

# **2017-18 Budget Estimates Volume of Additional Information**

**Infrastructure, Planning and Natural  
Resources Committee**

**August 2017**





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*Minister Lynham, Minister for State Development and Minister for Natural Resources and Mines*

### **Questions on notice and responses – Estimate 19 July 2017**

*Minister Lynham, Minister for State Development and Minister for Natural Resources and Mines*

### **Questions on notice and responses – Pre-Estimates**

*Minister Furner, Minister for Local Government and Minister for Aboriginal Torres Strait Islander Partnership*

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Minutes of Estimates Meetings
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# MINUTES



Objective ID: A169324

## Infrastructure, Planning and Natural Resources Committee

Meeting No. 1 – Estimates

Wednesday 14 June 2017

Room A.31, Parliament House

### Present

Mr Jim Pearce MP, Chair  
Ms Ann Leahy MP, Deputy Chair  
Mr Craig Crawford MP  
Mrs Brittany Lauga MP  
Mr Tony Perrett MP

### Apologies

Mr Shane Knuth MP

### In attendance

Dr Jacqueline Dewar, Committee Secretary  
Ms Megan Johns, Inquiry Secretary  
Ms Margaret Telford, Assistant Committee Secretary

### 1. Welcome and apologies

The private committee meeting commenced at 8:41am.

### 2. Members Information Manual

#### Noted

That the Members Information Manual has been circulated to members.

### 3. Appropriation Bill 2017

#### 3.1 Background information

#### Noted

The background information circulated to members, including departmental organisational charts and the list of relevant statutory authorities.

#### 3.2 Inquiry timetable

#### Resolved

That the committee adopt the inquiry timetable below:

Date	Time	Process
Wednesday 14 June	8:30am	Initial Estimates committee meeting
Friday 30 June	10:00am	Deadline for Committee Members provide questions on notice to Committee Secretary
Tuesday 18 July	10:00am	Deadline for Ministers to provide answers to questions on notice to committee secretariat (SO 182(3))
Wednesday 19 July	8:00am	Committee pre-hearing meeting – A.35
Wednesday 19 July	9:00am – 9:30pm	Estimates hearing – Legislative Council Chamber

<b>Friday 21 July</b>	<b>5:00pm</b>	Deadline for provision of answers to questions taken on notice by Ministers (SO 183(1))
<b>Monday 31 July</b>	<b>10:30am</b>	Adoption meeting
<b>Wednesday 2 August</b>	<b>12:00pm</b>	Deadline for any statement of reservation or dissenting report to be provided to Committee Secretary
<b>Friday 4 August</b>		Report tabled in Legislative Assembly

Moved: Ms Leahy

Seconded: Mrs Lauga

### 3.3 Public hearing timetable

#### Resolved

That the committee adopt the hearing timetable below:

<b>Area of Responsibility</b>	<b>Details</b>	<b>Time</b>
Transport, Infrastructure and Planning	Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning	9:00am – 11:00am
<b>Break</b>		<b>11:00am – 11:30am</b>
Transport, Infrastructure and Planning	Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning	11:30am – 1:30pm
<b>Break</b>		<b>1:30pm – 2:30pm</b>
State Development and Natural Resources and Mines	Minister for State Development and Minister for Natural Resources and Mines	2:30pm – 4:00pm
<b>Break</b>		<b>4:00pm – 4:30pm</b>
State Development and Natural Resources and Mines	Minister for State Development and Minister for Natural Resources and Mines	4:30pm – 6:30pm
<b>Break</b>		<b>6:30pm – 7:15pm</b>
Local Government and Aboriginal and Torres Strait Islander Partnership	Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships	7:15pm – 9:30pm

Moved: Mr Perrett

Seconded: Mr Crawford

### 3.4 Provision of committee member's questions on notice

#### Noted

That under Standing Order 182, committee members are authorised to put a total of 20 questions to each Minister. At least 10 questions are to be allocated to non-government members. All questions are to be received by the committee secretariat by 10:00am Friday 30 June 2017.

#### Agreed

That Ms Leahy will negotiate with Mr Knuth regarding question allocation for non-government members.

### 3.5 Attendance of non-committee members

#### Resolved

That the committee grant leave to non-committee members to attend the hearing and ask questions.

Moved: Mr Perrett

Seconded: Mrs Lauga

### 3.6 Ministers' use of ancillary materials

#### Resolved

That the committee not allow the Ministers' use of ancillary materials or props during the hearing and that Ministers should provide the committee with any supplementary material in written form.

Moved: Ms Leahy

Seconded: Mr Crawford

### 3.7 Ministers' opening statements

#### Resolved

That Ministers make one opening statement of no more than 5 minutes at the beginning of their portfolio examinations, and that the committee write to each Minister to advise them of the committee's determination.

Moved: Mr Pearce

Seconded: Mr Perrett

### 3.8 Conduct of hearing

#### Discussed

The committee discussed how it would conduct the hearing on 19 July 2017, including allocating approximately 20 minute question sessions to government and non-government members.

### **4. Other business**

Nil.

### **5. Next meeting**

Friday 23 June 2017 at a time to be advised.

**Close**            The meeting closed at 8:59am

Certified correct on the

day of

2017

**Jim Pearce MP**

**Chair**

# MINUTES



Objective ID: A173512

## Infrastructure, Planning and Natural Resources Committee

Meeting No. 2 – Estimates

Friday 23 June 2017

Committee Room 3, Parliamentary Annexe

<b>Present</b>	Mr Jim Pearce MP, Chair Ms Ann Leahy MP, Deputy Chair Mr Craig Crawford MP Mrs Brittany Lauga MP Mr Tony Perrett MP
<b>Apologies</b>	Mr Shane Knuth MP
<b>In attendance</b>	Dr Jacqueline Dewar, Committee Secretary Ms Margaret Telford, Assistant Committee Secretary

### 1. Welcome and apologies

The private committee meeting commenced at 1:21pm.

### 2. Appropriation Bill 2017

#### 2.1 Background information

##### Noted

The background information provided by the Department of Transport and Main Roads, including departmental organisation charts and a list of relevant statutory authorities.

##### Noted

That all background information provided for the Estimates process is available on ComDocs.

#### 2.2 Public hearing timetable

##### Resolved

That the committee adopt the following hearing timetable as amended and that the Committee Secretary write to the Deputy Premier and other Ministers within the committee's portfolio of responsibilities informing them of the change to the timetable and advising them that key officers are to remain for the duration of their sessions to take further questions if required.

Area of Responsibility	Details	Time
Infrastructure and Planning	Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning	9:00am – 11:00am
Break		11:00am – 11:30am
Transport	Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning	11:30am – 1:30pm

<b>Break</b>		<b>1:30pm – 2:30pm</b>
State Development	<b>Minister for State Development and Minister for Natural Resources and Mines</b>	2:30pm – 4:00pm
<b>Break</b>		<b>4:00pm – 4:30pm</b>
Natural Resources and Mines	<b>Minister for State Development and Minister for Natural Resources and Mines</b>	4:30pm – 6:30pm
<b>Break</b>		<b>6:30pm – 7:15pm</b>
Local Government and Aboriginal and Torres Strait Islander Partnership	<b>Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships</b>	7:15pm – 9:30pm

Moved: Mr Pearce

Seconded: Mrs Lauga

## 2.3 Inquiry timetable correction

### Resolved

That the committee amend the Estimates inquiry timetable deadline for provision of statements of reservation/dissenting reports to be provided to the Committee Secretary by 10.30am on 1 August 2017.

Date	Time	Process
<b>Wednesday 14 June</b>	<b>8:30am</b>	Initial Estimates committee meeting
<b>Friday 30 June</b>	<b>10:00am</b>	Deadline for Committee Members provide questions on notice to Committee Secretary
<b>Tuesday 18 July</b>	<b>10:00am</b>	Deadline for Ministers to provide answers to questions on notice to committee secretariat (SO 182(3))
<b>Wednesday 19 July</b>	<b>8:00am</b>	Committee pre-hearing meeting – A.35
<b>Wednesday 19 July</b>	<b>9:00am – 9:30pm</b>	<b>Estimates hearing – Legislative Council Chamber</b>
<b>Friday 21 July</b>	<b>5:00pm</b>	Deadline for provision of answers to questions taken on notice by Ministers (SO 183(1))
<b>Monday 31 July</b>	<b>10:30am</b>	Adoption meeting
<b>Tuesday 1 August</b>	<b>10:30am</b>	Deadline for any statement of reservation or dissenting report to be provided to Committee Secretary
<b>Friday 4 August</b>		Report tabled in Legislative Assembly

Moved: Mrs Lauga

Seconded: Mr Perrett

## 2.4 Committee Questions on Notice

Committee members were reminded that the deadline to provide Ministerial questions on notice to the Committee Secretary is 10.00am 30 June 2017.

## 3. Other business

### 3.1 Leave to attend Estimates hearing

#### Noted

Correspondence from the Hon Tim Nicholls MP seeking leave for the following non-government members to attend the Estimates hearing of the committee on 19 July 2017:

- Tim Nicholls, Member for Clayfield



- Deb Frecklington, Member for Nanango
- Jeff Seeney, Member for Callide
- Andrew Powell, Member for Glass House
- Ian Walker, Member for Mansfield
- Andrew Cripps, Member for Hinchinbrook
- Steve Minnikin, Member for Chatsworth

The committee noted that it had resolved at its meeting on 14 June 2017 to grant leave to non-committee members to attend and ask questions at its Estimates hearing on 19 July 2017.

#### **4. Next meeting**

8:00am Wednesday, 19 July 2017 in Room A35.

**Close**                      The meeting closed at 8:59am.

Certified correct on the    day of    2017

**Jim Pearce MP**

**Chair**

# MINUTES



Objective ID: A186485

## Infrastructure, Planning and Natural Resources Committee

Meeting No. 3 – Estimates

Wednesday 19 July 2017

A.35, Parliament House

### Present

Mr Jim Pearce MP, Chair  
Ms Ann Leahy MP, Deputy Chair  
Mr Craig Crawford MP  
Mr Shane Knuth MP  
Mrs Brittany Lauga MP  
Mr Tony Perrett MP

### Apologies

Nil

### In attendance

Dr Jacqueline Dewar, Committee Secretary  
Ms Jackie Heap, Assistant Committee Secretary  
Ms Margaret Telford, Assistant Committee Secretary

### 1. Welcome and apologies

The private committee meeting commenced at 8:02am.

### 2. Minutes

#### Resolved

That the minutes of 14 June 2017 and 23 June 2017 be confirmed.

Moved: Mr Crawford

Seconded: Mr Perrett

### 3. Correspondence

#### Noted

Correspondence from Mrs Jo-Ann Miller MP, Member for Bundamba, seeking leave of the committee to attend and ask questions at the hearing. The committee noted that it had resolved at its meeting on 14 June 2017 to grant leave to non-committee members to attend and ask questions at its Estimates hearing.

