic development by ensuring suitable land is available?
8. I refer to page 58 of the Budget Measures document – I understand that we made an election commitment to honour Round 4 of the Royalties for the Regions program, how is the government fulfilling this, including Yeppoon Foreshore?
9. I refer to point 67 on page 25 of the SDS – what are we doing to preserve rail corridors for future transport development across Queensland?
10. I refer to page 3 of the SDS – do we have a list of coordinated projects progressed since the governments election that will promote jobs growth and economic development in Queensland?
11. I refer to the Government's commitment to boost resource exploration opportunities in Queensland through new land releases in the Cooper Basin in a manner consistent with the management of strategic environmental areas (DNRMS SDS P 6). Strategic environmental areas were a planning instrument established following the passage of the State Development, Infrastructure and Planning (Red Tape Reduction) and Other Legislation Amendment Bill 2014. Will the Minister confirm the Government is committed to maintaining strategic environmental areas in place as a planning instrument?

12. Can the Minister provide the full details of the 2015/16 budget approved project within the Department of State Development to develop and implement an enhanced bilateral agreement with the Australian Government on environmental projects, including total funding allocated and project scope, objectives and timeframes (DSD SDS P6)?
13. Can the Minister provide the full details of the 2015/16 budget approved project within the Department of State Development to improve the coordinated project environmental impact assessment process, including total funding allocated and project scope, objectives and timeframes (DSD SDS P6)?
14. Specifically and reported separately by region, can the Minister advise what regionally significant public sector projects and emerging opportunities in key sectors will allow the Department of State Development to maximise opportunities for participation by Queensland businesses (DSD SDS P3)?
15. I refer to the Government's commitments regarding port infrastructure in the Reef 2050 Plan, which include the delivery of stand-alone legislation. Can the Minister provide a full and clear description of the actual differences between the Sustainable Ports Development Bill 2015 and the Ports Bill 2014 (DSD SDS P 4)?
16. Minister I refer to the public servant numbers detailed in the portfolio SDS, and ask since the assent of the Industrial Relations and Other Legislation Amendment Bill 2015 can the Minister advise how many public servants within the Department's staffing allocation have had their details supplied to unions under the Government's Union Encouragement Policy list in the following format for each portfolio, State Development, Natural Resources and Mines:

Department	Union Name	Number of Employee details forwarded	Summary of Details provided

17. Can the Minister outline how much funding has been allocated to each of any reviews, inquiries, taskforces or committees established by his department after the 2015 General election, including but not limited to, the review of the current vegetation management framework, including an audit of the 15 self-assessable vegetation codes and the review of resource project regulations and timeframe impediments (DNRMS SDS P4, 6)?
18. I refer to the Government's commitments to boost resource exploration opportunities in Queensland through new land releases in the Cooper Basin and promoting resource development in the Cooper Basin by initiating a strategic marketing and communications campaign to attract investment (DNRMS SDS 6). How does the Minister intend to deal with the management of groundwater resources impacted on by the increase in resource activity in the Cooper Basin?
19. I refer to the Government's commitment to reintroduce regulations for managing riverine vegetation (DNRMS SDS P4). Will the Minister confirm that a permit is currently required under the Vegetation Management Act 1999 to manage regulated vegetation in a watercourse?
20. I refer to the Government's commitment to continue to reduce public risks associated with abandoned mines through a ground truthing program (DNRMS SDS P6). This statement implies that a ground truthing program previous existed. Can the Minister outline the progress of this ground truthing program to 30 June 2015 and its achievements since commencing?

Minister for State Development and Minister for Natural Resources and Mines

Answers to Questions on Notice

Infrastructure, Planning and Natural Resources Committee

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE

No. 1

asked on 27 July 2015

QUESTION:

Referring to page 4 of the SDS, how are we continuing to place Queensland as the leading jurisdiction in native title consent determinations?

ANSWER:

Recognition of native title not only has great cultural significance for traditional owners, it can also help build economic independence and support economic growth in their communities.

The Palaszczuk Government recognises the importance of resolving native title for the benefit of traditional owners and the wider Queensland community, and that is why \$2.2 million has been allocated in the 2015–16 Budget to address immediate native title trial costs and to help accelerate the resolution of all outstanding Queensland native title claims through the Federal Court.

Queensland continues to lead the way in achieving consent determinations, having resolved 105 out of 119 native title determinations by consent—not litigation—as at 30 June 2015, the highest figure for any state or territory. This is almost 45 per cent of all 245 consent determinations across Australia. The next closest jurisdiction is the Northern Territory with 66, followed by Western Australia with 35.

As at 30 June 2015, there were 66 registered native title claims made by claimants, and 16 non-claimant applications in Queensland, covering just under half the state. These claims are all lodged with, and case managed within tight time frames by, the Federal Court of Australia.

To meet these expectations, strategies have been implemented aimed at resolving native title claims more efficiently and effectively. These strategies are focussed on maximising outcomes from the native title claim process. This can include tenure resolution processes, such as broader land settlement packages that create economic and development opportunities for the native title applicants, the state and local governments. Several of these strategies are currently being implemented for various native title claims across the state. These measures aim to reduce costs and expedite the progress of claims through the Federal Court-managed process, for example, by resolving claims by consent rather than litigation, where practical. The Queensland Government is focussed on working with the parties, rather than against them, to achieve outcomes at reduced costs, while maintaining good relationships between all parties going into the future.

It is realised that, by working in partnership with traditional owners, all parties benefit. That is why we are actively working with traditional owners throughout a claim to identify opportunities to negotiate Indigenous Land Use Agreements (ILUAs) to resolve tenure and other related issues. Through these types of comprehensive settlements, the Queensland Government is providing native title holders with opportunities for land ownership, economic development and management of their traditional country.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE

No. 2

asked on 27 July 2015

QUESTION:

Referring to pages 23 and 17 of the SDS, can the Minister describe the benefits delivered in the Fitzroy River area through the Natural Disaster Relief Arrangements?

ANSWER:

Following Cyclone Marcia, the Fitzroy River area received funding under the Natural Disaster Relief and Recovery Arrangements, including category D funding of \$27.8 million.

The above amount included funding for industry recovery officers; clean-up and restoration of national parks, beaches and recreational assets; green waste clean-up; and a betterment fund; however, restoration of creeks and waterways was not included in this funding.

As such, I initiated an agreement with the Rockhampton Regional Council to provide \$1 million in the 2015–16 financial year from the Queensland Regional Natural Resource Management Investment Program.

This funding is for the restoration of approved sites within the council area which had obtained substantial damage to riparian vegetation and stream banks as a result of Cyclone Marcia.

The funding support for 2015–16 is complementary to existing programs in the Fitzroy catchment to support recovery from natural disasters, such as the Water in Mines Pilot Program to support the sustainable reduction in legacy flood water held in mine pits after extreme weather events between 2010 and 2013. The water in mines program has been allocated funding of \$40,000 for 2015–16 to undertake an annual review of the pilot program for the last wet season, to ensure the ongoing sustainability of the mine water releases.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE

No. 3

asked on 27 July 2015

QUESTION:

Referring to Page 6 of the SDS, what is the Government doing to harmonise jurisdictional explosives laws to create a framework that protects Queenslanders and Australians?

ANSWER:

The Queensland Government is committed to harmonising jurisdictional explosives laws to improve efficiency and cut red tape, improve the safety and security of explosives, and create a framework that protects Queenslanders and Australians.

This government is currently participating in a national harmonisation of explosives legislation process that is aiming to develop nationally-consistent explosives legislation.

As the biggest user of explosives, there is an opportunity for Queensland to influence and shape the national process to ensure legislation reflects good practice arrangements, and adequately provides for consistency in the safe and secure management of explosives.

With the increase to the national terrorism public alert level to high, and international and national counter-terrorism concerns, the security of explosives and the safety of the public are of high importance to the Queensland Government.

There is expected to be considerable benefit for Queensland in harmonising jurisdictional explosives laws. Harmonising explosives legislation provides a significant opportunity to reduce regulatory burden, improve the safety and security of the public and employees, and improve productivity and cross-border business operations in Queensland and across Australia.

As the next stage in the national process, this government will respond to a discussion paper and consultation regulatory impact statement to be released by Safe Work Australia in September 2015.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE

No. 4

asked on 27 July 2015

QUESTION:

Referring to Page 6 of SDS, what is the Government doing to reduce the public risks associated with Queensland's abandoned mines?

ANSWER:

The Queensland Government continues to address the public risks associated with abandoned mines in Queensland through the Abandoned Mine Lands Program.

Priorities include ground truthing of abandoned mine sites and subsequent close out of significant public risks identified; maintaining the historic shaft repair programs in Gympie and Charters Towers; and managing and progressively reducing risks at major abandoned mine sites, including Mount Morgan.

The ground truthing and public risk close-out program focusses on abandoned mine sites and historic mining areas close to communities and high public traffic areas. The information gathered is also used to update the dedicated abandoned mines database that has been developed out of the recommendations of the 2012 Queensland Floods Commission of Inquiry. This database is also used to prioritise the sites that will be ground truthed next.

The general public is able to provide notification of issues on abandoned mine sites via a web form or e-mail, and this allows the most up-to-date information to be incorporated into the database for use in managing site remediation.

This government continues to support the historic mine shaft repair programs in Gympie and Charters Towers, which provide a first response to any reported subsidence that may be related to mining, address historic mine-related subsidences, and progressively make safe the many historic gold mining shafts in these locations.

A historic shaft search service for individual land parcels of land is provided by the government, and this service is used routinely for property transactions in these communities. It provides the best information available on historic mining activities and make safe works that have occurred on individual land parcels.

Major abandoned mine project sites include Mount Morgan, Mount Oxide, Horn Island, Mary Kathleen, the Croydon Federation Group and Collingwood Park.

The Abandoned Mine Lands Program aims to manage and progressively reduce the impacts from these sites—which include large stockpiles of mineralised material, open mine pits, tailings dams and significant remnant mining infrastructure. Key activities include the management of runoff and low quality groundwater seepage from mineralised areas, site safety risks and landform stability.

For Collingwood Park, the Abandoned Mine Lands Program administers the commitments of the Collingwood Park State Guarantee.

Achievements by the program in 2014–15 include:

- 189 abandoned mine sites closed out after ground truthing, with risk mitigation works carried out on more than 260 individual mine features (mostly mine shafts);
- 255 abandoned mine sites and more than 1050 mine features inspected at Ravenswood, Herberton, Croydon, Mount Larcom, Leyburn and the Benarkin State Forest;
- in Gympie and Charters Towers, 44 reports of subsidence investigated and 31 historic shafts made safe;
- progressive reduction of the water level in the Mount Morgan mine pit to 1.5 metres below the spillway, despite Cyclone Marcia impacts;
- capital works, including upgrade of the town water supply pipeline to the Mount Morgan mine, installation of a new fire protection system for the Mount Morgan general office and installation of telemetry for the Horn Island seepage pump system;
- development of a stakeholder working group at Herberton to collaborate in forming make safe strategies for local historic mine shafts;
- maintenance works on Aldershot containment cell, including erosion and fence repair; and
- Working with the Department of Environment and Heritage Protection to help identify mines at risk of early closure, and developing strategies for addressing on ground issues at those sites.