#### Noted

Correspondence from Minister Trad requesting the committee allocates specific appearance times during the hearing for departments within her portfolio.

### 4. Answers to Questions on Notice

#### Noted

The answers to questions on notice provided to the committee on 18 July 2017 from:

- Hon Jackie Trad, Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning

- Hon Dr Anthony Lynham, Minister for State Development and Minister for Natural Resources and Mines
- Hon Mark Furner, Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships.

#### Noted

The answers to the committee's questions on notice are deemed to be authorised for publication unless the committee resolves otherwise.

### **5. Public hearing procedure**

#### Noted

The following public hearing procedures:

- 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.

### **6. Other business**

6.1 Questions to the Family Responsibilities Commissioner during Estimates hearing.

#### Resolved

That the committee would direct questions to the Family Responsibilities Commissioner from 9:00pm to 9:30pm during the hearing.

Moved: Mr Crawford

Seconded: Mr Perrett

### **7. Next meeting**

10:30am Monday, 31 July 2017 via teleconference.

**Close** The meeting closed at 8:17am.

Certified correct on the

day of

2017

**Jim Pearce MP**

**Chair**

# MINUTES



Objective ID: A186534

## Infrastructure, Planning and Natural Resources Committee

Meeting No. 4 – Estimates

Wednesday 19 July 2017

A.35, Parliament House

### Present

Mr Jim Pearce MP, Chair  
Ms Ann Leahy MP, Deputy Chair  
Mr Craig Crawford MP  
Mrs Brittany Lauga MP  
Mr Tony Perrett MP

### Apologies

Mr Shane Knuth MP

### In attendance

Dr Jacqueline Dewar, Committee Secretary  
Ms Margaret Telford, Assistant Committee Secretary

### 1. Welcome and apologies

The Committee meeting commenced at 11:10am.

### 2. Consideration of documents for tabling during Estimates hearing

#### Discussed

The Committee discussed the documents Mrs Jo-Ann Miller MP, Member for Bundamba, sought leave to table during the Estimates hearing.

#### Resolved

The Committee resolved not to grant leave for Mrs Jo-Ann Miller MP, Member for Bundamba, to table certain documents during the Estimates hearing, which were considered unrelated to the Appropriation Bill 2017.

Moved: Mrs Lauga

Seconded: Mr Crawford

### Close

The meeting closed at 11:13am.

Certified correct on the

day of

2017

Jim Pearce MP

Chair

# MINUTES



Objective ID: A193397

## Infrastructure, Planning and Natural Resources Committee

Meeting No. 5 – Estimates  
Monday, 31 July 2017 at 10:30am  
Parliamentary Annex Room 6.34

**Present**  
Mr Jim Pearce MP, Chair  
Mr Craig Crawford MP  
Mr Shane Knuth MP  
Ms Joan Pease MP (substitute for Mrs Brittany Lauga MP)

**Apologies**  
Ms Ann Leahy MP, Deputy Chair  
Mr Tony Perrett MP

**In attendance**  
Dr Jacqueline Dewar, Committee Secretary  
Ms Jackie Heap, Assistant Committee Secretary

### 1. Welcome and apologies

The Committee meeting commenced at 10:33am.

### 2. Minutes

#### Resolved

The Committee resolved to adopt the minutes of the 19 July 2017 for meeting no. 3 and the minutes for meeting no. 4 as amended.

Moved: Mr Crawford    Seconded: Mr Knuth

### 3. Appropriation Bill 2017

#### 3.1 Correspondence

#### Resolved

The Committee resolved that the inward correspondence be accepted and the outward correspondence be endorsed.

Moved: Ms Pease    Seconded: Mr Knuth

### **3.2 Vote outside of committee meeting - answers to questions taken on notice**

#### Resolved

The Committee confirmed the resolution of the vote outside committee meeting to publish the answers to questions taken on notice by Ministers during the estimates hearing on 19 July 2017.

Moved: Mr Crawford    Seconded: Mr Knuth

### **3.3 Draft report**

#### Resolved

The Committee resolved to:

- adopt the Chair's draft report as a report of the Committee
- authorise the Committee Secretary to make edits to the report to enhance clarity or rectify typographical errors
- authorise the Committee Secretary to utilise electronic copy of the Chair's signature on correspondence required to table the report, and
- table the report on Friday 4 August 2017.

Moved: Mr Crawford    Seconded: Mr Pearce

### **3.4 Amendments to proof transcript**

#### Resolved

The Committee resolved to accept proposed corrections as discussed and to publish the final version of the transcript of the estimates hearing in Brisbane on 19 July 2017.

Moved: Mr Crawford    Seconded: Mr Knuth

### **3.5 Volume of additional information**

#### Resolved

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 at the hearing, and
- documents tabled at the hearing.

Moved: Mr Pearce    Seconded: Mr Crawford

### **3.6 Statements of reservation or dissenting report**

The Committee noted that statements of reservation or dissenting reports must be provided to the Committee Secretary by 10:30am on 1 August 2017.

### **3.7 Minutes of final meeting**

#### Resolved

The Committee authorised the Chair to confirm the minutes of the Committee's last estimates meeting to facilitate inclusion in the Committee's volume of additional information to be tabled.

Moved: Mr Knuth    Seconded: Mr Crawford

**4. Other business**      None

**Close**              The meeting closed at 10:48am.

Certified correct on the                      day of                      2017

**Jim Pearce MP**

**Chair**





## Correspondence

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Correspondence
Mr Steve Dickson MP
Mr Tim Nicholls MP
Mrs Jo-Ann Miller MP
Hon Dr Anthony Lynham, Minister for State Development and Minister for Natural Resources and Mines



# STEVE DICKSON MP

MEMBER FOR BUDERIM | QUEENSLAND LEADER - ONE NATION



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19 April 2017

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

Dear Mr Pearce

I seek leave to appear with your committee in Estimates Hearings during July 2017 for the purpose of asking questions of government Ministers regarding their portfolios. Whilst I understand that Ministerial portfolios will not be allocated to each committee until budget week, I am making this formal request now in order to give you timely advice of my request to appear.

Yours sincerely

Steve Dickson MP  
Member for Buderim / Queensland Leader – One Nation





**Tim Nicholls MP**

Leader of the Opposition

Shadow Minister for Arts and Major Events

Mineral House  
41 George Street  
Brisbane Qld 4000  
PO Box 15057  
City East Qld 4002  
Telephone 07 3838 6767  
Email [reception@opposition.qld.gov.au](mailto:reception@opposition.qld.gov.au)

22 June 2017

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

By email: [ipnrc@parliament.qld.gov.au](mailto:ipnrc@parliament.qld.gov.au)

Dear Mr Pearce

**2017 ESTIMATES COMMITTEE HEARING**

Pursuant to section 181(e) of the Standing Rules and Orders of the Legislative Assembly, I write to seek leave for the following non-government members of Parliament to attend the public estimates hearings of the Infrastructure, Planning and Natural Resources Committee, scheduled for Wednesday, 19 July 2017:

- Tim Nicholls, Member for Clayfield
- Deb Frecklington, Member for Nanango
- Jeff Seeney, Member for Callide
- Andrew Powell, Member for Glass House
- Ian Walker, Member for Mansfield
- Andrew Cripps, Member for Hinchinbrook
- Steve Minnikin, Member for Chatsworth

Should you have any queries, please contact Peter Coulson of my office.

Kind regards

A handwritten signature in black ink that reads "Tim Nicholls".

**TIM NICHOLLS MP**  
**Leader of the Opposition**

# Jo-Ann Miller MP

State Member for Bundamba

PO Box 122 GOODNA Q 4300

[bundamba@parliament.qld.gov.au](mailto:bundamba@parliament.qld.gov.au)

Ph 34479100

Fax 3818 1613



RECEIVED

06 JUL 2017

IPNRC

Mr Jim Pearce MP

Chair

Infrastructure, Planning and Natural Resources Committee

Queensland Parliament

Cnr Alice & George Streets

BRISBANE Q 4000

Dear Chair

I refer to Standing Order 181(e) which states "a member who is not a member of the portfolio committee may, with the committee's leave, ask questions."

In accordance with the Standing Order, and past precedent, I therefore seek leave of the Committee to attend and ask Questions.

Yours sincerely

A handwritten signature in cursive script that reads "Jo-Ann Miller".

Jo-Ann Miller MP

**Member for Bundamba**

***Jo-Ann gets things done***



twitter @JoAnnMillerMP



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

Ref CLLO/PP/ 17035

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Queensland 4002 Australia  
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www.dnrm.qld.gov.au

2 August 2017

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

Dear Mr Pearce

I refer to the transcript of proceedings from the Infrastructure, Planning and Natural Resources Committee (IPNRC) Estimates Hearing held on Wednesday 19 July 2017 for the Department of Natural Resources and Mines.

In order to ensure an accurate record of proceedings, I seek approval from the Committee to consider the inclusion of the clarification below, as additional information to be tabled with IPNRC's Estimates report.

On page 78, paragraph 6 the question was asked by the Chair:

- *'I ask the minister to outline for the committee how the Queensland government is delivering sustainable management of the Great Artesian Basin—this is a very important question—for the benefit of all Queenslanders, particularly those in rural Queensland.'*

On page 78, paragraph 8 the response I gave was, in part:

- *'In the recent GABSI phase 4, which the Palaszczuk government signed in May 2015, projects totalling **\$8.44 million** are now delivering water savings of **8,538 megalitres per annum**.'*

To clarify my response the figures stated above should have been:

- *'In the recent GABSI phase 4, which the Palaszczuk government signed in May 2015, projects totalling **\$9.6 million** are now delivering water savings of **7,988 megalitres per annum**.'*

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

Yours sincerely

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



## **Questions on notice and responses – Pre-Estimates**

*Deputy Premier, Minister for Infrastructure and Planning and Minister for Transport*

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## **Question on Notice**

### **No. 1**

**Asked on Friday, 30 June 2017**

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

#### **QUESTION:**

I refer to Page 121 of BP3, can the Deputy Premier provide an update on the station upgrade program and explain how it will benefit commuters in SEQ?

#### **ANSWER:**

I thank the Committee for the question.

The Palaszczuk Government is committed to improving access to train stations for all customers, including those with disabilities, parents with prams, the elderly and anyone with mobility issues.

In 2015, the \$212 million to deliver the Station Accessibility Upgrade Program was announced to deliver accessible stations and 3,500 construction jobs for Queenslanders. This is not the only funding source available for improving stations across the Queensland Rail network.

The core purpose of the Station Accessibility Upgrade Program is to provide independently accessible stations, in accordance with the requirements of the Disability Discrimination Act 1992 but it has broader benefits.

From a broader public transport perspective, upgrading stations will improve transport options for people with accessibility requirements and help ensure all customers can travel on our network safely and easily.

Each station upgrade can include new footbridges and lifts, raised platforms in core boarding zones for step-free train access, accessible parking and toilets, extended waiting shelters and accessibility features, such as hearing aid loops, tactile layouts and lower ticket counters. These upgrades also include security improvements such as new lighting and CCTV.