This government continues to seek new and flexible ways to reduce impacts from abandoned mines. This includes ways of improving accessibility to small-scale residual resources at historic mine sites for reprocessing and partnerships to enhance remediation opportunities, addressing mining heritage.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE

No. 5

asked on 27 July 2015

QUESTION:

Referring to page 4 of the SDS, what is the Government doing to ensure that local knowledge is utilised to manage Queensland's stock route network?

ANSWER:

The Queensland Government considers that drawing on local expertise is the key to effective stock route management. Accordingly, local governments currently undertake the day-to-day management of the stock routes in their local government area, including deciding all application for permits for travel and agistment, carrying out compliance activities, and managing and maintaining water facilities and other network assets.

Local governments are consulted by the Department of Natural Resources and Mines when determining the distribution of state capital works funding for the upgrading of stock route water facilities. Local governments bid for funds for their priority stock route capital works and, if successful, they oversee the completion of the works.

The local government staff who undertake the management role generally have stock route management experience and extensive local knowledge. In addition, they have access to advice both from within council, and from the department's regionally-based stock route staff.

Under proposed changes to the stock route network management framework, local governments will have even greater autonomy and flexibility to better manage their local stock routes. One of the key changes will be to decide on all applications for grazing on the stock routes—not just for travel and agistment. The streamlining process will also provide greater economic opportunities for local governments to recover costs, and to provide a framework that supports the conservation of important biodiversity values in the network.

In the interim, the Department of Natural Resources and Mines has worked extensively with local government stock route administrators and users to develop a customised Stock Route Management System to better support local governments in their operational role. The web-based application provides all of the functionality required by local governments to issue electronically-generated permits for travel and agistment; identify and update the condition, classification and status of stock routes; and register local areas requiring special management. Spatial mapping functionality enables local government officers to plot the best route for a travel permit, map the area of a grazing permit, and automatically calculate applicable fees and payments. The system also supports the management and maintenance of water facilities and other stock route assets, as well as showing the condition of pasture where it has been assessed in the field.

The department has also been actively engaged in developing a compatible mobile software application for onground use by rural land officers in assessing pasture availability and the condition of stock route infrastructure. By providing a consistent basis for assessment that takes regional differences into account, the software should minimise the number of disputes arising when use of the network is restricted. Mapping and permit information from the Stock Route Management System is accessible by the public (including landholders and drovers) via the Queensland Globe to promote more informed decision making by those proposing to use the network.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE

ESTIMATES PRE-HEARING

QUESTION ON NOTICE

No. 6

asked on 27 July 2015

QUESTION:

I refer to page 3 of the SDS – what is the government doing to capture elements of the Australian Government annual defence spend for Queensland companies?

ANSWER:

The already significant defence presence in Queensland is continuing to expand. In recognition of the opportunities this expansion presents to diversify the State's economy, as well as its industrial and knowledge bases, the government has implemented a multi-faceted defence sector development strategy.

Guided by the Queensland Defence Industries Envoy, Mr Lindsay Pears, the Defence Industries Queensland (DIQld) unit within the Department of State Development aims to assist Queensland businesses win Australian Defence Force (ADF) contracts, access global supply chains and assist the ADF to maximise its presence in Queensland.

It is pursuing these aims through a mix of initiatives designed to lift the profile of Queensland capability across Australia and internationally, establishing close working relationships with key defence primes participating in the Department of Defence's Global Supply Chain Program, and ensuring that Queensland's small to medium enterprises (SMEs) have a solid understanding of what's required of them to successfully partner in defence contracts. Where appropriate, DIQld utilises formal mechanisms, such as responding to the Australian Government's Defence Issues Paper 2014 and working through the annual Defence/Queensland Government Consultative Forum and its subordinate working groups, to advocate for Queensland capability.

Building and maintaining strong relations with industry and defence stakeholders is integral to the success of these activities.

Support for industry participation at targeted defence trade shows helps to ensure capable Queensland firms are increasing their visibility in the defence sector. For example, in October this year, 14 Queensland companies will co-exhibit with the Queensland Government as part of a coordinated Queensland presence at the Pacific 2015 International Maritime Exposition being held in Sydney, the only event of its kind in the Pacific region. Similarly, DIQld coordinated a strong Queensland contingent as part of Team Defence Australia's mission to the United States in June this year, where Mr Pears participated in the US-Australian Dialogue on Defence Industries in Washington DC as part of the G'Day USA program.

The facilitation of quad chart development and 'Defence Business 101' workshops across Queensland help to improve business understanding of defence tendering processes and how to present themselves to Defence and defence primes.

The unit also works closely with industry associations such as the Australian Industry Group's National Defence Council, the Australian Industry and Defence Network as well as relevant Federal Government agencies to provide access to a broad suite of development services.

In July this year, DIQId worked with German-owned ThyssenKrupp Marine Systems Australia and also French-owned DCNS – two companies participating in the Competitive Evaluation Process for the Future Submarines Project – to co-host industry briefings providing an overview of the organisations, how they do business in Australia, and opportunities for Queensland companies to become involved in their respective global supply chains. As a part of this process, a significant number of post-briefing one-on-one meetings were held between the bidding companies and briefing participants.

All of the unit's endeavours are underpinned by a mature multimedia strategy that incorporates a blend of targeted advertising in relevant publications, provision to industry of timely alerts on defence opportunities, and showcasing Queensland capability via both video and static case studies, a strong web presence, and an online capability directory.

These are examples of some of the activity that is creating an environment that has seen \$3.6 billion in orders received by Queensland-based companies from the Department of Defence in 2014-15, as reported by AusTender.

DIQId will continue to map out a growth path for the State's defence industries that will support – and in turn be supported by – the directions provided for in the forthcoming Defence White Paper.

Various elements of the Advance Queensland initiative announced by the government in this year's State Budget will further enhance the ability to augment and highlight Queensland's position as Australia's front line for Defence Industries.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE

No. 7

asked on 27 July 2015

QUESTION:

I refer to page 2 and 3 of the SDS - how is the government encouraging major economic development by ensuring suitable land is available?

ANSWER:

The Coordinator-General uses two key mechanisms available in the *State Development and Public Works Organisation Act 1971* to encourage major economic development by ensuring suitable land is available, being State development areas (SDAs) and land acquisition.

SDAs ensure that there are clearly defined areas of land established by the Coordinator-General to promote economic development in Queensland. Currently there are nine SDAs throughout the State and the Coordinator-General has land acquisition powers to support development in SDAs.

SDAs typically take the form of one of the following:

- industrial hubs for large-scale, heavy industry - mainly located on the coast of Queensland, in close proximity to ports, rail and major road networks
- multi-user infrastructure corridors - for the co-location of infrastructure such as rail lines, water and gas pipelines, and electricity transmission lines
- major public infrastructure sites - for example, the Lady Cilento Children's Hospital.

The Coordinator-General has acquired land for the purposes of establishing industry within the Gladstone, Townsville and Abbot Point SDAs. For example, in the Townsville SDA the Coordinator-General acquired 169.5 ha of land to enable the construction of the Townsville port eastern access road and rail corridor to better connect industry to the Port. The Port access road has been constructed and is open.

In the Gladstone SDA the Coordinator-General has acquired land for a Materials Transport and Service Corridor to facilitate multi-user infrastructure and to coordinate services in one location so as to maximise suitable industrial land for large and complex industry with close proximity to the Port of Gladstone. This SDA was also extended in 2008 when 5 090 ha of land were acquired on southern Curtis Island to enable the establishment of LNG processing facilities and environmental buffer areas.

The Coordinator-General has also acquired easements for infrastructure corridors within the Stanwell-Gladstone Infrastructure Corridor and Callide Infrastructure Corridor SDAs. SDA infrastructure corridors, for example, have facilitated the delivery of the LNG industry projects in Queensland.

Most recently, major economic development of the Galilee Basin is being facilitated through the Galilee Basin SDA which is just under 106 000 ha and where the Coordinator-General has commenced a land acquisition process for an infrastructure corridor of approximately 3 750 ha and 1 808 ha for the establishment of industry. The proposed acquisition is an independent statutory process by the Coordinator-General using the process in the *Acquisition of Land Act 1967* and powers in the *State Development and Public Works Organisation Act 1971*.

In 2014-15, the Coordinator-General approved 30 development applications across the nine SDAs. Currently to facilitate economic development the Coordinator-General owns approximately 11 500 ha across the Townsville, Abbot Point and Gladstone SDAs, all of which are closely tied to port and transport related development opportunities.

The Coordinator-General has powers with regard to land access and tenure to support major economic development projects by ensuring construction can proceed with certainty and to meet project delivery schedules.

To achieve this, the Coordinator-General can:

- enable access to and compulsorily acquire land (and easements) for: undertaking works; SDAs; and other purposes, including a 'private infrastructure facility'
- negotiate commercial purchase and sale of land that supports major infrastructure projects and future development opportunities throughout the State
- ensure that project approval decisions and conditions are dealt with in a timely manner
- give direction/regulation of works, with respect to planning and delivery.

The government also recognises the opportunity to facilitate economic development through making government land available in the market place. To achieve this the Department of State Development via Property Queensland partners with government agencies, local government, the community and the private sector to provide opportunities for economic development on surplus and underutilised government land, that is no longer required for service delivery or the achievement of policy objectives. An example of this is the advertisement of the former Gold Coast Hospital site.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE

No. 8

asked on 27 July 2015

QUESTION:

I refer to page 58 of the Budget Measures document - I understand that we made an election commitment to honour Round 4 of the Royalties for the Regions program, how is the government fulfilling this, including Yeppoon Foreshore?

ANSWER:

I can confirm that the government is honouring projects approved by the previous government under Round 4 of the Royalties for the Regions program. I have confirmed funding of \$67 404 700 for 37 projects from the council application round and \$102.8 million for 13 other projects previously approved under the program. A full project list is attached.

The Department of State Development is working with Councils and other agencies to deliver these projects.

This includes \$2.5 million in funding to the Livingstone Shire Council for Stage 3 of the Yeppoon Foreshore Revitalisation project (total cost \$5 million).

In addition, to support recovery efforts from Tropical Cyclone Marcia, the government has committed a further:

- \$1.5 million from Royalties for the Regions funds to construct parking and pedestrian infrastructure to support development at the Yeppoon foreshore
- \$25 million over two years from a special assistance package to revitalise the Yeppoon foreshore.