This program is well and truly underway, with Nambour and Dinmore station upgrades completed earlier this year in April and July 2017 respectively.

Construction at Graceville, Alderley and Newmarket stations will be finished by the end of this year, weather and construction conditions permitting.

Detailed design work for Strathpine, Morayfield and Boondall stations are underway with early works commencing in late 2017 at Strathpine and Morayfield, and in early 2018 at Boondall.

The Auchenflower station feasibility study was completed this year and geotechnical investigations and survey work are underway to identify the best option for upgrade works.

Design works are also underway for the upgrade of Dakabin station, and early works will start on the heritage restoration of Shorncliffe station in July 2017.



The former government planned to close down stations for upgrade works for months at a time, inconveniencing thousands of commuters and leaving them without a train station to get to and from work, study and family commitments.

The Palaszczuk Government stepped in and ensured Queensland Rail directed significant effort towards developing safe construction methodologies that would minimise impact to customers. This can include the installation of temporary platforms and staged construction.

As a result of this innovative approach, all stations have remained operational during upgrades to allow commuters to continue to use their local station during construction works.

## **Question on Notice**

**No. 2**

**Asked on Friday, 30 June 2017**

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

### **QUESTION:**

I refer to Page 121 of BP3 can the Deputy Premier provide an update on the Helensvale to Coomera rail duplication and why it is critical to a successful Commonwealth Games?

### **ANSWER:**

I thank the Committee for the question.

The 2018 Commonwealth Games is a once-in-a-generation event that will focus the world's attention on Queensland, and in particular the Gold Coast.

Queensland Rail is working closely with the Department of Transport and Main Roads to ensure an integrated and coordinated transport solution for the thousands of athletes, officials, staff, volunteers and spectators who will attend this world-class event.

In December 2015, the Palaszczuk Government announced the \$163 million duplication of the rail line between Coomera and Helensvale to significantly improve train service capacity and reliability on the Gold Coast line, both for the Commonwealth Games and beyond. The duplication is critical to ensuring more frequent train services can be introduced during the Games to meet the anticipated passenger demand.

Construction of the rail formation and eight duplicated rail bridges (ranging from 15 metres to 860 metres long) is now complete. Current works include laying ballast and track, overhead line equipment and signalling systems.

The project is on schedule for completion in late 2017, weather and construction conditions permitting.

## **Question on Notice**

**No. 3**

**Asked on 30 June 2017**

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) -

### **QUESTION:**

I refer to page 9 of the SDS, and ask the Deputy Premier what the \$10M allocated over two years for strategic environmental assessment and land supply monitoring in SEQ will deliver?

### **ANSWER:**

While the South East corner is currently home to 3.4 million residents, it is forecast to reach 5.3 million by the year 2041, growing by an estimated 76,000 people per year for the next 25 years. South East Queensland (SEQ) is also projected to accommodate 950,000 new jobs by 2041.

To ensure we sustainably manage this growth and protect the region's unique identity and lifestyle for current and future generations, the Palaszczuk Government released the new draft regional plan for SEQ – *ShapingSEQ* – on 20 October 2016 for public consultation.

*ShapingSEQ* takes a more visionary approach to managing growth in the region by providing a 50-year vision. This new horizon builds on the legacy of award-winning growth management initiatives delivered by previous Labor Governments.

We are also delivering on the policy of *ShapingSEQ* by providing \$10 million in funding over two financial years to advance two key actions, being a strategic environmental assessment and land supply monitoring in SEQ.

Within SEQ, the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) approval and offset requirements have been identified by the development industry as frustrating the delivery of new urban areas, adding costs and delays to urban development.

At the same time, industry and environmental groups are telling us that the current approvals and offsets regime is not delivering the effective biodiversity outcomes for the region, and that things could be done better.

To address these concerns, the Palaszczuk Government has committed \$5 million to undertake a strategic assessment under the EPBC Act for SEQ.

I was lucky enough to travel to Melbourne in 2015 with the Property Council of Australia to see first-hand their regional planning process in action – including their use of strategic assessments.

This trip highlighted for me how effective a strategic assessment is in providing a holistic, regional scale response to the assessment, management and protection of significant environmental areas and species.

For the first time a strategic assessment for SEQ will provide for upfront and streamlined assessment to avoid later delays when housing developments progress under the EPBC Act. Approved strategic assessments can be valid for up to 40 or 50 years. These timeframes provide increased certainty for both the community and development industry on where urban development can and, just as importantly, can't proceed.

A strategic assessment process for SEQ is an exciting prospect and undoubtedly a "win-win" for the region as it has potential to reduce development costs and improve housing affordability while also better protecting our environment.

We will continue to work closely with the Commonwealth in the early stages of planning to ensure all relevant environmental issues are considered from the start.

Secondly, we have committed \$5 million over two years to a SEQ Growth Monitoring Program to monitor land supply and development issues, in consultation with local government and industry experts and make sure that we are managing housing supply so it does not place upward pressuring on housing affordability in SEQ.

This housing affordability measure is necessary for effective decision-making and land supply and development, and is being reinstated after it was carelessly cut by the former LNP Government.

It is clear that housing affordability and improved environmental protection are at the centre of the Palaszczuk Government's \$10 million boost to support the implementation of *ShapingSEQ*.

## **Question on Notice**

**No. 4**

**Asked on Friday, 30 June 2017**

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

### **QUESTION:**

I refer to Page 16 of the SDS, can the Deputy Premier please advise the total savings for SEQ commuters since the introduction of Fairer Fares and the take up of new concessions for job and asylum seekers?

### **ANSWER:**

I thank the Committee for the question.

The Palaszczuk Government's Fairer Fares package was rolled out on 19 December 2016.

For the 2016–17 financial year, it is estimated that just over 77 million trips across the SEQ public transport network were eligible for savings from the Fairer Fares package, saving public transport users an estimated \$33 million.

Since the new concessions for job and asylum seekers were introduced, it is estimated that more than 3060 job seekers and 351 asylum seekers have been approved for concession fares during 2016–17, saving an average of \$1.25 for each trip taken. It is estimated that in the 2016–17 financial year these groups will save over \$115,000 and conduct over 92,000 trips.

## **Question on Notice**

**No. 5**

**Asked on Friday, 30 June 2017**

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

### **QUESTION:**

I refer to page 12 of BP3, and ask the Deputy Premier if she can provide an update on the New Generation Rollingstock project?

### **ANSWER:**

I thank the Committee for the question.

There are 15 New Generation Rollingstock (NGR) trains in Queensland. The first NGR trains are due to enter passenger service on the network in 2017.

The Department of Transport and Main Roads (TMR), Queensland Rail and Qtectic are working around the clock to ensure that the NGR trains enter passenger service as soon as possible, without compromising safety.

Testing of the NGR trains in Queensland continues with five currently undergoing on-track testing on the rail network. On-track testing is the final testing stage before the trains are commissioned and able to safely carry passengers. The safety of customers, train crew and infrastructure is the first priority for the Queensland Government.

Queensland Rail is supporting the NGR train testing and commissioning program by providing train test crews and access to the rail network.

The delivery of further NGR trains from India has been placed on hold.

To date, no payments have been made by the State to the supplier for any NGR trains. Payment will only be made by the State upon the acceptance of each train.

## Question on Notice

No. 6

Asked on Friday, 30 June 2017

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

### QUESTION:

I refer to page 13 of the SDS and ask the Deputy Premier if she can provide an update on progress in implementing the recommendations of the Train Crewing Practices Commission of Inquiry?

### ANSWER:

I thank the Committee for the question.

On 8 March 2017, the Palaszczuk Government released *Fixing the trains*. This is an action plan which incorporates the 36 recommendations contained in the *Queensland Rail Train Crewing Practices Commission of inquiry* (Strachan Inquiry) and outlines our strategy for transforming the delivery of rail in Queensland. The plan calls for Queensland Rail, the Department of Transport and Main Roads, and the Citytrain Response Unit to work together to stabilise, recover and transform rail in Queensland.

In the first 100 days, we have made good progress against the *Fixing the trains* action plan, including the 36 Strachan Inquiry recommendations.

Progress has included accelerating recruitment practices and commencing the overhaul of driver and guard training. For example:

- of the 200 driver positions to be filled, Queensland Rail has already selected 107 trainee drivers
- since October, 77 guards and 28 drivers have completed their training and are working on the rail network

In addition, there has been the delivery of a new state of the art train simulator, the appointment of an additional 50 driver mentors since October, and an increase in class sizes for trainee drivers.

There has also been significant progress in improving the customer experience such as:

- commencing Commuter Catch-Ups to listen and engage with our customers
- supporting the creation of our Customer Ambassador program with the rollout of technology allowing station staff to access real-time operational updates on platforms
- boosting resources for real-time updates at Central station, as well as providing extra customer service leaders in peak periods
- updating signage at stations for planned network disruptions to be simpler and more useful for customers
- boosting our social media resources and presence to provide online help for our customers seven days a week
- updating the MyTransLink app to provide an improved user experience

- shortly commencing nearly \$6m in upgrades to facilities at ten stations
- nearing completion on accessibility upgrades at Newmarket, Alderley, Dinmore and Graceville, as part of a \$212 million program to provide access for all at stations.

In addition, in stabilising operations, Queensland Rail has:

- assessed the sustainability of the current timetable and confirmed that it will remain in place
- improved demand and supply forecasting to better predict stress in the timetable and improved train crew management tools to better manage resourcing, particularly in times of stress.

We acknowledge there will be a number of periods over the next year when isolated changes to the timetable may be required to ensure the availability of train crew and reliability of services. However, with the ability to forecast and manage these periods of stress on the network, customers will receive notice of changes so that they can better plan their journey.



## **Question on Notice**

**No. 7**

**Asked on 30 June 2017**

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) –

### **QUESTION:**

An Innovation and Improvement Fund is referenced on page 9 of BP5, which is described as grants to local governments that will ‘lift the bar’ for outcomes delivered for the community through the new planning system. Can the Deputy Premier please give details of this fund and how it is being used?

### **ANSWER:**

The new planning legislation, which commenced on 3 July 2017, has provided an opportunity for the state to enable planning innovation and improvements across the state.

As part of the \$5.47 million local government Innovation and Improvement Fund, \$4.5 million of grant funding is being made available to councils to enable new and improved ways of delivering planning and engage with the community and industry. This was established to provide the opportunity for all councils to look at how they can innovate and improve their planning systems and practices.

While local governments are the recipients of the funding when their application is successful, the improvement and innovation proposals have been required to demonstrate how they will contribute to better planning in Queensland and the local community.

I opened round one of the Innovation and Improvement Fund in March this year, and applications were received for proposals involving more than 40 councils.

Since round one closed on 26 May 2017, the applications received have been reviewed with the assistance of an advisory group comprising representatives from the Local Government Association of Queensland, the South East Queensland Council of Mayors and the Planning Institute of Australia.

Given that \$320,000 has been spent since July 2015 to establish and launch the fund, a total of \$5.15 million remains.

I recently approved 33 round one applications benefiting 40 councils, totalling \$2.55 million of funding, to be acquitted during 2017-18.

There will be a further funding round later this year, and a third round in 2018 depending on the level of interest and funds expended in each round.

Extensive support has also been provided in 2016-17 to ‘lift the bar’ on outcomes for the new planning system, including transitioning local schemes over to the new system.

Development assessment system transition support and improvement was facilitated by the state’s release to councils of a business readiness tool that assisted councils to review their business operations and identify transition needs, including support from the state.

This work informed direct funding to councils in 2016-17 of \$1.44 million across the 36 councils that presently maintain and use vendor-supported IT systems for their development assessment processes. For the councils without these IT systems, a development application 'tracker' program has been produced with state funding and made available to those councils at no cost. The state has also provided the ability for proponents to prepare their applications electronically at no cost to councils.

A further \$399,000 has been expended by the state in assisting councils with scheme transition. This includes providing a tool to help councils to review their planning schemes and identify changes desirable under the new planning framework.

The scheme transition tool helped councils to determine the extent of the necessary changes and the need for support to make these changes including, as necessary, from the state. To further support councils, the state established and funded a panel of providers which were available to councils, at their choosing, to review their local planning schemes and suggest amendments to align their schemes with the new system. The panel of providers was also available to councils to peer review the work done in-house by councils for transition.

Councils were further supported in their transition efforts by ensuring there were departmental officers dedicated to delivering scheme transition tools, advice and assistance, including across each region in the state.

Councils have been further supported through a range of tools and training opportunities to aid transition and to identify opportunities to improve their systems and practices in the context of the new framework. This included an online portal to put questions to subject matter experts in the Department of Infrastructure, Local Government and Planning, an extensive suite of fact sheet material, guidance and videos, online learning modules, access to dedicated officers in each region, and education and training through several series of workshops conducted across the state over the last couple of years. A community consultation toolkit has also been prepared to help councils engage more closely with their communities on planning and development matters.

## **Question on Notice**

**No. 8**

**Asked on 30 June 2017**

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) -

### **QUESTION:**

Referring to page 7 of Budget Paper No. 3, which indicates that the government has increased the Works for Queensland program by \$200 million over the next two years. Can the Deputy Premier outline the success of this program and how the additional funding will support jobs in the Cairns region and in Barron River specifically?

### **ANSWER:**

The Palaszczuk Government's initial \$200 million Works for Queensland program was established during 2016-17 to undertake job-creating maintenance and minor infrastructure projects. The Works for Queensland program has been an outstanding success and, at this year's budget, was expanded by a further \$200 million over the next two financial years, giving a total value of \$400 million. The program has been specifically targeted to the 65 local governments outside South East Queensland.

The initial Works for Queensland program spend saw more than 700 council projects approved, which councils advise will support almost 6,000 jobs across rural and regional Queensland.

Eligible councils in the Cairns region and Barron River electorate include Cairns Regional Council, Cassowary Coast Regional Council, Douglas Shire Council, Mareeba Shire Council and Yarrabah Aboriginal Shire Council.

The councils in these areas have estimated over 160 jobs would be created or supported through the delivery of 23 unique projects, growing the local economy, improving local infrastructure and providing the community with job opportunities. Councils have reported 140 jobs have already been supported to date.

Some of the funded projects in the Cairns region and Barron River areas include:

- The Yorkey's Knob Esplanade project, which, at completion, will provide an improvement of the Varley Street entrance, a new toilet block, turf and landscaping, parking, play facilities, tree decking, picnic facilities and vehicle barriers. At a cost of \$2 million, Cairns Regional Council has estimated the project will support over eight jobs.
- Replacement of an existing sewerage pump station in Innisfail. The project will improve capacity of essential sewerage infrastructure with funding of \$1.1 million, which Cassowary Coast Regional Council reports will create or support eight jobs.
- In the Barron River region, the Mona Mona Road Bridge renewal project will secure residential and forestry access. Renewal of the bridge involves timber girder replacement/restoration, new timber deck, kerbs and asphalt wearing course, new concrete abutments. This project is being delivered for \$200,000, with the Mareeba Shire Council estimating nine jobs created or supported.

- The Jeffrey Road Bridge Renewal project in Kuranda will provide secure road access where previously there was no alternative route available. Mareeba Shire Council estimates this project will create or support eight jobs, with Queensland Government funding of \$100,000.

These are just a few examples of the Palaszczuk Government's continued commitment to fund critical maintenance and minor infrastructure works for job creation throughout regional Queensland under the Works for Queensland program.

## **Question on Notice**

**No. 9**

**Asked on 30 June 2017**

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) –

### **QUESTION:**

I refer to page 40 of the SDS. Can the Deputy Premier update the committee on the reconstruction effort after ex-STC Debbie?

### **ANSWER:**

STC Debbie was an extraordinary event that had wide-ranging and far reaching impacts on Queensland communities, as well as the farming, tourism, environment and resources sectors. Damage estimates to public infrastructure are in the order of \$1.1 billion, with a \$450 million impact to agriculture and over \$150 million in losses to the tourism industry.

From Bowen to the border, over more than 1200 kilometres, 36 local government areas were activated for Natural Disaster Relief and Recovery Arrangements (NDRRA) funding. In the immediate aftermath of the cyclone, approximately 11,000 rapid damage assessments were completed and more than 83,000 calls for State Emergency Service assistance to the Community Recovery Hotline were received along with 300 requests for Emergency Housing Assistance.

The recovery and rebuilding of Queensland communities affected by the disaster has been a top priority for the Queensland Government.

I am pleased to be able to inform the Committee that we were prepared to commence the recovery from the impacts of STC Debbie even before the cyclone crossed the coast.

The Queensland Reconstruction Authority (QRA) deployed teams to support communities in the cyclone's path and be ready to assist with damage assessment, provide advice and help councils to fast track funding submissions as soon as practically possible.

QRA staff were on the ground faster than ever before, embedded into the Local and District Disaster Management Groups in the hardest hit areas including Whitsunday, Burdekin, Mackay and Rockhampton.

QRA's Regional Liaison Officers were able to provide local governments with immediate help with damage assessment, which enabled faster access to NDRRA Counter Disaster Operations (CDO) financial assistance and a fast-tracked submission process for the Restoration of Essential Public Assets.

QRA approved funding totalling approximately \$980,000 for Mackay Regional Council just 8 weeks after the cyclone crossed the coast. This compares with 12 weeks before the first NDRRA approval following TC Marcia in 2015.

There is no doubt that having engineers and technical experts on the ground immediately after the cyclone passed and the flood waters receded, working with councils to help them assess damage and pull together a solid report to back their case for NDRRA funding, has allowed communities to accelerate their recovery.

Using new technology and streamlined processes developed through its experience of recovery from multiple events since 2011, QRA has focused on building councils' capability and awareness of NDRRA, which has resulted in improved quality of submissions and faster approval times.

As at 30 June, QRA has delivered more than \$62 million in NDRRA payments to councils and state agencies for relief and recovery measures. These measures have reached communities in Whitsunday, Mackay, Rockhampton, Isaac, Gold Coast, North Burnett, Banana, Charters Towers, Logan, Scenic Rim, Goondiwindi, Livingstone and South Burnett council areas.

This \$62 million includes more than \$1.4 million approved for clearing green waste in Whitsunday and approximately \$920,000 for the restoration for Sichtler Street at Sarina south of Mackay, which suffered severe flooding damage. In addition, more than \$1.8 million has been approved for Scenic Rim Regional Council for the restoration of Haack and Steinhardt Bridges, which had sections washed away by floodwaters.

In addition to the support provided to councils around NDRRA, the QRA also worked collaboratively with State Recovery Coordinator Brigadier Chris Field, along with Australian Defence Force and Queensland Fire and Emergency Services personnel to develop the State Recovery Plan 2017-19: Operation Queensland Recovery. The Plan supports a community-led approach to recovery, led by local governments with assistance from Queensland Government agencies.

The QRA, Brigadier Field and his team engaged with impacted communities in the development of Local Recovery Plans for the eight most impacted local government areas of Whitsunday, Mackay, Isaac, Logan, Scenic Rim, Gold Coast, Rockhampton and Livingstone.

Local governments and the communities they support are best placed to know their own requirements as they work to recover and rebuild. Operation Queensland Recovery delivers on that and the Queensland Government is standing with those communities every step of the way.

We are determined that no one will be left behind and that those in need of assistance will receive it.

As at 30 June 2017, \$31.33 million had been paid under NDRRA funding for individuals, with more than 155,000 people already assisted and 18,816 people receiving personal support through outreach visits.

In addition, \$6.1 million has been paid under NDRRA Category B and C loans and grants. This includes the approval of Category C grant assistance to 235 small businesses, 599 primary producers, and 35 non-profit organisations.

On 11 May 2017, the Queensland Government called on the Commonwealth to partner in a \$220 million jointly-funded NDRRA Category D program to help communities impacted by STC Debbie get back on their feet and rebuild stronger and more resilient to natural disasters.

Queensland's detailed submission to the Commonwealth followed extensive consultation with the most heavily impacted councils who put forward their priority projects to be included in the business case – projects they knew would have the most positive impact on their communities, industries and economies.

On 14 July 2017, the Prime Minister advised the Premier and Minister for the Arts that the Commonwealth had approved (NDRRA) Category D assistance in response to STC Debbie.

Unfortunately the total funding package is just \$58.6 million and will be cost-shared on a 50:50 basis between the Commonwealth and Queensland Governments. The package includes \$40 million for infrastructure (Betterment), \$15 million for environmental recovery, \$2.1 million for economic recovery and \$1.5 million for local councils.

The Palaszczuk government is disappointed that after a significant delay, the Federal Government has decided to allocate such a small amount of funding to North Queensland communities, who have suffered so badly.

We are continuing to closely monitor the recovery effort, and just last week, QRA and Department of Communities, Child Safety and Disability Services commenced inspection of 2900 properties impacted by STC Debbie as part of a post-event, three-month damage assessment in eight of the hardest hit areas.

Inspectors used the state-of-the-art the Damage Assessment and Reconstruction Monitoring System (DARMSys) to enable a street-by-street, house-by-house assessment of affected communities and track the pace of recovery. It also provides an opportunity to check in on residents and remind them of the assistance available in their region.

Recovery from STC Debbie will be a long term process, but it is well in hand and we will continue to work closely with local governments and communities to rebuild.

## **Question on Notice**

**No. 10**

**Asked on 30 June 2017**

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) -

### **QUESTION:**

I refer to page 55 of the SDS for DILGP, can the Deputy Premier detail how the Advancing our Cities and Regions policy is benefiting regional communities across Queensland.

### **ANSWER:**

Since the Advancing our cities and regions (AOCR) strategy was announced by the Palaszczuk Government on 6 October 2016, considerable progress has been made in identifying projects that will deliver economic and community outcomes for Queensland, particularly in the regions.