ATTACHMENT**Round 4
Approved Projects - from council applications**

Council	Project	R4R Funding Approved	Total Project Costs
Barcaldine Regional Council	Jericho Swimming Pool	\$650 000	\$1 025 000
Barcoo Shire Council	Jundah Airstrip Fencing	\$140 000	\$150 000
Blackall-Tambo Regional Council	Blackall Airport Terminal Upgrade	\$500 000	\$1 000 000
Boulia Shire Council	Water Capital Works Infrastructure Upgrade	\$184 000	\$368 000
Bulloo Shire Council	Thargomindah Aerodrome Runway Lighting System Upgrade	\$149 500	\$272 100
Burke Shire Council	Burketown Wharf – Pontoon Project	\$180 000	\$480 000
Cairns Regional Council	Redlynch Road Connection Project	\$1 300 000	\$2 600 000
Cassowary Coast Regional Council	Innisfail Commercial Wharf	\$1 260 000	\$2 160 000
Charters Towers Regional Council	Improvements to the Charters Towers Water Reticulation System to address low pressure issues current	\$536 250	\$715 000
Doomadgee Aboriginal Shire Council	Airport Terminal Upgrade	\$332 500	\$337 500
Etheridge Shire Council	Mobile Tyre Shredder to Service Regional Councils in Far North Queensland	\$625 000	\$850 000
Fraser Coast Regional Council	Fraser Coast Airport Upgrade	\$525 000	\$700 000
Hinchinbrook Shire Council	Forrest Beach Water Security	\$1 300 000	\$2 600 000
Isaac Regional Council	Dysart Water Treatment Plant Upgrade	\$5 500 000	\$9 470 395

Council	Project	R4R Funding Approved	Total Project Costs
Kowanyama Aboriginal Shire Council	Kowanyama Essential Services – Refuse Tip	\$91 510	\$91 510
Kowanyama Aboriginal Shire Council	Kowanyama Essential Services – Sewerage Upgrades	\$188 841	\$238 341
Livingstone Shire Council	Yeppoon Foreshore Revitalisation – Stage 3	\$2 500 000	\$5 000 000
Lockhart River Aboriginal Shire Council	Lockhart River Aerodrome Runway Rehabilitation	\$5 608 800	\$6 368 800
Maranoa Regional Council	Roma Airport Terminal Upgrade Project	\$1 000 000	\$4 840 150
Maranoa Regional Council	Roma Saleyards Truck Washdown Facility Upgrade	\$1 506 116	\$3 006 116
Mareeba Shire Council	Kuranda Critical Water Supply Project	\$772 500	\$1 030 000
Mareeba Shire Council	Mareeba Wastewater Treatment Plant – Critical Infrastructure Project Stage 1	\$1 095 000	\$1 460 000
Murweh Shire Council	Charleville Airport Upgrade	\$2 200 000	\$2 300 000
North Burnett Regional Council	Gayndah, Monto and Mundubbera Aerodrome Upgrades	\$8 234 977	\$13 708 015
Northern Peninsula Area Regional Council	Mosby Creek Bridge, Bamaga	\$2 277 000	\$2 277 000
Richmond Shire Council	Hulbert Bridge Replacement	\$3 375 723	\$3 375 723
Somerset Regional Council	Replacement of Hardings Bridge on Grieves Road	\$504 563	\$720 804
Somerset Regional Council	Replacement of Hine Road Bridge 1 and Bridge 2 on Hine Road	\$524 205	\$748 866
Somerset Regional Council	Replacement of Postmans Gully Bridge on McFarlanes Road	\$621 490	\$887 843
South Burnett Regional Council	Kingaroy Barkers Creek Road/Clark and Swendson Road Intersection Upgrade	\$1 500 000	\$2 809 000
Southern Downs Regional Council	Lyndhurst Lane Bridge Replacement Project	\$2 070 000	\$2 760 000

Council	Project	R4R Funding Approved	Total Project Costs
Southern Downs Regional Council	SDRC Timber Bridge Replacement Project	\$2 640 000	\$3 520 000
Southern Downs Regional Council	Water Main Growth Extension High Street to Applethorpe	\$511 725	\$682 300
Tablelands Regional Council	Upgrade of the Tinaroo Sewerage Treatment Plant	\$1 500 000	\$2 000 000
Toowoomba Regional Council	Sewerage Network Enabling Project – Charlton Wellcamp Enterprise Area	\$4 5000 000	\$9 225 000
Townsville City Council	Dalrymple Road Bridge	\$5,000,000	\$40 000 000
Whitsunday Regional Council	Proserpine Waste Water Treatment Plant – Stage 2 Augmentation	\$6 000 000	\$7 620 000
TOTAL		\$67 404 700	\$137 397 463

Approved Strategic Fund Projects

Location/ Region	Project Name	Funding Recipient	R4R Funding Approved	Total Project Costs
Mareeba	Mareeba Airport Upgrade	Mareeba Shire Council	\$13 000 000	\$13 000 000
Dalby	Dalby - Traffic lights (near Dalby South School)	DTMR	\$1 000 000	\$1 000 000
Hervey Bay	Scrub Hill Road / Wide Bay Drive / Burrum Heads Road Intersections	DTMR	\$26 000 000	\$26 000 000
Kirwan (Townsville)	Kirwan State High School – Parking Project	DTMR	\$2 000 000	\$2 000 000
Middle Ridge (Toowoomba)	Middle Ridge State School – Drop-off Zone	DTMR	\$400 000	\$400 000
Torbanlea (near Hervey Bay)	Causeway on Torbanlea-Hervey Bay Road	DTMR	\$1 800 000	\$1 800 000

Location/ Region	Project Name	Funding Recipient	R4R Funding Approved	Total Project Costs
Townsville	Pimlico State High School – Drop-off Lane	DTMR	\$2 000 000	\$2 000 000
Townsville	Townsville Sewerage Treatment Plant Upgrade	Townsville City Council	\$20 000 000	\$30 000 000
Wellcamp (Toowoomba)	Upgrade of Toowoomba /Cecil Plains Road	DTMR	\$4 000 000	\$4 000 000
Various	Supporting Drive Tourism Package	DTMR	\$20 000 000	\$20 000 000
TOTAL			\$90 200 000	\$100 200 000

Approved Other Projects

Location/ Region	Project Name	Funding Recipient	R4R Funding Approved	Total Project Costs
Gympie	Mary Valley Rattler	Gympie Regional Council	\$600 000	\$600 000
Alpha	Alpha Community Hub	Queensland Health	\$10 000 000	\$16 000 000
South Burnett	South Burnett Rail Trail	South Burnett Regional Council	\$2 000 000	\$2 000 000
TOTAL			\$12 600 000	\$18 600 000

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE

ESTIMATES PRE-HEARING

QUESTION ON NOTICE

No. 9

asked on 27 July 2015

QUESTION:

I refer to point 67 on page 25 of the SDS - what are we doing to preserve rail corridors for future transport development across Queensland?

ANSWER:

State development areas are a key mechanism used to preserve infrastructure corridors across the state. The declaration of a State development area by the Coordinator-General under section 77 of the *State Development and Public Works Organisation Act 1971* is a way to ensure a clearly defined area of land is preserved for future development in order to promote economic development and generate jobs.

State development areas provide an efficient system for the assessment of development applications as well as enlivening the Coordinator-General's ability to use his land acquisition powers. Certainty of land tenure and access to land is a critical success factor for project proponents in delivering their projects.

The Townsville State development area has a direct connection with the Port of Townsville via the Port Access Road and has access to key road and rail transport routes including the Bruce and Flinders Highways, and both Mt Isa and North Coast rail lines. The Townsville Eastern Access Rail Corridor was acquired by the Coordinator-General to preserve and protect land for a future alternative rail link to the Port of Townsville and provide connectivity for future industrial development within the Townsville State development area.

The Coordinator-General is ensuring the protection of land for common user rail corridors in the Galilee Basin. Declaration and implementation of the Galilee Basin State development area is another critical initiative to support the opening of the Galilee Basin and provide an efficient way to transport coal to the Port of Abbot Point through multi-user rail corridors, while minimising their impact on the environment and landowners.

The Galilee Basin State development area comprises two 500 metre wide corridors from the Galilee Basin to the Port of Abbot Point – one rail corridor to service the central Galilee Basin and a second corridor to service the southern Galilee Basin, with a total land area of almost 106 000 hectares, running a maximum distance of 420 kilometres from the Galilee Basin to the Abbot Point State development area.

The State development area is providing an efficient and coordinated system for assessment of development applications through the Coordinator-General being a one stop-shop able to oversee and coordinate development approvals.

A land acquisition program has commenced and is progressing in the Galilee Basin State development area to ensure certainty of tenure and be able to facilitate the development of a multi-user rail corridor which is critical to the future development Queensland's export orientated economy.

The Coordinator-General has also protected land for a common user rail corridor between Wandoan and Banana. Declared in November 2011, the Surat Basin Infrastructure Corridor State Development Area is a 214 kilometre rail corridor to connect the existing Western Railway and Moura Railway systems. The connection is often referred to as the 'Southern Missing Link'. The corridor is preserved so that, when needed, it can support the development of new mines in the Surat Basin by enabling the transport of coal via the rail network to the Port of Gladstone for export.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE

No. 10

asked on 27 July 2015

QUESTION:

I refer to page 3 of the SDS - do we have a list of coordinated projects progressed since the governments election that will promote jobs growth and economic development in Queensland?