Economic Development Queensland (EDQ) within the Department of Infrastructure, Local Government and Planning has been tasked with delivering select projects that will generate jobs and economic growth, and deliver community benefits through the renewal and repurposing of surplus and underutilised government land.

Property Queensland (PQ) within the Department of State Development is working with government land owning agencies to identify surplus and underutilised sites that can deliver on government priorities and generate economic development and community outcomes.

Eight economic and community development zones have been identified where EDQ will lead the delivery of projects. Two of these zones, 'Regional liveability precinct' and 'Regional cities urban renewal precinct', have a specific regional focus while many other zones provide great opportunities for regional development.

As part of the Regional liveability precinct, EDQ is progressing Ageing in Place pilot projects in Ayr, Barcaldine, Cloncurry and Ravenshoe to deliver homes aimed at keeping senior citizens within their communities close to family and friends. The purpose of the pilot is to show the development and construction industry that there is a market for adaptable and accessible housing in regional areas.

Development management agreements are now in place or significantly progressed for each of the sites. The project is expected to generate seven jobs and support up to 20 people per town in a range of local trades and businesses including builders, electricians, plumbers, painters, landscapers, consultants, sales agents and council staff.

In Palm Island, EDQ is working on a number of projects in conjunction with the Palm Island Aboriginal Shire Council including a new retail and business precinct, sports precinct and town square rejuvenation. The town centre rejuvenation, including landscape construction works, was completed in April 2017.

A planning submission for the retail and business precinct site is also being progressed and EDQ has successfully assisted the council to acquire \$830,000 in grant funding for the sports



precinct to upgrade essential services, clubhouse facilities and netball courts under two state government funding programs.

In Yarrabah, EDQ had been working with the Yarrabah Aboriginal Shire Council to identify a number of projects to generate employment opportunities and economic development for the community. Projects being considered include a sporting precinct rejuvenation, public space beautification, repurposing and renewing existing spaces, and community development opportunities including social enterprise.

Two projects in central Queensland have been identified as part of the Regional cities urban renewal precinct. The Yeppoon heritage railway precinct will re-utilise the beautiful old heritage railway building and create a local hub on the surrounding land with residential and retail development, and parkland.

In Rockhampton, the CBD urban renewal project is a joint venture with Rockhampton Regional Council to develop an eight storey building in the heart of the CBD into a vibrant mixed-use residential, retail and commercial development designed to complement the surrounding heritage buildings and market lanes.

EDQ is also partnering with the Department of Housing and Public Works to help deliver its \$1.8 billion Queensland Housing Strategy as part of the Housing renewal and integration precincts. EDQ officers have also been talking to industry about potential housing renewal projects including in Townsville, Cairns and Toowoomba as part of the Housing Construction Jobs program.

A significant renewable energy project is currently being progressed at Aldoga, near Gladstone. Located on approximately 1,200 hectares of government land within the Gladstone State Development Area, the Aldoga project seeks to deliver economic development outcomes for the region by transforming underutilised state land into a high value renewable energy facility for the next 30-35 years.

The project could support hundreds of jobs during construction, and has the potential generational capacity of 450 megawatts of renewable energy. This could power over 130,000 homes which would support the domestic electric market for an area larger than the Sunshine Coast.

An expression of interest was released to the market in April 2017 and EDQ is currently evaluating the submissions received. EDQ has publicly stated that three to five proponents will be invited through to the Request for Proposal (RFP) stage which is anticipated to be released in August 2017.

Since the AOOCR strategy was announced, more than 40 local governments outside South East Queensland have taken up the opportunity to meet with EDQ about possible opportunities in their areas and more councils are keen to discuss what could be done in their regions.

## Question on Notice

No. 11

Asked on Friday, 30 June 2017

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

### QUESTION:

I refer to page 78 of BP4, can the Minister detail, for each year since 2014-15, the number of staff employed by Queensland Rail, by function?

### ANSWER:

I thank the Committee for the question.

Queensland Rail FTE staff numbers by business area are set out below.

	30 June 2012	30 June 2013	30 June 2014	30 June 2015	30 June 2016^	31 October 2016	30 June 2017^
Operations*	3,542	3,231	2,974	2,982	3,069	3,101	3,254
Safety, Assurance and Environment	153	106	91	84	61	60	62
People and Culture	260	167	143	125	152	156	173
Commercial and Strategy	584	398	345	322	326	331	341
Legal and Governance	62	38	35	36	40	38	39
Project Delivery	127	83	82	96	136	167	223
Network	2,575	2,423	2,168	2,115	2,164	2,229	2,421
CEO	5	3	4	4	3	4	4
Response and Recovery Project Management	0	0	0	0	0	0	5**
Career Transition Centre	0	39	36	14	7	5	0

\* The historical figures for Operations will not match the figures provided in previous years as they have been manually adjusted to account for the restructure and transfer out of Safety, Assurance and Environment.

^ Due to rounding, the sum of the business units as at 30 June 2016 and 2017 does not equal the Enterprise total.

\*\* Response and Recovery Project Management was set up to coordinate the implementation of the recommendations from the Strachan Inquiry.

## Question on Notice

No. 12

Asked on Friday, 30 June 2017

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

### QUESTION:

I refer to the Capital Statement for Transport and Main Roads (BP3), Regarding the New Generation Rollingstock, can the Minister advise the number of units that have been delivered, and for each unit:

- a. The date of arrival;
- b. The number of testing hours undertaken by the unit;
- c. The expected date the unit will enter into revenue service; and
- d. The original date the unit was scheduled to enter revenue service?

### ANSWER:

I thank the Committee for the question.

There are 15 New Generation Rollingstock (NGR) trains in Queensland.

When each train arrives in Queensland, they undergo a testing and commissioning program that includes:

- Static testing (not moving on the network)
- Dynamic testing (moving on the network)
- Train crew training (static and dynamic).

The hours of testing each train goes through (static and dynamic) is not specifically quantified. What is quantified however, is the distance each train has travelled on the South East Queensland (SEQ) network. The distance each train has travelled to date (6 July 2017) is outlined in the table below.

Train	Date of arrival	Distance travelled on the SEQ network as at 6 July 2017 (in kilometres)
1	15 February 2016	24,427
2	1 June 2016	18,545
3	24 June 2016	6141
4	11 August 2016	2607
5	29 September 2016	5946
6	1 December 2016	0
7	2 December 2016	0
8	8 January 2017	0
9	8 January 2017	0

<b>Train</b>	<b>Date of arrival</b>	<b>Distance travelled on the SEQ network as at 6 July 2017 (in kilometres)</b>
10	12 February 2017	0
11	12 February 2017	0
12	18 February 2017	0
13	18 February 2017	0
14	16 April 2017	0
15	16 April 2017	0

An NGR train can only enter revenue service after it receives provisional acceptance from the State. Provisional acceptance is the second of three stages of approval each NGR train must go through and is granted when the State is confident that a number of safety, engineering, operational and aesthetic requirements have been met by the train supplier.

After the train receives provisional acceptance, Queensland Rail can then determine when it will enter revenue service. The project deed between the state and Qtectic provides set dates for provisional acceptance but not revenue service.

## Question on Notice

No. 13

Asked on Friday, 30 June 2017

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

### QUESTION:

I refer to the Capital Statement for Transport and Main Roads (BP3), the following station upgrades, can the Minister detail the original budgeted cost and the final cost of completion (or latest revised budget if station is not yet complete):

- a. Graceville
- b. Dinmore
- c. Alderley
- d. Newmarket
- e. Nambour
- f. Strathpine
- g. Boondall
- h. Auchenflower
- i. Morayfield
- j. Dakabin
- k. And “Other station upgrades’ funded on P133 of the Capital Statement (listing each project)

### ANSWER:

I thank the Committee for the question.

The Government has committed \$212 million in the Station Accessibility Upgrade Program. This is not the only funding source available for improving stations across the Queensland Rail network.

The following stations have been announced for upgrades and are at different stages varying from design work to completion of construction.

Station	Estimated Project Cost
Graceville	\$20.4 million
Dinmore	\$17.3 million
Alderley	\$15 million
Newmarket	\$14.6 million
Nambour	\$13.8 million
Strathpine	\$17.9 million

Station	Estimated Project Cost
Boondall	\$15.6 million
Morayfield	\$16 million
Dakabin	\$30 million
Shorncliffe	\$6.9 million

The Auchenflower station feasibility study was completed this year and geotechnical investigations and survey work are underway to identify the best option for upgrade works.

Additional stations are being assessed for project feasibility before advancing to design and construction phases.

The original budget allocation of \$212 million for the Station Accessibility Upgrade Program was based on an indicative estimated cost per station, and was established before comprehensive site investigation, project scoping, design or development of construction staging methodology which is required to maintain station operations during the works, was undertaken.

During the concept planning and design phases which took place in 2015, it became apparent that the former government planned to close down stations for upgrade works for months at a time, inconveniencing thousands of commuters and leaving them without a train station to get to and from work, study and family commitments.

The Palaszczuk Government stepped in and ensured Queensland Rail directed significant effort towards developing safe construction methodologies that would minimise impact to customers. This can include the installation of temporary platforms and staged construction.

Queensland Rail in consultation with key stakeholders and customers, refined the scope of works at each station to maximise customer safety, access and amenity. In collaboration with construction industry experts, detailed construction staging plans were also developed, which influences the timeframe and cost of each project.

As a result of this innovative approach, all stations have remained operational during upgrades to allow commuters to continue to use their local station during construction works.

## Question on Notice

**No. 14**

**Asked on Friday, 30 June 2017**

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

### **QUESTION:**

I refer to page 15 of the Transport and Main Roads SDS, can the Minister advise the actual public transport patronage figures each financial year since 2006–07, by mode and compared to the target figure in each year?

### **ANSWER:**

I thank the Committee for the question.

Modal target figures were only published from 2011–12 in the Transport and Main Roads SDS.

As actual figures for 2016–17 financial year are not finalised, a 2016–17 estimated actual figure has been provided.

	2011-12 Actuals	2011-12 Target	2012-13 Actuals	2012-13 Target	2013-14 Actuals	2013-14 Target	2014-15 Actual	2014-15 Target	2015-16 Actual	2015-16 Target	2016-17 Est Act *	2016-17 Target
<b>South-east Qld</b>	178.3	186.1	175.7	181.5	175.9	176.4	176.26	180.48	179.85	179.74	177.94	183.21
Bus	120.3	125.4	119.8	123.9	118.7	118.4	113.13	117.69	114.11	115.81	111.99	115.79
Rail	52.8	55.1	50	52.5	49.8	51.07	50.42	49.52	51.1	51.1	51.24	52.55
Tram	0	0	0	0	0		6.28	5.7	7.68	6.81	8.03	7.8
Ferry	5.2	5.6	5.9	5.1	7.4	7.00	6.43	7.57	6.96	6.02	6.68	7.07

Patronage prior to 2011–12 was overstated due to paper ticket multipliers. Paper ticket allocation by mode also overstated Rail while understating Bus. With greater go-card usage from 2011–12 onwards we now see a truer picture of where these trips should have been allocated and all past multipliers have been removed from the system with the removal of periodical paper tickets (Daily, Weekly, monthly and so on)

Between 2006–07 and 2010–11, targets were only produced at the total South East Queensland level. During this period, patronage was in a state of significant change moving to the integrated public transport system in SEQ. In the integrated public transport system and with moving into the go card ticketing system, patronage measurement has become far more accurate over time with all paper ticket assumptions being removed from the system and actual passenger travel behaviour being captured in the ticketing system.