ANSWER:

Table 1. Projects with a Coordinator-General's Environmental Impact Statement Evaluation Report (CGER) completed under the current government (as at 13 August 2015):

No.	Project Name	Proponent	Capex (\$M)	Construction Jobs	Operating Jobs	CGER
1	Red Hill Mining Lease	BM Alliance Coal Operations Pty Ltd	N/A	2 000	1 500	04.06.15

Table 2. Projects with CGER completed prior to the current government that have made progress into the next stages of project delivery, e.g. through other approval phases, since February 2015 (as at 13 August 2015):

No.	Project Name	Proponent	Capex (\$M)	Construction Jobs	Operating Jobs	CGER
1	Byerwen Coal Project	Byerwen Coal Pty Ltd	1 764.0	350	545	02.07.14
2	Carmichael Coal Mine and Rail Project (aka Adani)	Adani Mining Pty Ltd	16 500.0	2 475	3 920	07.05.14
3	Gold Coast International Marine	Harbour Island Pty Ltd	390.0	2 353	2 700	19.12.13
4	North Galilee Basin Rail project	Adani Mining Pty Ltd	2 200.0	2 017	369	12.08.14
5	New Acland Coal Mine – Stage 3	New Acland Coal Pty Ltd	896.0	260	435	19.12.14
6	South Galilee Coal Project	AMCI on behalf of the AMCI (Alpha) Pty Ltd and Alpha Coal Pty Ltd joint venture	4 200.0	1 600	1 288	02.12.14
		Total	25 950.0	9 055	9 257	

Table 3. Coordinated projects currently undergoing an EIS that have been progressing since February 2015:

No	Project Name	Proponent	Capex (\$M)	Construction Jobs	Operating Jobs
1	Cairns Shipping Development Project	Far North Queensland Ports Corporation Ltd (trading as Ports North)	N/A	100	N/A
2	Capricorn Integrated Resort	Iwasaki Sangyo Co (Aust) Pty Ltd	600.0	8 500	2 160
3	China Stone Coal project	MacMines Austasia Pty Ltd	6 700.0	3 900	3 400
4	Etheridge Integrated Agricultural Project	Integrated Food and Energy Developments Pty Ltd	1 977.0	1 780	1 034
5	Gladstone Steel Making Facility	Euroa Steel Plant Project Pty Ltd (joint venture by Boulder Steel Limited and Gladstone Steel Pty Ltd)	4 400.0	2 000	1 800
6	Lindeman Great Barrier Reef Resort	White Horse Australia Lindeman Pty Ltd	600.0	865	300
7	Lower Fitzroy River Infrastructure Project	The Gladstone Area Water Board / SunWater Limited	495.0	150	N/A
8	Nathan Dam and Pipelines	SunWater Ltd	1 400.0	425	5
9	NT Link Project	APT Pipelines Limited	1,150.0	450	2
10	Port of Gladstone Gatcombe and Golding Cutting Channel Duplication Project	Gladstone Ports Corporation Limited	400.0	100	20
11	Santos GLNG Gas Field Development Project	Santos GLNG, on behalf of, Santos Limited, Petroliaam Nasional Berhad (PETRONAS), Total, and Korean Gas Corporation (KOGAS) joint venture	N/A	1 700	200
12	Sunshine Coast Airport Expansion Project	Sunshine Coast Regional Council	347.0	86	1 538
13	Three Rivers Irrigation Project	Stanbroke Pty Ltd	200.0	100	75
14	Townsville Port Expansion	Port of Townsville Ltd	1 490.0	139	180
15	Underground Bus and Train	Qld Dept. of Transport	5 000.0	1 600	135
		Total	24 759.0	21 895	10 849

A key point to note is that the Lindeman Island, Three Rivers Irrigation and NT Link Projects are new coordinated projects declared since February 2015.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE
No. 11
asked on 27 July 2015

QUESTION:

I refer to the Government's commitment to boost resource exploration opportunities in Queensland through new land releases in the Cooper Basin in a manner consistent with the management of strategic environmental areas (DNRM SDS P 6). Strategic environmental areas were a planning instrument established following the passage of the State Development, Infrastructure and Planning (Red Tape Reduction) and Other Legislation Amendment Bill 2014. Will the Minister confirm the Government is committed to maintaining strategic environmental areas in place as a planning instrument?

ANSWER:

The Queensland Government is committed to protecting the environmental values of pristine rivers and flood plains of the state, including the Channel Country in the Cooper Basin. Collectively, the Georgina/Diamantina and Cooper Creek catchments are the largest catchment in Queensland. While dry most years (apart from some permanent waterholes), the Channel Country is spectacular following heavy rains and flooding that bring a wealth of biodiversity.

Natural gas and oil activity has been safely occurring and coexisting with other land uses in the Cooper Basin since the 1960s, through the protection of the natural systems of the Cooper Creek, Georgina and Diamantina basins via a declaration in 2011 under the *Wild Rivers Act 2005*, and into the present day.

The recent land release in the Cooper and Eromanga basins on 14 May 2015 covered about 11,000 square kilometres in the remote, sparsely-populated south-west corner of Queensland, and is designed to attract junior and major oil and gas explorers.

Successful tenderers will start the process for the grant of an authority to prospect exploration permit for a six-year term. The Queensland Government will ensure that this will occur after meeting its strict environmental requirements, and any land access or native title requirements that exist.

The Cooper Creek, Georgina and Diamantina catchments are currently administered through Channel Country strategic environmental areas established under the *Regional Planning Interests Act 2014*. This means that a regional interests development approval is required for activities that may impact on specified environmental attributes, unless there is an exemption.

The repeal of the *Wild Rivers Act 2005* remains of significant concern to the Queensland Government, and an examination into the suitability of the current level of environmental protection provided to the natural river systems of the Cooper Creek, Georgina and Diamantina catchments will be undertaken to ensure that all development undertaken is environmentally sustainable.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE

No. 12

asked on 27 July 2015

QUESTION:

Can the Minister provide the full details of the 2015/16 budget approved project within the Department of State Development to develop and implement an enhanced bilateral agreement with the Australian Government on environmental projects, including total funding allocated and project scope, objectives and timeframes (DSD SDS P6)?

ANSWER:

The current Assessment Bilateral Agreement was signed on 18 December 2014.

Officers of the Office of the Coordinator-General, the Department of Environment and Heritage Protection and the Commonwealth Department of the Environment are progressing initiatives that will further streamline and deliver quality improvements under the current Assessment Bilateral Agreement.

The objective of these reforms is for the Queensland Government to provide all of the impact assessment and information needs of the Commonwealth Environment Minister to consider approval of projects under Commonwealth environmental law. The reforms would enable the Commonwealth Minister or delegate to approve a project with no or minimal changes to the State's conditions.

Impact assessment process improvements currently being pursued by Commonwealth and Queensland Government officers include:

- generic terms of reference which incorporate comments from State agencies and the Commonwealth Department of the Environment
- proponent service delivery charters which commit parties to identify key project risks and matters of national environmental significance deliverables, to develop a project program and consultation plan, and to establish governance arrangements such as roles and meeting schedules
- outcome focussed conditions with the State working with the Commonwealth on their draft model 'Outcomes Based' approval conditions which were released on 10 August 2015
- use of the "fitness for purpose" impact assessment report process for those projects with minimal environmental impacts or projects with a reduced number of issues likely to cause impacts
- ongoing improvement in environmental impact statement assessment timeframes, currently the time savings are at 57 per cent
- improved arrangements for 'embedded' assessment officers across jurisdictions to improve the channels of communication and knowledge of Commonwealth matters available in a timely manner

- ensuring the same approach to settling environmental offset requirements are taken under both State and Commonwealth jurisdiction to avoid complex and drawn out negotiations near the end of the evaluation process
- tailoring, where possible, assessment and compliance processes to the differing characteristics of contrasting industry sectors, for example, compliance requirements for mining projects are very different from large scale integrated tourism developments
- incorporating relevant improvements into new 'Administrative Arrangements'
- enhancing compliance and enforcement cooperation between jurisdictions
- enhanced joint training across jurisdictions
- development and implementation of new communications protocols with the Great Barrier Reef Marine Park Authority to ensure the delivery of relevant parts of the *Great Barrier Reef Long Term Sustainability Plan*.

Joint reforms delivered over the last 18 months have reduced average Commonwealth Environment Minister final decision time frames by 63 per cent (compared to the 2007-2013 average). Therefore, I am confident that the initiatives I have listed above will deliver further reductions in timeframes while enhancing the quality of environmental protection outcomes.

These reforms will be rolled out progressively as they are developed. It is anticipated that they can be delivered by December 2016.

The costs of this work are currently being absorbed within the operational budgets of the Office of Coordinator-General and the Department of Environment and Heritage Protection.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE

No. 13

asked on 27 July 2015

QUESTION:

Can the Minister provide the full details of the 2015/16 budget approved project within the Department of State Development to improve the coordinated project environmental impact assessment process, including total funding allocated and project scope, objectives and timeframes (DSD SDS P6)?

ANSWER:

There are a significant number of ongoing measures being undertaken by the Office of Coordinator-General to ensure that the coordinated project environmental impact assessment process is maintained at its current high level and improved where possible.

With respect to the quality and integrity of the environmental impact statement process and documentation, the office is:

- updating and implementing clear guidelines and templates for assessments in line with government policies and priorities, for example:
 - amendment of templates in response to the recent repeal of section 47D of the *State Development and Public Works Organisation Act 1971*
 - establishment of principles underlying imposed conditions and compliance requirements for management of long distance commuter workforce arrangements for Red Hill
- refining and expanding the use of quality controls in the Daptiv© project management system
- proactively reviewing and upgrading project management processes, especially:
 - proponent service delivery charters which commit parties to identify key project risks and matters of national environmental significance deliverables, agree a project program and consultation plan, and establish governance arrangements such as roles and meeting schedules
 - project control group meetings on a regular basis to monitor progress, track quality, deliver milestones identified in the charter, and identify any gaps or deficiencies in the environmental impact statement work
 - compliance and enforcement arrangements for Coordinator-General's imposed conditions
- for resource projects, incorporating the relevant recommendations of inquiries into fly-in fly-out workforce arrangements and rolling-out the new approach to workforce conditions in the Coordinator-General's Red Hill project
- reviewing and improving proponent stakeholder consultation processes, for example, the establishment of a program of quarterly meetings between the Coordinator-General and community/environmental groups and a parallel program with representatives of industry peak bodies and professional associations

- updating generic terms of reference which incorporate comments from State Agencies and the Commonwealth Department of the Environment
- refining outcome focussed conditions with the State working with the Commonwealth on their draft model 'Outcomes Based' approval conditions which were released on 3 August 2015
- promoting use of the new Impact Assessment Report process for those projects with minimal environmental impacts or projects with a reduced number of issues likely to cause impacts.
- ensuring the same approach to settling environmental offset requirements is taken under both State and Commonwealth jurisdiction to avoid complex and drawn out negotiations near the end of the evaluation process
- developing and implementing new communications protocols with the Great Barrier Reef Marine Park Authority to ensure the delivery of relevant parts of the *Great Barrier Reef Long Term Sustainability Plan*
- working with the Commonwealth Department of Environment to progress initiatives that will further streamline and deliver quality improvements under the current Assessment Bilateral Agreement.

A key objective of these improvements is to enable the Commonwealth Minister or delegate to approve a project with no or minimal changes to the State's conditions.

With respect to the capabilities of its workforce to deliver accurate and comprehensive advice, the office is:

- continuing its successful proactive and cost-effective staff training program linked to strategic priorities
- enhancing skills in community consultation, economic impact assessment, compliance, and reporting on social impacts of projects.

With respect to the timeliness of impact assessment processes and reporting responsibilities, the office is:

- targeting a 60 per cent reduction in the time taken to process the elements of the impact assessment system controlled by the Coordinator-General compared to the 2009-2012 period. Currently the time savings are at 57 per cent
- continuing to develop streamlining initiatives, for example, automated methods to manage very large numbers of submissions generated by campaign websites.

The costs of this improvement work are absorbed within the operating budget of the Office of Coordinator-General.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE

ESTIMATES PRE-HEARING

QUESTION ON NOTICE

No. 14

asked on 27 July 2015

QUESTION:

Specifically and reported separately by region, can the Minister advise what regionally significant public sector projects and emerging opportunities in key sectors will allow the Department of State Development to maximise opportunities for participation by Queensland businesses (DSD SDS P3)?

ANSWER:

The Queensland Charter for Local Content (the Charter) commenced in April 2014. The Charter is aimed at maximising local industry participation in Queensland Government procurement in order to support business and employment growth. One of the principles of the Charter is to encourage agencies to work in partnership with local communities to develop regional capacity. Consequently, the Charter sets a threshold for project expenditure of \$2.5 million in regional Queensland as opposed to \$5 million in South East Queensland.

The attached table provides a list of all significant public sector projects in regional Queensland currently subject to the Charter. The dollar amounts provided in the table are progressive spends as at 30 June 2015 since project commencement. This information is reported to the Department of State Development by project proponents through the Charter. Because not all the projects are completed the figures do not represent final total project cost.

In terms of emerging opportunities, the following projects in regional Queensland have been identified, but have not commenced:

Roads

- Toowoomba Second Range Crossing
- Philip Street/Dawson Highway, Gladstone – Kin Kora intersection upgrade
- Bruce Highway, south of Mackay – Hay Point Road intersection
- Bruce Highway (Gympie/Maryborough) Woondum Rd/Vernados Ave, widen and overlay, intersection upgrade
- Bruce Highway (Brisbane-Gympie) Cooroy-Curra Traveston Road-Keefton Road - construct new sealed 4-lane road
- Bruce Highway (Gympie-Maryborough) Old Gympie Road intersection, Tinana Overpass/Interchange - bridge works
- Bruce Highway (Maryborough-Gin Gin) Apple Tree Creek, Old Creek Road and Anderson Road – intersection upgrades
- Warrego Highway (Dalby-Miles) - widen and overlay highway
- Warrego Highway (Dalby-Miles) - construct bridge/s and approaches
- Bruce Highway (Rockhampton-St Lawrence) - widen pavement
- Peak Downs Highway (Nebo-Mackay) - construct deviation
- Bruce Highway (Bowen-Ayr) - upgrade Sandy Gully Bridge and approaches

- Bruce Highway (Bowen-Ayr) - replacement of Yellow Gin Creek bridge
- Burke Developmental Road (Cloncurry-Normanton) - reseal road
- Bruce Highway (Innisfail-Cairns) Foster Road-Robert Road - widen to 6 lanes
- Peninsula Development Road (Laura-Coen) FNQ - pave and seal road
- Peninsula Development Road (Coen-Weipa) FNQ - pave and seal road
- Burrum Heads - construction of new boat ramp, floating walkway and car park.

Other Infrastructure

- Bowen Boat Harbour - entrance widening and internal channel dredging
- Cairns – Integrated Resort development (Aquis)
- Mary Valley Heritage Railway
- Mission Beach safe Boating Infrastructure
- Community Hubs and Partnerships
- Townsville Stadium
- Central Highlands Regional Council - Nogoa River Rail Bridge Capacity Improvement
- Western Downs Regional Council - Winfields Road Landfill Upgrade
- Barcoo Shire Council - Connecting Remote Communities in Central West Queensland
- Fraser Coast Regional Council - Maryborough CBD Flood Resilience Project
- Isaac Regional Council - Dysart Water Treatment Plant Upgrade
- Lockhart River Aboriginal Shire Council - Lockhart River Aerodrome Runway Rehabilitation
- Richmond Shire Council - Hulbert Bridge Replacement
- Southern Downs Regional Council - SDRRC Timber Bridge Replacement Project
- Toowoomba Regional Council - Sewerage Network Enabling Project – Charlton Wellcamp Enterprise Area
- Whitsunday Regional Council - Proserpine Waste Water Treatment Plant – Stage 2 Augmentation
- Townsville Hospital Central Sterilising Services Department and Central Energy Services
- Alpha Co-Located Community Services Precinct
- Mount Isa Hospital Refurbishment (Stage 3)
- Townsville Hospital Redevelopment Stage 5 - Planned Procedure Centre
- Rockhampton Hospital High Voltage Central Energy Generation
- Tully Hospital Central Energy and mechanical plant upgrade
- Gladstone Hospital Mechanical Upgrade
- Roma Hospital Surgical Block Air Conditioning Upgrade
- Innisfail Mechanical Services Upgrade
- Mareeba Hospital Mechanical Services Upgrade
- Mackay Capital Infrastructure Program
- Barcaldine and Longreach Priority Capital Program Projects

Local Content Report for: All regional projects 2014-2015

Total progressive value of all projects		\$270 389 017.34
Individual Project breakup		
Project name	Address / Postcode	Invoice value (to date) \$
Transport Network Reconstruction Program - Burnett Highway (Monto to Mt Morgan)	4630	5 292 000.00
Transport Network Reconstruction Program - Landsborough Highway (Tambo-Blackall Road)	4575	240 103.14
Townsville Hospital Stages 3 & 4	4814	187 415 191.62
Flood Damage Project - Cramsie-Muttaburra Road	4472	5 254 806.45
Flood Damage Project - Landsborough Highway (Winton - Boulia)	4814	11 763 565.10
Bruce Highway (Innisfail - Cairns)	4735	3 565 453.03
Bruce Highway (Ingham - Innisfail)	4829	5 018 718.93
Landsborough Highway - Blackall-Tambo	4871	23 811 183.11
Cairns Hospital Redevelopment	4870	24 471 682.00
Transport Network Reconstruction Program - Blackall-Adavale Road	4854	1 276 380.72
Transport Network Reconstruction Program (Blackall-Barcaldine Road, Isisford-Blackall Road)	4305	383 447.00
Ingham New Fire and Rescue Station	4850	1 896 486.24

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE

No. 15

asked on 27 July 2015

QUESTION:

I refer to the Government's commitments regarding port infrastructure in the Reef 2050 Plan, which include the delivery of stand-alone legislation. Can the Minister provide a full and clear description of the actual differences between the Sustainable Ports Development Bill 2015 and the Ports Bill 2014 (DSD SDS P4)?

ANSWER:

The Sustainable Ports Development Bill 2015 represents a major step in implementing particular port-related commitments made by this government in the *Reef 2050 Long-Term Sustainability Plan* and it demonstrates this government's commitment to protect the Great Barrier Reef.

To faithfully implement these commitments, the Sustainable Ports Development Bill 2015:

- applies only to ports in the Great Barrier Reef World Heritage Area (GBRWHA)—the Ports 2014 Bill applied to all Queensland ports
- restricts future port development in the GBRWHA to within existing port limits—under the Ports 2014 Bill port development outside existing port limits was subject to ministerial discretion
- concentrates future port development to within the four priority ports, and further restricts the extent to which these ports can expand by excluding marine parks within port limits—the Ports 2014 Bill nominated the same four priority ports (the bulk commodity ports) as priority port development areas but did not exclude expansion into a marine park if it was within port limits
- prohibits the sea-based disposal of port-related capital dredged material in the GBRWHA (mandating instead the beneficial reuse of port-related capital dredged material or, where this is impracticable, disposal on land where it is environmentally safe to do so)—the Ports 2014 Bill contained no prohibition on the sea-based disposal of capital dredged material
- adopts a master planning approach that deals consistently with any state interests while retaining the autonomy of decision makers for their respective planning instruments—master planning under the Ports 2014 Bill provided for consistency across a priority port development area by overriding the roles and responsibilities of existing planning entities and land use managers
- is enabling legislation that coordinates decision making to ensure state interests are consistently addressed in a master planned area, no approvals are given under Sustainable Ports Development Bill 2015—the Ports 2014 Bill provided the Minister approval powers in a priority port development area.

- Port Alma (including Fitzroy Delta, Keppel Bay, North Curtis Island) is not nominated as a priority port and this has been explicitly demonstrated by its exclusion from the draft Gladstone Port Master Planning boundary.

Another key difference is that the prohibitions and restrictions to protect the Reef in the Sustainable Ports Development Bill 2015 are not time limited. The Reef protections in the 2014 Bill were restricted to 10 years.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE

No. 16

asked on 27 July 2015

QUESTION:

Minister I refer to the public servant numbers detailed in the portfolio SDS, and ask since the assent of the Industrial Relations and Other Legislation Amendment Bill 2015 can the Minister advise how many public servants within the Department's staffing allocation have had their details supplied to unions under the Government's Union Encouragement Policy list in the following format for each portfolio, State Development, Natural Resources and Mines:

Department	Union Name	Number of employee details forwarded	Summary of details provided

ANSWER:

The State Government Department Certified Agreement covers nearly 50,000 public servants, including those in the Department of State Development and the Department of Natural Resources and Mines. From June 2015, the re-enlivened provisions within this agreement provide that information about new starters is to be provided to relevant unions on a quarterly basis. The first full quarterly report (the September quarter report) is due in October 2015.

All public servants are protected by privacy laws and agencies are responsible for complying with those laws. Each agency is required to comply with its relevant industrial instrument(s) regarding union encouragement, including reporting.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE

No. 17

asked on 27 July 2015

QUESTION:

Can the Minister outline how much funding has been allocated to each of any reviews, inquiries, taskforces or committees established by his department after the 2015 General election, including but not limited to, the review of the current vegetation management framework, including an audit of the 15 self-assessable vegetation codes and the review of resource project regulations and timeframe impediments (DNRM SDS P4, 6)?

ANSWER:

Department of Natural Resources and Mines

Review, inquiry, taskforce or committee	Funding allocated
Vegetation Management Framework	met within existing DNRM budgetary allocations
Self-assessable Vegetation Codes	met within existing DNRM budgetary allocations
Resource project regulations and timeframe impediments	met within existing DNRM budgetary allocations

Department of State Development

Review, inquiry, taskforce or committee	Funding allocated
Review of Rail Land Disposal and Planning Approvals	met within existing DSD budgetary allocations
Review of Abbot Point Port and Wetlands Strategy	met within existing DSD budgetary allocations
Queens Wharf Brisbane Gateway Review – Gate 3: Investment Decision	met within existing DSD budgetary allocations
Review of fly-in, fly out	has a budget allocation of \$160,000 of which \$80,000 has been held over to be expended in 2015–16
Abbot Point Capacity Expansion Project Control Group	met within existing DSD budgetary allocations
Abbot Point Growth Gateway Project Reference Group	met within existing DSD budgetary allocations
Lower Burdekin Catchment Development Project Inter-Agency Committee	met within existing DSD budgetary allocations

I also refer the committee to my response to Question on Notice 557, tabled on 13 August 2015.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE
No. 18
asked on 27 July 2015

QUESTION:

I refer to the Government's commitments to boost resource exploration opportunities in Queensland through new land releases in the Cooper Basin and promoting resource development in the Cooper Basin by initiating a strategic marketing and communications campaign to attract investment (DNRM SDS 6). How does the Minister intend to deal with the management of groundwater resources impacted on by the increase in resource activity in the Cooper Basin?