	2006-07 Actuals	2006-07 Target	2007-08 Actuals	2007-08 Target	2008-09 Actuals	2008-09 Target	2009-10 Actuals	2009-10 Target	2010-11 Actuals	2010-11 Target
<b>South-east Qld</b>	162	163	169.4	168	181.9	178	181.8	191	178.6	188
Bus	100.9	-	105.3	-	114.4	-	117.9	-	119.2	-
Rail	55.1	-	57.9	-	60.9	-	57.6	-	55	-
Tram	0	-	0	-	0	-	0	-	0	-
Ferry	6.0	-	6.3	-	6.6	-	6.4	-	4.3	-



## **Question on Notice**

**No. 15**

**Asked on 30 June 2017**

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (Ms Trad):

### **QUESTION:**

I refer to the Service Delivery Statement for the Department of Infrastructure, Local Government and Planning and the projected staff of 120 full-time equivalents (FTEs) for the Cross River Rail Delivery Authority in 2017/18:

- a. How many of these FTEs will be performing roles including media, communications, stakeholder engagement, community engagement, government relations, external affairs functions?

### **ANSWER:**

Cross River Rail is a \$5.4 billion project which will transform Brisbane and South East Queensland. It will positively affect the lives of millions of Queenslanders, create thousands of jobs, and open economic investment opportunities to a global audience. The complexity of Cross River Rail project and the many associated development opportunities are of interest to a broad group.

Across the region there will be many directly and indirectly interested stakeholders and this interest is stretching internationally now that we have started work on delivering Cross River Rail.

Allowing information to reach the largest number of prospective bidders for various packages of works, as well as reaching those interested in significant opportunities in project precincts, will ensure the best development opportunities are realised along the rail corridor.

Presently there are 4 FTEs undertaking the management of stakeholder engagement and communication services. These people are being supported by contracted specialist advisors.

## **Question on Notice**

**No. 16**

**Asked on 30 June 2017**

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD):

### **QUESTION:**

I refer to the Service Delivery Statement for the Department of Infrastructure, Local Government and Planning and the functions of Building Queensland. How many detailed business cases did Building Queensland complete in the 2016/17 financial year and for which projects did the detailed business cases relate?

### **ANSWER:**

During the 2016/17 financial year Building Queensland completed a total of three business cases, two of which were detailed business cases.

The Detailed Business Cases related to the Beerburrum to Nambour Rail Upgrade and the Smithfield Transport Corridor Upgrade.

A Preliminary Business Case was completed for Nullinga Dam.

During 2016/17 Building Queensland has continued to lead a number of detailed business cases which are due for completion in 2017. These include:

- Public Safety Regional Radio Project
- Arthur Gorrie Correctional Centre
- Lower Fitzroy River Infrastructure Project
- Burdekin Falls Dam Saddle Dam and Monolith Improvement Project and
- Townsville Eastern Access Rail Corridor.

Building Queensland also assists agencies with the development of proposals, and during 2016/17 has provided assistance on projects including:

- North Lakes Secondary School
- Capricornia Correctional Centre and the Southern Queensland Correctional Centre
- Port of Townsville - Channel Capacity Upgrade
- Port of Gladstone - Clinton Vessel Interaction
- Additional Secondary Schooling Capacity in Ripley Valley
- Additional Secondary Schooling Capacity in Townsville's Northern Beaches
- Additional Secondary Schooling Capacity in the Gladstone Region
- Science Computing - Business Change and Data Accessories for the Department of Science, Information Technology and Innovation
- New Performing Arts Venue
- Integrated Client Management System Replacement for the Department of Communities, Child Safety and Disability Services and
- Counter Terrorism and Community Safety Centre.

Building Queensland also prepared two Infrastructure Pipeline Reports of priority proposals in 2016/17, with the December 2016 Report released in January 2017 and the June 2017 Infrastructure Pipeline Report to be released this month.

The Infrastructure Pipeline Report provides a list of priority proposals for government consideration, to inform further proposal development and ultimately government investment decision-making.

Building Queensland also released an updated Business Case Development Framework in December 2016. The Framework consists of a suite of documents that provides guidance for Queensland Government entities to develop best practice, robust business cases, including guidance on cost benefit analysis and social impact evaluation.

## Question on Notice

No. 17

Asked 30 June 2017

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) –

### QUESTION:

I refer to page 56 of Budget Measures in relation to regional planning program and ask-

- a. How is this funding being distributed;
- b. What organisations are being funded;
- c. How is this program being monitored and reported on?

### ANSWER:

Labor governments have a strong legacy of successful and award-winning growth management initiatives and regional planning projects across Queensland.

South East Queensland (SEQ) is the state's most populated region and home to 3.4 million residents, which is forecast to reach approximately 5.3 million by the year 2041.

To ensure we sustainably manage this growth and protect the region's unique identity and lifestyle for current and future generations, the Palaszczuk Government continued this legacy through the release of the draft South East Queensland Regional Plan - *ShapingSEQ* - on 20 October 2016 for public consultation.

I am proud to say that *ShapingSEQ* has been recognised nationally by industry experts as a 'blueprint for our cities' that 'should be used as a model for future plans by other cities'.

To support the best practice policy in *ShapingSEQ*, the government is also delivering on its implementation by providing \$10 million in funding over two financial years to advance two key actions, being a strategic environmental assessment and land supply monitoring in SEQ.

Firstly, the government will commence a strategic assessment for the SEQ region under the *Environment Protection and Biodiversity Conservation Act 1999*. This project will deliver a more coordinated approach to resolving environmental assessment and deliver regional biodiversity outcomes as well as certainty to the development industry.

The Department of Infrastructure, Local Government and Planning (the department) will be tasked with managing the \$5 million budget allocation over the two years (including the use of internal and external resources) and working with the Commonwealth Government and other stakeholders to deliver the strategic assessment for SEQ.

Secondly, commitment to an SEQ Growth Monitoring Program will allow monitoring of land supply and development issues, in consultation with local government and industry experts. This program is essential so that the government can recognise and respond to supply issues to ensure land supply does not put upward pressure on housing affordability in the South East corner.

Delivery of the \$5 million Growth Monitoring Program budget allocation will also be managed by the department, drawing on external contractors and experts as required. The department will be responsible for engaging with internal government stakeholders as well as councils, the development industry and other interested parties to deliver this important program aimed at addressing housing supply and any associated affordability issues.

Both the strategic assessment and the Growth Management Program will be established projects within the department and have their own governance and program management frameworks to ensure they are subject to transparent processes and are delivered on time and within budget. This is currently being developed.

These projects will be reported on as part of the broader implementation program for *ShapingSEQ*, which will continue to be subject to formal governance arrangements, including close liaison with local government and other stakeholders, as well as reporting to the Regional Planning Committee for accountability and decision making purposes.

With *ShapingSEQ*, we are looking for the first time, beyond the boundary of a 25-year plan and have developed a 50-year vision for the region's longer-term future. It is important to note that this is the same plan that was delayed when the former LNP government said that it would complete the review of the SEQ Regional Plan 2009 – 2031 by mid-2014 and then had failed to do so before they lost government in early 2015.

It was made very clear to me when we formed government that the SEQ Mayors were concerned about how the former government had approached the South East Queensland Regional Plan review and their lack of engagement with councils and the community.

To address these concerns, I decided to reframe the review of the SEQ Regional Plan to make sure the Mayors were engaged and that we were having a genuine conversation with the SEQ community.

I committed to the launch of a new draft SEQ Regional Plan by the end of 2016 and delivered on this through the release of draft *ShapingSEQ* for consultation on 20 October 2016.

To provide the community a greater opportunity to contribute to the regional planning process, we also extended public consultation to a 90 business day period (an additional 30 days than the 60 business day statutory timeframe), which closed on 3 March 2017.

I am proud of the genuine process of community engagement that we undertook to guide the policy and strategic direction of this review to ensure that the long term vision for the region as outlined in the plan is underpinned by the values of the very people who call SEQ home.

Unlike the former government, I also made sure from the outset to work in close collaboration with all of the 12 SEQ Mayors and council officers to prepare this plan to ensure it delivers for the diverse needs of the region.

We delivered a draft regional plan for formal consultation, supported by local governments and community engagement, in less than 2 years of forming government and will soon release *ShapingSEQ* in its final form.

## **Question on Notice**

**No. 18**

**Asked 30 June 2017**

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) -

### **QUESTION:**

I refer to page 9 of the Infrastructure, Local Government and Planning SDS and ask— What level of support has been provided in 2017/18 to ‘lift the bar’ on outcomes for the new planning system, including transitioning local schemes over to the new scheme and how much was spent on this initiative in 2016/17?

### **ANSWER:**

I refer the Committee to the response provided to Question on Notice No. 7.

## **Question on Notice**

**No. 19**

**Asked on 30 June 2017**

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD):

### **QUESTION:**

With reference to page 3 of the Department of Infrastructure, Local Government and Planning SDS, where is the development of the North Queensland Regional Plan being drafted in North Queensland or Brisbane?

### **ANSWER:**

The draft North Queensland Regional Plan is the first regional plan prepared for the North Queensland region.

The Palaszczuk Government is committed to better planning for regional and rural Queensland by ensuring there is alignment of local and regional outcomes with the state's interests in planning and development. This is why the draft North Queensland Regional Plan is being prepared by staff located in both the North Queensland office, based in Townsville, and the Brisbane office.

To ensure the draft North Queensland Regional Plan responds to regional issues, I established and chair a North Queensland Regional Planning Committee. The Committee includes the mayors of each of the local governments as the elected representatives of their communities, and three local members of parliament including the Honourable Coralee O'Rourke MP, Minister for Disability Services, Minister for Seniors and Minister Assisting the Premier on North Queensland; Mr Aaron Harper MP, Member for Thuringowa and Mr Scott Stewart MP, Member for Townsville.

The North Queensland Regional Planning Committee provides me with advice about regional issues and interests that should be addressed through the process.

The Palaszczuk Government has also established a number of working groups comprised of North Queensland representatives from various industry, government, and environment groups as well as Traditional Owners, including:

- Government Agency Working Group (State and Commonwealth North Queensland representatives)
- Local Government Working Group
- Industry, Community and Environment Working Group
- Traditional Owners Working Group.

My department has undertaken early engagement with the North Queensland community from May to early July this year about the regional planning process and what a regional plan means for the region. This has occurred prior to the draft regional plan being released to raise community awareness as this is the region's first regional plan.