ANSWER:

The Queensland Government is committed to promoting resource sector development in the Cooper Basin. The Cooper Basin Industry Development Strategy identifies key actions that include development of a Cooper Basin water strategy to ensure responsible and sustainable use of water resources in the basin, while delivering long-term economic benefits to the region and to the state by developing deep gas and oil resources. Most of Queensland's deep gas reserves lie either within or beneath the Great Artesian Basin, which is a resource that is critically important to many regional Queensland communities, as well as sustaining significant springs and groundwater-dependent ecosystems.

Queensland has in place an adaptive environmental management regime to mitigate and manage any potential impacts on groundwater resources from the development of the petroleum and gas sector.

Although the *Petroleum and Gas (Production and Safety) Act 2004* provides the holder of a petroleum tenure with the right to take or interfere with underground water during the course of carrying out authorised activities in the area of tenure, the tenure holder's underground water rights are not unfettered.

Under Chapter 3 of the *Water Act 2000*, petroleum tenure holders are obliged to compensate water bore owners for loss of water supply capacity. These obligations are defined in the Petroleum and Gas (Production and Safety) Act as 'make good obligations'. Petroleum tenure holders are also currently obliged to develop and implement periodic underground water impact reports that must include a water-monitoring strategy and a springs impact management strategy.

A Cooper Basin water strategy will be developed to ensure the sustainable management of water demand for the petroleum and gas sector, and this strategy will be an important consideration when reviewing relevant water plans, such as the Great Artesian Basin water resource plan. This will ensure that the water requirements of all sectors are considered and given certainty for new development while protecting existing water users and the environment.

The Queensland Government is committed to providing a regulatory framework that ensures the ongoing prosperity of the state, protections to landholders and environmentally sustainable development, and will continue to work with stakeholders to assess the efficiency of the framework and identify potential enhancements.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE
No. 19
asked on 27 July 2015

QUESTION:

I refer to the Government's commitment to reintroduce regulations for managing riverine vegetation (DNRMS SDS P4). Will the Minister confirm that a permit is currently required under the *Vegetation Management Act 1999* to manage regulated vegetation in a watercourse?

ANSWER:

The vegetation management framework currently regulates native woody vegetation clearing in and adjacent to watercourses in some, but not all, circumstances. For example, clearing in non-boundary watercourses in areas shown as Category X on the regulated vegetation management map is exempt from regulation under the vegetation management framework.

Previously, clearing within the channel of all watercourses was assessed under the *Water Act 2000* through riverine protection permits. Following amendments to the Water Act in 2013, the clearing of vegetation within the channel of a watercourse is no longer regulated under the Water Act, although regulation continues for the excavation and placement of fill. Under the changes to the Water Act, consideration must still be given to the impact of clearing native vegetation in a watercourse where it is a necessary and unavoidable part of excavating or placing fill.

This means that some in-channel watercourse clearing of native vegetation in Queensland is unregulated under the Water Act and Vegetation Management Act.

Where vegetation clearing in watercourses is regulated under the vegetation management framework, there are a number of possible options. Clearing for some purposes, such as community infrastructure, is exempt and does not require approval. Lower impact clearing may be possible in accordance with conditions in self-assessable codes or area management plans. In these cases, landholders are only required to notify the Department of Natural Resources and Mines of their intention to clear.

Clearing that cannot be undertaken in accordance with an exemption, self-assessable code or area management plan requires development approval under the *Sustainable Planning Act 2009*.

The Minister for State Development and Minister for Natural Resources and Mines is committed to full consultation before making any significant legislative amendments to the vegetation management framework, including the best way to manage riverine vegetation. A considered and balanced approach to implementing protections will be taken which will promote sustainable agriculture, while also addressing increases in carbon emissions and any potential impact on the long-term health of the Great Barrier Reef.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES PRE-HEARING
QUESTION ON NOTICE
No. 20
asked on 27 July 2015

QUESTION:

I refer to the Government's commitment to continue to reduce public risks associated with abandoned mines through a ground truthing program (DNRM SDS P6). This statement implies that a ground truthing program previously existed. Can the Minister outline the progress of this ground truthing program to 30 June 2015 and its achievements since commencing?

ANSWER:

Ground truthing involves on-site identification and assessment of individual mine features, such as historic mine shafts or old mining structures. It provides a current snapshot of the status and risks at the abandoned mine site, and this allows efficient prioritisation of on-ground works to mitigate public risks based on that knowledge.

The Queensland Government is delivering on its commitment to continue inspections of abandoned mines and historic mining areas close to communities and high public traffic areas. It is also continuing to implement subsequent close-out works to mitigate any significant public risks that have been identified from the ground truthing.

Two hundred and fifty-five abandoned mine sites and more than 1050 mine features were inspected in 2014–15. Subsequently, 189 abandoned mine sites have been closed out, involving risk mitigation works on more than 260 individual mine features.

Areas that were addressed in 2014–15 include Ravenswood, Herberton, Croydon, Mount Larcom, Leyburn and the Benarkin State Forest.

The work at Ravenswood was in known fossicking areas where the risks were assessed as high because people are known to visit the area frequently.

The four-week program backfilled 222 mining features over 46 sites.

The majority of the mining features remediated were old shafts. There were also several underground entrances that were most likely adits or stopes.

These sites were backfilled in a similar way as the shafts, with backfill material pushed into the entrances to create a plug.

The ground truthing and public risk close-out program was implemented in 2013–14 and, to date, more than 340 sites have been closed out, with risk mitigation works carried out on more than 660 individual mine features. Over 1200 sites and 3000 mine site features have been inspected.

Officers from the Department of Natural Resources and Mines also collaborate with officers from the Department of Environment and Heritage Protection in proactive inspections across the state of mines that are at risk of failing.

Combined with a review of financial assurance held by the state, this is ensuring that action is being taken now to reduce the potential for an increasing cost burden on the state in the future.

Minister for State Development and Minister for Natural Resources and Mines

Answers to Questions Taken on Notice

Infrastructure, Planning and Natural Resources Committee

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE
ESTIMATES HEARING

QUESTION TAKEN ON NOTICE

Natural Resource Management Program

asked on 19 August 2015

QUESTION:

Minister, I want to ask a question about the Queensland natural resource management program. I would like some assistance from the department to try to identify where this year's funding for the Queensland natural resource management program is located in the SDS for the Department of Natural Resources and Mines. I cannot seem to locate it. For the benefit of the committee, is the minister able to undertake to table a full program costing schedule for projects and initiatives under the Queensland natural resource management program for this financial year?

ANSWER:

Reef Region NRM Group project funding	\$4,172,994
Reef Region Strategic State projects	\$3,555,000
Non Reef Region NRM Group project funding	\$6,370,061
Non Reef Region Strategic State projects	\$1,795,000
TOTAL NRM Program funding 2015-16	\$15,893,055

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE

ESTIMATES HEARING

QUESTION TAKEN ON NOTICE

Vegetation clearing

asked on 19 August 2015

QUESTION:

I refer to page 2 of the SDS and the government's stated intention to amend the VMA to minimise the clearing of vegetation. What evidence can you provide to this committee to demonstrate that the clearing of vegetation is not being minimised under the existing vegetation management framework?

When I am talking about those things, some of the things I would like to know are: what component of the figures that you present includes vegetation managed under each of the 15 self-assessable codes that cover routine low-risk property management and maintenance activities; what component of those figures includes vegetation such as mulga, which is pulled for feedstock in drought declared areas of Queensland, recognising that the drought is very widespread and deep at the moment; and what component of those figures includes vegetation cleared as part of the fully assessed and approved high-value agriculture application?

ANSWER:

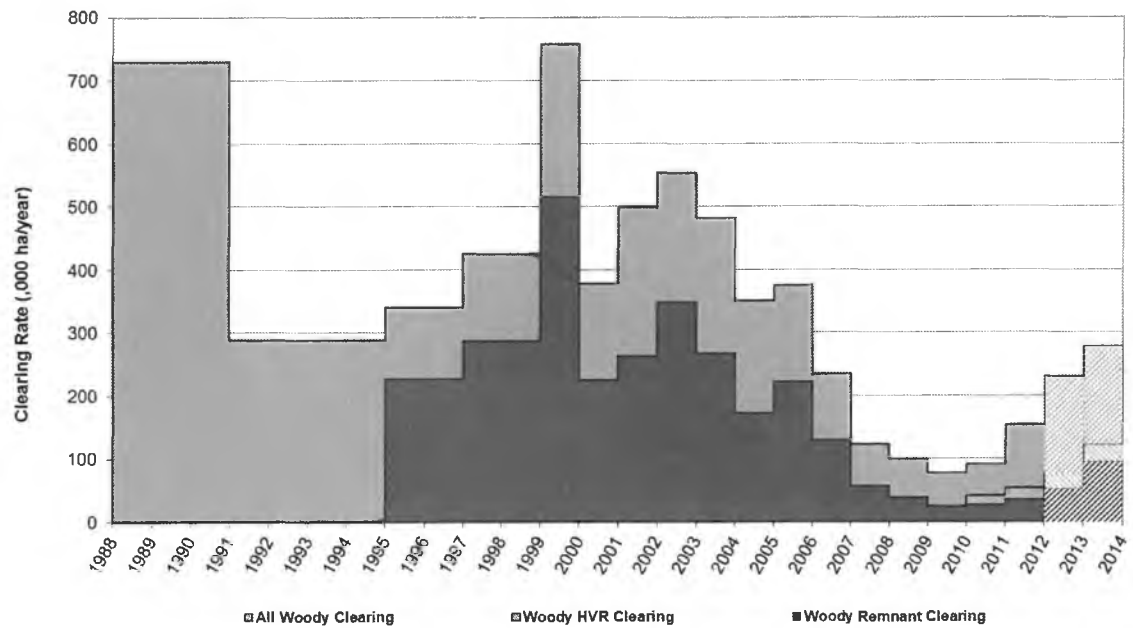
The Department utilises the Statewide Landcover and Trees Study (SLATS) reports to monitor the overall cover of woody vegetation in Queensland. These reports have been published annually from 1999. The last published report was for 2011-12 period.

The Department of Science, Information Technology and Innovation has recently prepared preliminary reports for the periods 2012-13 and 2013-14. The 2012-13 and 2013-14 preliminary reports have not been published, but the results have been shared with members of the Vegetation Community Roundtable and have been widely and accurately reported in the media.

The preliminary reports show that clearing rates of remnant vegetation are increasing, with the yet to be publically released preliminary report for 2012-13 showing an increase in clearing of remnant vegetation to 52,000 hectares per year, and a further increase to about 95,000 hectares per year for 2013-14. These figures are up from 35,000 hectares per year in 2011-12.

Total woody clearing (remnant and regrowth combined) has increased by 50 per cent from 153,640 hectares per year in 2011-12 to 231,000 hectares per year in 2012-13—the highest clearing rate since 2006-07. Preliminary analysis shows that clearing reached 278,000 hectares per year for 2013-14. This clearing rate trend data is shown in Graph 1.

The full and complete annual SLATS report for the periods 2012-13 and 2013-14 are expected to be completed by the Department of Science, Information Technology and Innovation by October this year.



Graph 1: Annual woody vegetation clearing rate in Queensland (1988–2014) from Land cover change in Queensland 2012–13 and 2013–14 Preliminary Report.

Correspondence



The Hon Dr Anthony Lynham MP
Minister for State Development and
Minister for Natural Resources and Mines

E-MAILED
28/08/2015

I O O E

28 AUG 2015

Level 17 QMEC Building
61 Mary Street Brisbane QLD 4000
PO Box 15216 City East
Queensland 4002 Australia
Telephone +61 7 3199 8215
Email sdnrm@ministerial.qld.gov.au

1119

Mr Jim Pearce MP
Chair
Infrastructure, Planning and Natural Resources Committee
Parliament House
BRISBANE QLD 4000

Dear Mr Pearce

I refer to the transcript of proceedings from the Estimates hearing held on Wednesday 19 August 2015 for the Department of Natural Resources and Mines.

In order to ensure an accurate record of proceedings I seek approval from the Committee to note the corrections / clarifications outlined in the table attached.

Should you have any queries please contact Mr Adrian Noon, Chief of Staff on 3719 7365.

Yours sincerely

Dr Anthony Lynham MP
Minister for State Development and
Minister for Natural Resources and Mines

Att

Estimates – Infrastructure, Planning and Natural Resources Committee – Natural Resources and Mines 19 August 2015

The following are points for further clarification and/or minor corrections as per the Record of Proceedings for this public hearing:

Page	Reference	Transcript	Correction / clarification
84	Paragraph 7	Dr LYNHAM: A great many. At my request a review is underway into the approval process for the New Acland coal environmental impact statement. I ordered this review to ensure absolute transparency, certainty and clarity for all parties in this process.	Dr LYNHAM: A great many. A review is underway into the approval process for the New Acland coal environmental impact statement. <u>The Government</u> ordered this review to ensure absolute transparency, certainty and clarity for all parties in this process.
88	Paragraph 13, 14 & 15	Mr Harrison: There are a range of qualifications to be appointed as a mines inspector. For a coalmine inspector you need a first-class mine manager's certificate . For a metalliferous mines inspector you need a first-class underground mine manager's ticket in a metalliferous mine. The previous example for a coalmine inspector is in a coalmine. If you are a mechanical mines inspector you need to have a mechanical engineering qualification like a diploma or a degree in mechanical engineering. If you are an electrical inspector you need a diploma or a degree in electrical engineering as it relates to mine safety. Mr CRIPPS: Thank you, Commissioner. Commissioner, specifically in relation to the Coal Mining Safety and Health Act and the process to be appointed as a mines inspector, this process includes a Board of Examiners assessment process, does it not? Mr Harrison: Correct.	Clarification points For the statement from Mr Harrison the first class mine manager's certificate applies to specialist underground mines inspectors. We have a range of qualifications and experience required for mines inspectors, e.g. geotechnical engineers, ergonomists, occupational hygienists, electrical engineers, mechanical engineers, second class and third class tickets (deputy tickets) and in the case of open cut mines – open cut examiners ticket or significant experience as an open cut mine manager (as there is no ticket for that role). It includes a Board of Examiners assessment for those specialist underground inspectors requiring first class tickets.

Deleted: At my request a

Deleted: I



The Hon Dr Anthony Lynham MP
Minister for State Development and
Minister for Natural Resources and Mines

I OOSE

Our Ref: MBN15/1454

28 AUG 2015

Level 17 QMEC Building
61 Mary Street Brisbane QLD 4000
PO Box 15216 City East
Queensland 4002 Australia
Telephone +61 7 3199 8215
Email sdnrm@ministerial.qld.gov.au

Mr Jim Pearce MP
Chair
Infrastructure, Planning and Natural Resources Committee
Parliament House
George Street
BRISBANE QLD 4000

Email: ipnrc@parliament.qld.gov.au



Dear Mr Pearce

I refer to the Infrastructure, Planning and Natural Resources Committee's (the Committee) examination of the Appropriation Bill 2015 (the Bill), with specific reference to State Development.

As you are aware, the committee held a public hearing regarding the proposed expenditure for 2015–16 for the State Development portfolio on 19 August 2015.

I would like to take this opportunity to thank the committee for its detailed and diligent examination of this portfolio's proposed expenditure. While no questions on notice were recorded during the public hearing, I would like to provide further clarification and/or minor corrections on the Record of Proceedings for several matters that were discussed (**Attachment 1**). This is to ensure the ongoing accountability and transparency of this government.

Regarding the discussion during the hearing about referrals to Building Queensland, for completeness, I advise that whilst the Department of State Development is leading the business case for the Townsville Stadium project, there has been consultation with Building Queensland on this project.

If you have any questions about my advice to you, Mr Adrian Noon, Acting Chief of Staff, will be pleased to assist you and can be contacted on 3719 7360.

Yours sincerely

Dr Anthony Lynham MP
Minister for State Development and
Minister for Natural Resources and Mines

Enc

ESTIMATES – INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE – STATE DEVELOPMENT

19 August 2015

The following are points for further clarification and/or minor corrections as per the Record of Proceedings for this public hearing:

<u>PAGE</u>	<u>REFERENCE</u>	<u>ERROR</u>	<u>CORRECTION</u>
57	In attendance	Mr R Alcorn, Director, Police, Legislation and Coordination	Mr R Alcorn, Director, Policy, Legislation and Coordination
59	Paragraph 1	Firstly, through the Coordinator-General I have declared three new coordinated projects:...	Firstly, the Coordinator-General has declared three new coordinated projects:... <i>As per the State Development Public Works and Organisation Act 1971, it is the statutory responsibility of the Coordinator-General to declare a 'coordinated project', not the responsible Minister for the State Development portfolio.</i>
60	Middle of the page	Dr LYNHAM: In the past 18 months	Dr LYNHAM: In the last 12 months ...
60	Middle of the page	Mr Broe: ...equally important and we have reduced DAs assessment times...	Mr Broe: ...equally important and we have reduced the EIS assessment times...
66	Paragraph 3	Ms LINARD: It is included.	Dr LYNHAM: It is included.
68	Paragraph 3	...Wandoan and Banana. The root was chosen following...	...Wandoan and Banana. The route was chosen following...
69	Paragraph 8	...people of Aurukun and now ready and very keen to move forward.	...people of Aurukun are now ready and very keen to move forward.

Minutes

Infrastructure, Planning and Natural Resources Committee

MINUTES



Infrastructure, Planning and Natural Resources Committee

Meeting No. 18 held on Wednesday 15 July 2015 at 11.45am
Room 5.04, Level 5, Parliamentary Annexe

Members present	Mr Jim Pearce MP, Chair Mr Michael Hart MP, Deputy Chair Mr Glenn Butcher MP Mr Lachlan Millar MP Mr Peter Russo MP (replacement member in accordance with Standing Order 202)
In attendance	Ms Erin Pasley, Research Director Ms Margaret Telford, Principal Research Officer Ms Mary Westcott, Principal Research Officer
Apologies	Mrs Brittany Lauga MP (replaced by Mr Peter Russo MP in accordance with Standing Order 202) Mr Shane Knuth MP
Estimates 2015 Members Information Manual	<i>Estimates 2015 Members Information Manual</i> The committee <u>noted</u> that the Estimates 2015 Members Information Manual had been circulated to Members.
Appropriation Bill 2015	<i>Background information</i> The committee <u>noted</u> the background information circulated including departmental organisation charts and list of relevant statutory authorities. <i>Inquiry timetable</i> On the motion of Mr Butcher, seconded by Mr Millar, the committee <u>resolved</u> to adopt the inquiry timetable (Attachment 1). Mr Butcher left the meeting at 11:50am. Mr Butcher rejoined the meeting at 11:52am. <i>Public hearing timetable</i> On the motion of Mr Millar, seconded by Mr Russo, the committee <u>resolved</u> to adopt the hearing timetable (Attachment 2). <i>Attendance of non-committee members</i> On the motion of Mr Hart, seconded by Mr Millar, the committee <u>resolved</u> to grant leave to non-committee members to attend the hearing and ask questions. <i>Ministers' use of ancillary materials</i> Members <u>noted</u> that any guidelines or restrictions on a Ministers' use of ancillary materials during the hearing was a matter for the committee to determine.

On the motion of Mr Hart, seconded by Mr Butcher, the committee resolved not to allow Ministers to use ancillary materials or props during the hearing and that Ministers should provide the committee with any supplementary material in written form.

Ministers' opening statements

On the motion of Mr Millar, seconded by Mr Butcher, the committee agreed that Ministers will make one opening statement of no more than five minutes at the beginning of each examination.

Conduct of the hearing

The Research Director advised the committee that there were no time limits for answers or questions provided in Standing Orders and that traditionally, more than half the time for questions had been allocated to non-government members.

The committee agreed to split the time between government and non-government questions approximately 40/60, respectively, in around 15 minute blocks.

Other business

Nil.

Adjournment

At 12.03pm the committee adjourned to 9.00am Wednesday 19 August 2015 in Room A35 (Estimates pre-hearing meeting).