This engagement has involved Townsville based staff, being supported by Brisbane staff, attending a range of events across the region seeking the community's input into what they see are the opportunities and challenges for the region over the next 25 years.

Recognising the importance of using local knowledge and experience, the government is also using Townsville-based contractors with local experience, as required, to help deliver the draft North Queensland Regional Plan.

The draft North Queensland Regional Plan will be released for public consultation later this year, where the community will be able to attend ‘talk to a planner’ sessions throughout the North Queensland region, and lodge a submission on the draft plan.



## **Question on Notice**

**No. 20**

**Asked on 30 June 2017**

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) -

### **QUESTION:**

With reference to page 18 dot point #3, has the Minister taken into account the feasibility of the Hells Gate dam that would gravity feed water and provide water security to the TSV Region, and also open up development in the Charters Towers and Pentland region and open up possible hydro-electric schemes and permanent water security in the Burdekin region.

### **ANSWER:**

The Townsville Water Security Taskforce was appointed in March 2017 by the Australian Government, the Queensland Government and Townsville City Council to investigate short, medium and long-term solutions to water security for Townsville.

The Taskforce's Interim Report was released on 30 June 2017 by the independent Chair, Mr Brad Webb.

It recommends a suite of infrastructure and non-infrastructure measures over the short, medium and long-term to improve Townsville's water supply security.

The Taskforce also conditionally identifies long term water options (i.e. 15 to 50 plus years) to be considered, including raising Burdekin Falls Dam and construction of Hells Gate Dam.

The timing and further consideration of these options will be subject to water demand, water savings, population growth and additional water-using industries coming online.

Feasibility investigations for these long term options are currently continuing under the Australian Government's National Water Infrastructure Development Fund. The investigations are expected to be completed by 30 April 2018.

The Queensland Government supports the outcomes of the Taskforce's Interim Report and the options presented establish a clear path for securing water for Townsville for the next 15 years and into the future.

We understand the need for action on securing Townsville's water supply security and that is why the Palaszczuk Government has set aside \$225 million over four years, referred to in the Department of Infrastructure, Local Government and Planning's Service Delivery Statements on page 18, dot point 2.

This adds to the Queensland Government's \$236 million committed as part of the Powering North Queensland Plan to upgrade Burdekin Falls Dam and fund the proposed hydro-electric power station, an investment in water supply and sustainable energy generation in the North.

The Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply and his portfolio will be responsible for working with Mayor Jenny Hill and Townsville City Council as well as the Australian Government to progress the Interim Report's recommendations, a number of which can be actioned immediately.

It is anticipated that the Department of Infrastructure, Local Government and Planning's role will be administering the \$225 million in funding as a grant.

We also await the Taskforce's final report to be completed in September next year.

**Questions on notice and responses**

**Estimates Hearing – 19 July 2017**

*Deputy Premier, Minister for Infrastructure and Planning and Minister for Transport*

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## **Estimates**

### **Question taken on Notice No. 1**

**MS FRECKLINGTON** asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) –

#### **QUESTION:**

In the south-east corner, how many rail stations can accommodate nine-car trains?

#### **ANSWER:**

The 2016 SEQ Rail Horizon Report, released by the Department of Transport and Main Roads, identified the running of nine-car trains on some parts of the network as a potential means of cost-effectively unlocking further network capacity in the future. As nine-car trains are not part of operations, no train stations currently accommodate nine-car trains.

The decision to implement and accommodate nine-car trains on the network is a decision for future governments and, as such, the cost of such implementation is not included in the 2016 Detailed Business Case for the Cross River Rail project. However, unlike the Bus and Train (BaT) tunnel proposal, the provision of platforms which can accommodate nine-car sets, was included in the 2016 Detailed Business Case for the Cross River Rail project for the proposed new stations to allow for potential future expansion.

I note that the BaT tunnel was proposed to ultimately accommodate seven-car trains, notwithstanding that this configuration would not be supported by Queensland Rail's rollingstock.

## **Estimates**

### **Question taken on Notice No. 2**

**MS FRECKLINGTON** asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) –

#### **QUESTION:**

Can you outline the benefit-cost ratio for the Beerburrum-Nambour project and how that compares to the published benefit-cost ratio for Cross River Rail?

#### **ANSWER:**

The Palaszczuk Government has identified the duplication of Beerburrum to Nambour rail line as a priority project for the Sunshine Coast community.

This is why the Palaszczuk Government sent this proposal to Building Queensland to undertake a Detailed Business Case for the Beerburrum to Nambour Rail Upgrade Project.

As with the Cross River Rail Project, this government has sent the Beerburrum to Nambour Rail Upgrade Project business case to Infrastructure Australia for their consideration and calls on the Commonwealth Government to provide a funding commitment. The Benefit Cost Ratio (BCR) of this project is 1.48 over a 50 year appraisal period which is higher than projects, such as Inland Rail (BCR of 1.1), which have received Commonwealth Funding. The Benefit Cost Ratio of Cross River Rail project as outlined in the Coordinator-General's June 2017 change report is 1.41 over a 30 year appraisal period and is higher than that of the Beerburrum to Nambour rail on a comparable 50 year appraisal period.

## **Question on Notice**

**No. 3**

**Asked on Wednesday 19 July 2017**

The Member for Glass House asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

### **QUESTION:**

Can you tell the committee how many other train drivers are on the same leave arrangements as Mr Kummerfeld?

### **ANSWER:**

I thank the Member for Glass House for the question.

Queensland Rail has a policy that supports employees who may wish to take long term leave for reasons including illness, accident or injury, rehabilitation, secondment or family reasons.

I am advised there are no other train drivers on the same leave arrangements.

## **Question on Notice**

**No. 4**

**Asked on Wednesday 19 July 2017**

The Member for Glass House asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

### **QUESTION:**

Can you tell the committee how many SMU260 units are in operation in Queensland Rail at the moment? Also, it is established that Mr Kummerfeld will be unfamiliar with a certain range of the current trains Queensland Rail operates and therefore will require training on these units; is that correct?

### **ANSWER:**

I thank the Member for Glass House for the question.

Suburban Multiple Units (SMUs) have been in the Queensland Rail fleet since 1994.

Between 2008 and 2011, 36 SMU260s entered service in the Queensland Rail fleet. There are only minor differences between the classes of SMUs. The SMU fleet has a very similar cab design and driving procedures to other trains on the network.

As stated previously, Mr Kummerfeld will be retrained and will need to achieve the required competencies before returning to driving on the network.

Driving training takes place in a classroom, simulator and on-track with a tutor driver. It covers a wide range of knowledge and skills, including the various trains, signals and routes, mechanical fault finding, and safety and security procedures.

## **Question on Notice**

**No. 5**

**Asked on Wednesday 19 July 2017**

The Member for Bundamba asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

### **QUESTION:**

Could you please advise me whether there were any consultants employed to provide advice concerning the Disability Discrimination Act and the new generation rolling stock? If there were any consultants, who were they? What payments were made to date and what are the expected payments? Additionally, how long would the consultant's contract be and can you provide us with the terms of reference of that consultant's work?

### **ANSWER:**

I thank the Member for Bundamba for the question.

The Department of Transport and Main Roads (TMR) has engaged an independent consultant (Ms Margaret Stack of Accessible by Design) whose Terms of Reference are to provide expert opinion on the accessibility of the New Generation Rollingstock (NGR) trains, both in its design and in its operation.

As at 30 June 2017, TMR has paid this consultant \$11,284.17 (including GST). As TMR is utilising the consultant's expert opinion on an 'as needed' basis, there is no defined contract length.



## **Question on Notice**

**No. 6**

**Asked on Wednesday 19 July 2017**

The Member for Warrego asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

### **QUESTION:**

Can you confirm that between 28 June and 2 July this year there was an empty train that travelled from Toowoomba to Quilpie and back?

### **ANSWER:**

I thank the Member for Warrego for the question.

The operation of each livestock rail service includes at least one empty journey; that is, the outbound service prior to loading. For the period between 28 June and 2 July 2017, a livestock rail service travelled empty to Quilpie, as expected. The return leg of this service returned eastbound on the Western Line from Quilpie and terminated at Toowoomba, without continuing to its scheduled route to Brisbane. This service returned empty due to an absence of demand.

## **Question on Notice**

**No. 7**

**Asked on Wednesday 19 July 2017**

The Member for Warrego asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

### **QUESTION:**

Under the transport freight service contract, can you advise how many times a contractor has been fined for failing to deliver the service?

### **ANSWER:**

I thank the Member for Warrego for the question.

The Livestock Transport Services Contract (LTSC) has been extended from January 2016 to December 2017.

Under the terms of the LTSC extension, the Department of Transport and Main Roads (TMR) pays the rail operator for delivery of a set number of rail services. The operator is required to pay a rebate, known as a non-service fee (NSF), for each cancelled service, irrespective of the reason. A cancelled service is one that doesn't operate or doesn't travel its entire scheduled route. Reasons can include network closures, rollingstock failure, and absence of demand.

The NSF is structured to ensure TMR does not pay the operator for a cancelled service. The NSF is not intended to be a fine or penalty. The contract terms, including the NSF rebate amount are commercial in confidence.

During the period 1 January 2016 to 30 June 2017 (18 months), the NSF has been applied to 168 cancelled services.

## **Question on Notice**

**No. 8**

**Asked on Wednesday 19 July 2017**

The Member for Dalrymple asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

### **QUESTION:**

I refer to page 97 of budget paper 2. What is the return in percentage terms and the profit that Queensland Rail is expected to make on the regulated Townsville to Mount Isa rail line in the 2016-17 and 2017-18 financial year?

### **ANSWER:**

I thank the Member for Dalrymple for the question.

The draft preliminary actual Earnings Before Interest and Tax (EBIT) result for 2016–17 is \$26.9 million, or 12.1 per cent.

The Budget EBIT for 2017–18 is \$17.2 million or 7.4 per cent.

## Question on Notice

No. 9

Asked on Wednesday 19 July 2017

The Member for Bundamba asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

### QUESTION:

In relation to the Citytrain Response Unit, can you please advise how much the Citytrain Response Unit is costing? Can you provide the committee with an organisational chart and the employee's duty statements?

### ANSWER:

I thank the Member for Bundamba for the question.

The Citytrain Response Unit (CRU) is made up of a core team of five full-time staff, reporting to the Chair.