Confirmed on

17th of August 2015


Jim Pearce MP
Chair

Attachment 1

**Estimates 2015
Inquiry timetable**

TIME/DATE	DETAILS
10.00am Fri 24 July	Committee members' questions on notice to be provided to the Research Director [SO 182(1) & 182(2)]
by COB Monday 27 July	Committee's questions to be sent to Departments
10.00am Tues 18 August	Pre-hearing answers to questions on notice to be provided by Ministers [SO 182(3)]
9.00am Wed 19 August	Pre-hearing meeting
9.30am Wed 19 August	Public Hearing
12.00pm Friday 21 August	Answers to questions taken on notice to be provided to the committee [SO 183(3)(b)]
Monday 7 September	Draft Report provided to Chair
Tuesday 8 September	Chair's Draft Report circulated to members
10.00am Wed 9 September	Committee meeting (via teleconference) to consider Draft Report
10.00am Thurs 10 September	Statements of reservation/dissenting reports to be provided to the Research Director [SO 187(3)]
Friday 11 September (date set by the House)	Tabling of report and volume of additional information [SO 189]



Infrastructure, Planning and Natural Resources Committee

Public Hearing Timetable Appropriation Bill 2015

Wednesday, 19 August 2015
Legislative Council Chamber, Parliament House

Portfolio	Details	Time
Deputy Premier and Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade	Department of Transport and Main Roads	9.30am – 11.30am
Break		11.30am – 12.00pm
Deputy Premier and Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade	Department of Infrastructure, Local Government and Planning	12.00 – 1.00pm
Break		1.00pm – 2.00pm
Deputy Premier and Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade	Department of Infrastructure, Local Government and Planning	2.00pm – 3.30pm
Break		3.30pm – 4.00pm
Minister for State Development and Minister for Natural Resources and Mines	Department of State Development	4.00pm – 6.00pm
Break		6.00pm – 6.45pm
Minister for State Development and Minister for Natural Resources and Mines	Department of Natural Resources and Mines	6.45pm – 8.45pm



Infrastructure, Planning and Natural Resources Committee

**Meeting No. 23 held on Wednesday, 19 August 2015 at 8.59am
Room A.35, Level A, Parliament House**

Members present	<p>Mr Jim Pearce MP, Chair</p> <p>Mr Michael Hart MP, Deputy Chair</p> <p>Mr Glenn Butcher MP</p> <p>Mrs Brittany Lauga MP</p> <p>Mr Lachlan Millar MP</p>
In attendance	<p>Mr Joe Kelly MP (invited by committee)</p> <p>Mr Jim Madden MP (invited by committee)</p> <p>Ms Erin Pasley, Research Director</p> <p>Ms Mary Westcott, Principal Research Officer</p> <p>Ms Margaret Telford, Principal Research Officer</p>
Apologies	Mr Shane Knuth MP
Minutes	On the motion of Mr Hart, seconded by Mrs Lauga, the committee <u>resolved</u> that the minutes of 15 July 2015 be confirmed.
Appropriation Bill 2015	<p><i>Correspondence regarding members seeking leave to participate in hearing</i></p> <p>The committee <u>noted</u> the following correspondence:</p> <ul style="list-style-type: none"> • letter dated 28 July 2015 from Mr Lawrence Springborg MP, Leader of the Opposition seeking leave on behalf of various Opposition Members to participate in the hearing • letters received 17 August 2015 from Ms Nikki Boyd MP, Mr Joe Kelly MP and Mr Jim Madden seeking leave to participate in the hearing. <p><i>Publication of answers to questions on notice</i></p> <p>The committee <u>noted</u> that the answers to the committee's questions on notice are deemed to be authorised for publication unless the committee resolved otherwise.</p> <p>The Research Director advised the committee that there were no issues regarding publication of the answers to the questions on notice.</p> <p>The committee <u>confirmed</u> that the answers were suitable for publication.</p> <p><i>Public hearing procedure</i></p> <p>The committee <u>noted</u> the public hearing procedures:</p> <ul style="list-style-type: none"> • Members may ask the Minister, Director-General or Schedule 7 Chief Executive Officers direct questions • Witnesses (including the Minister) and visiting members may only table documents

with leave of the committee. The document should be examined before leave is granted. Tabled documents are deemed authorised for publication unless the committee resolves otherwise.


- Questions can only be taken on notice by the Minister. If members have asked a question that is taken on notice please write the question on the form issued by the secretariat.
- Witnesses (including the Minister) and Members asking questions with leave may only table documents with leave of the committee. Tabled documents are deemed authorised for publication unless the committee resolves otherwise.
- Visiting members do not constitute quorum. Quorum must be maintained at all times.

The committee agreed to conduct the public hearing in 12 minute blocks, followed by shorter blocks as necessary to reach a 60:40 split of time in favour of non-Government members.

Other business Nil.

Adjournment At 9.07am the committee adjourned to 12.00pm Wednesday, 9 September 2015 via teleconference (Estimates report consideration).

Confirmed on 9 of September 2015

A handwritten signature in black ink, appearing to read 'Jim Pearce', with a stylized, cursive script.

Jim Pearce MP
Chair

MINUTES



Infrastructure, Planning and Natural Resources Committee

Meeting No. 25 held on Wednesday, 9 September 2015 at 12.10pm
via teleconference

Members present	Mr Jim Pearce MP, Chair Mr Michael Hart MP, Deputy Chair Mr Glenn Butcher MP Mr Shane Knuth MP (from 12.15pm) Mr Lachlan Millar MP
In attendance	Ms Erin Pasley, Research Director Ms Mary Westcott, Principal Research Officer Ms Margaret Telford, Principal Research Officer Ms Dianne Christian, Executive Assistant
Apologies	Mrs Brittany Lauga MP
Minutes	On the motion of Mr Hart, seconded by Mr Butcher, the committee <u>resolved</u> that the minutes of 19 August 2015 be confirmed.
Appropriation Bill 2015	<i>Correspondence from Hon Dr Lynham MP</i> The committee <u>noted</u> the letters dated 28 August 2015 from Minister Lynham regarding clarifications of and corrections to the transcript of the hearing. The committee agreed not to make two requested changes on pages 60 and 84 of the transcript on the basis it would substantially change the meaning. On the motion of Mr Hart, seconded by Mr Butcher, the committee <u>resolved</u> to publish the letters from Minister Lynham and noted they would be included in the committee's volume of additional information to be tabled with its report. <i>Publication of answers to questions taken on notice</i> On the motion of Mr Hart, seconded by Mr Millar, the committee <u>resolved</u> to publish the answers to the questions taken on notice by Ministers. <i>Draft report</i> On the motion of Mr Butcher, seconded by Mr Knuth, the committee <u>resolved</u> to adopt the Chair's draft report as a report of the committee. The committee <u>noted</u> that the report is to be tabled Friday 11 September 2015. Mr Hart advised that he and Mr Millar would provide a statement of reservation. Mr Knuth advised that he would not submit a statement of reservation.

The committee noted that statements of reservation or dissenting reports were due by 12.00pm Thursday 10 September 2015.

Volume of additional information

On the motion of Mr Knuth, seconded by Mr Butcher, the committee resolved to table with the report, a volume of additional information containing:

- minutes of meetings
- correspondence
- pre-hearing questions on notice and answers
- answers to questions taken on notice after the hearing, and
- documents tabled at the hearing.

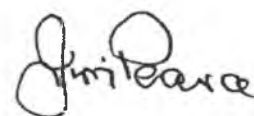
Minutes of final meeting

On the motion of Mr Butcher, seconded by Mr Millar, the committee resolved to authorise the Chair and the Deputy Chair to confirm the minutes of the committee's last Estimates meeting to facilitate inclusion in the volume of additional information.

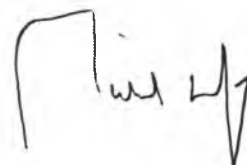
Other business Nil.

Adjournment At 12.20pm the committee adjourned.

Confirmed on 10th of September 2015



Jim Pearce MP
Chair



Michael Hart MP
Deputy Chair

Correspondence relating to attendance of non-committee members and replacement committee members

Infrastructure, Planning and Natural Resources Committee

Lawrence Springborg MP
Leader of the Opposition



Mineral House
Level 7,
41 George Street
PO Box 15057
City East QLD 4002

28 July 2015

Mr Jim Pearce MP
Chair
Infrastructure, Planning and Natural Resources Committee
Parliament House
George Street
BRISBANE QLD 4000

Email: ipnrc@parliament.qld.gov.au

Dear Mr Pearce

Pursuant to Section 181 [e] of the Standing Rules and Orders of the Legislative Assembly I write to you today to seek leave for the following Opposition Members of Parliament to attend the public Estimates hearings of the Infrastructure, Planning and Natural Resources Committee, scheduled for 19 August 2015:

- Lawrence Springborg, Member for Southern Downs
- John-Paul Langbroek, Member for Surfers Paradise
- Jeff Seeney, Member for Callide
- Scott Emerson, Member for Indooroopilly
- Fiona Simpson, Member for Maroochydore
- Andrew Cripps, Member for Hinchinbrook
- Tim Nicholls, Member for Clayfield

Kind regards


LAWRENCE SPRINGBORG MP
Leader of the Opposition



Nikki BOYD MP
State Member for Pine Rivers



Mr Jim Pearce MP
Chair
Infrastructure, Planning and Natural Resources Committee
Parliament House
George Street
BRISBANE QLD 4000

ipnrc@parliament.qld.gov.au

Dear Mr Pearce,

In accordance with standing order 209, I seek leave of the committee to participate in the Infrastructure, Planning and Natural Resource Committee Estimates Hearing on Wednesday 19 August 2015 in order to question the Deputy Premier in relation to the transport portfolio, which is scheduled from 9.30-11.30am.

Kind regards

Nikki Boyd MP
State Member for Pine Rivers



11th August 2015

Mr Jim Pearce MP
Chair
Infrastructure, Planning and Natural Resources Committee
Parliament House
George Street
BRISBANE QLD 4000

ipnrc@parliament.qld.gov.au

Dear Mr Pearce,

In accordance with standing order 209, I seek leave of the committee to participate in the Infrastructure, Planning and Natural Resource Committee Estimates Hearing on Wednesday 19 August 2015 in order to question the Deputy Premier in relation to the transport portfolio, which is scheduled from 9.30-11.30am.

Kind regards

Joe Kelly MP
Member for Greenslopes

BUILDING COMMUNITY
www.joekellymp.com.au

Jim Madden MP

MEMBER FOR IPSWICH WEST



*Your Strong Voice For
Ipswich West*



Phone: (07) 3813 0074 Fax: (07) 3813 0076 E-mail: ipswich.west@parliament.qld.gov.au Shop 1, Brassall Shopping Centre, 68 Hunter Street, Brassall, Qld, 4305

10th August 2015

Mr Jim Pearce MP
Chair
Infrastructure, Planning and Natural Resources Committee
Parliament House
George Street
Brisbane Qld 4000

Dear Mr Pearce

In accordance with standing order 209, I seek leave of the committee to participate in the Infrastructure, Planning and Natural Resource Committee Estimates Hearing on Wednesday 19 August 2015 in order to question the Deputy Premier in relation to the transport portfolio, which is scheduled from 9.30-11.30am.

Yours faithfully,

A handwritten signature in blue ink, appearing to read "Jim Madden".

Jim Madden MP
Member for Ipswich West