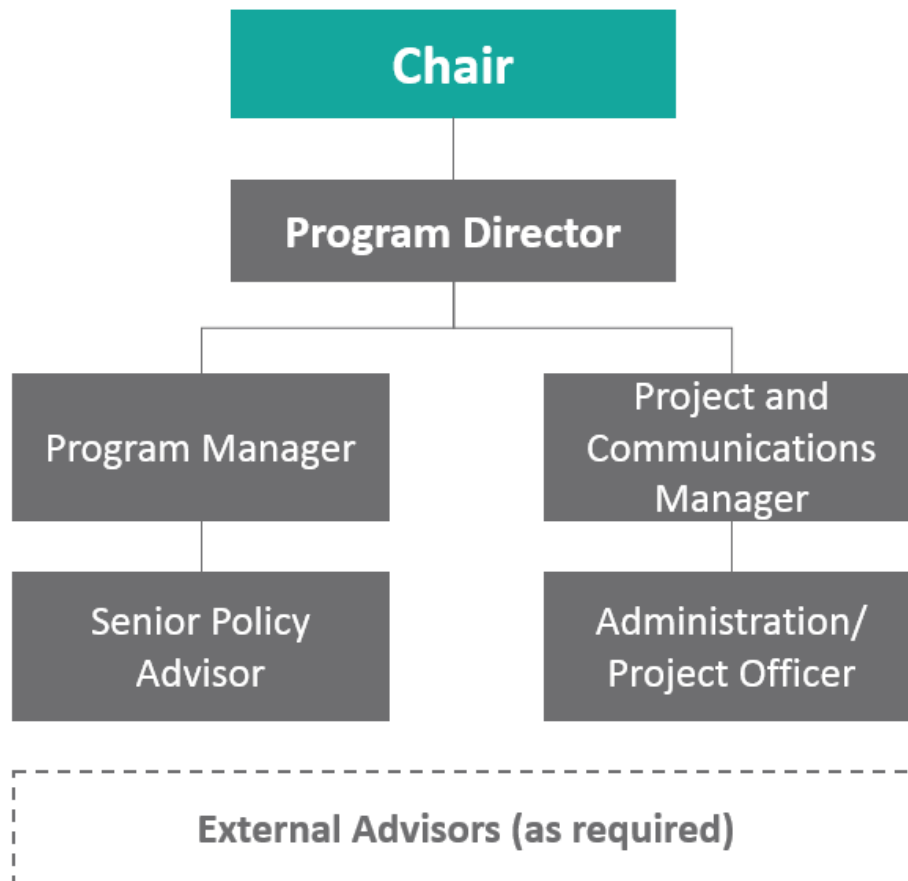
The Chair (part-time), Ms Jacqui Walters, is an expert in designing and implementing organisation-wide change. As Chair, Ms Walters reports directly to the Deputy Premier and is accountable for the implementation of Strachan Inquiry Recommendations 35 and 36.

The core team is made up of the following staff:

1. **Program Director** — reports directly to the Chair and is responsible for overseeing the delivery of Recommendations 35 and 36
2. **Program Manager** — reports directly to the Program Director and is responsible for overseeing the assurance program established to deliver Recommendation 35
3. **Project and Communications Manager** — reports directly to the Program Director and is responsible for overseeing the delivery of Recommendation 36 and quarterly 'Fixing the Trains' progress reports
4. **Senior Policy Advisor** — reports directly to the Program Manager and is responsible for contract managing and overseeing discreet packages of assurance work (Recommendation 35)
5. **Administration/Project Officer** — reports directly to Project and Communications Manager and is responsible for providing administrative support to the team

The CRU budget is included in the 2016–17 Budget Papers.

## Citytrain Response Unit organisational chart



**Questions on notice and responses – Pre-Estimates**

*Minister Lynham, Minister for State Development and  
Minister for Natural Resources and Mines*

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

**No. 1**

**asked on 30 June 2017**

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**QUESTION:**

With reference to page 13 of the SDS, will the Minister please advise the committee on the Government's efforts to safely administer the Texas Silver Mine site, and other projects undertaken by the Abandoned Mines Program?

**ANSWER:**

The Department of Natural Resources and Mines continues to focus on public safety as its number one priority for the Abandoned Mine Lands Program (AMLPL).

The Texas Silver Mine has unique hazards and risks associated with the site, as do the other sites within the AMLP.

Management of these hazards and risks across the AMLP occurs at a site level, and typically includes:

- implementing departmental workplace health and safety policies and procedures where applicable;
- preparing health, safety and environmental management systems; and
- developing appropriate emergency management systems.

The most significant risk at the Texas Silver Mine site continues to be contaminated water management. The volume of contaminated water has been effectively reduced—primarily through active evaporation systems and irrigation of treated water.

The community surrounding the Texas Silver Mine continues to be regularly consulted through the distribution of community updates.

More broadly, in 2016–17, the key achievements of the AMLP were:

- inspecting 96 abandoned mine features in the Opalton, Herberton, Paluma and Palmer River areas, and closing out of public risks for 50 features, including backfilling of 15 open shafts;
- making safe 32 historic shafts in Gympie and Charters Towers, and investigating 22 reports of subsidence;
- making safe by backfilling a further two subsidences in the Ipswich locality;
- undertaking key projects at Mount Morgan related to contaminated water management, investigating potential tourism options, and working to facilitate potential tailings reprocessing by Carbine Resources;
- removing 5080 tonnes of historic stockpile from the old sand mining plant area at Rainbow Beach;
- decommissioning the Butchers Creek Dam in the Palmer Goldfield Resources Reserve, removing stability concerns raised by downstream residents; and
- continuing to administer the Collingwood Park State Guarantee.

Priorities for 2017–18 AMLP include:

- ongoing assessment and closing out of public safety risks at smaller abandoned mine sites close to communities;

- starting remediation works at the Target Gully tailings dam at Irvinebank;
- working with industry to explore innovative reprocessing opportunities to meet remediation challenges; and
- participating in a multi-agency response to disclaimed mines and mines at risk of ceasing operation.



**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING**  
**QUESTION ON NOTICE**  
**No. 2**  
**asked on 30 June 2017**

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**QUESTION:**

With reference to page 2 of the SDS, can the Minister detail projects that have been progressed by the Coordinator General to provide jobs, growth and economic opportunity for Queensland?

**ANSWER:**

Since February 2015, the Coordinator-General has made 238 statutory decisions (as at 17 July 2017) under the *State Development and Public Works Organisation Act 1971* (SDPWO Act).

Under this Act, the Coordinator-General has wide-ranging powers to facilitate and approve large-scale and complex projects. These decisions have played a key role in progressing major projects closer to delivery.

Since February 2015, the Coordinator-General:

- made 238 statutory decisions.
- approved six major projects and their EISs – these include Nathan Dam and Pipelines; Coopers Gap Wind Farm; Lower Fitzroy River Infrastructure; Sunshine Coast Airport Expansion; Santos GLNG Gas Field Development; and the Red Hill Mining Lease.
- approved 2 major project change requests for Cross River Rail and Hummock Hill Island project.
- declared 10 new coordinated projects – Inland Rail Gowrie to Helidon; Inland Rail Helidon to Calvert; Inland Rail Calvert to Kagaru; the Olive Downs Project; South Burnett Coal Project; KUR-World Integrated Eco-Resort; Coopers Gap Wind Farm; Lindeman Great Barrier Reef Resort; NT Link; and the Three Rivers Irrigation Project.
- recommended the declaration of seven new prescribed projects – the Kidston Project (originally declared in March 2016 and then the re-declared expanded project in June 2017); the Isaac Plains Mining Complex; Dugald River project; Adani Combined Project; Ravenswood Expansion Project; and the Capricorn Copper Mine and Refurbishment and Restart Project. Eight prescribed project declaration dates were also extended.
- recommended the declaration of two new critical infrastructure projects – the Adani Combined Project and the Kidston Project.
- monitored and supported 13 prescribed projects.
- recommended the declaration of the Bundaberg State Development Area which occurred on 10 February 2017.

- commenced public consultation on the declaration of a potential Cairns South State Development Area on 11 July 2017.
- approved 51 development applications in State Development Areas (SDA) across the State, including for Adani's 390km rail line in the Galilee Basin and Abbot Point SDAs; Terminal 0 at the Abbot Point SDA; a power station and airport in the Galilee Basin SDA; a freight logistics facility in the Bromelton SDA; a freight terminal and solar farm in the Townsville SDA; and the Northern Oil Advanced Biofuels Pilot Plant in the Gladstone SDA.

Fourteen coordinated projects are currently under environmental impact assessment (EIS) by the Coordinator-General. These projects have a total capital value of around \$20.7 billion, and represent more than 33,900 construction and operational jobs.

The Coordinator-General's EIS assessment times have been streamlined, with a 56 per cent time reduction achieved.

SDA applications are being approved in only 35.5 per cent of the statutory timeframe.

The quality of EIS process documents has also been enhanced through more robust project management procedures and more effective proponent liaison.

Conditions that are set on projects in the Coordinator-General's evaluation reports have also been strengthened and progressively made more outcome-focussed.

In addition, 19 major projects are currently being facilitated by the Coordinator-General such as the Dugald River Project; Capricorn Copper; Amrun project; Kidston Solar and Pumped Storage Hydro Project; Santos Gas Field Development Project; and QCoal's Byerwen Coal Mine. Thirteen of these are prescribed projects. These projects are expected to create around 29,000 jobs.

Recent milestones for these projects include:

- Adani Project – June 2017 Final Investment Decision approval for the Carmichael Coal Mine and Rail project announced, opening of regional headquarters in the Townsville.
- Amrun Project – Construction is now 28 per cent complete.
- Byerwen Coal project – April 2017, mining leases granted to enable the project to proceed to construction. Stage 1 construction commenced on 12 June 2017.
- Coopers Gap Wind Farm – has received Material Change of Use approval and an Energy Generation Licence and is expected to start construction by the end of 2017.
- Dugald River Project – substantial completion of the processing plant, all earthworks, civil works and structural steelwork have been completed.
- Isaac Plains Mining Complex – Mining and transportation infrastructure is now in place including dragline, coal handling and processing plant, and rail load-out facilities. Rail and port access agreements are in place, exporting through to Dalrymple Bay Coal Terminal.
- Kidston Project – Construction has commenced on 50MW solar farm.
- QGC – All of the gas wells have been drilled, well site facilities installed and hundreds of kilometres of gathering pipelines, cables and gas trunklines are now

in place; the construction of a compression station is nearing completion with civil and below ground works now finished.

- Ravenswood Expansion Project – Environmental Authority amendment approved for the Sarsfield Expansion and Nolans east.
- Santos Gas Field Development project – construction of Stage 1 (Scotia) is 30 per cent complete.
- Shute Harbour Marina – 10 year development lease granted by the Department of Natural Resources and Mines.

In addition, the Coordinator-General is responsible for the planning, establishment and ongoing management of 10 SDAs throughout Queensland. The SDAs cover approximately 186,000 hectares and fall into three broad types; industrial hubs, multi-user infrastructure corridors and major infrastructure sites.

The most recently approved SDA, is the Bundaberg SDA which was declared in February 2017 to meet the demands of port-related industries and other industrial activities around the Port of Bundaberg. The Bundaberg SDA will facilitate economic growth and employment opportunities in the Wide Bay Burnett region.

The Coordinator-General is currently preparing a development scheme for the Bundaberg SDA to support the continued growth of the Bundaberg Port and provide opportunities for major new industries to locate in the area.

The Coordinator-General has also been investigating a potential Cairns South SDA and is currently consulting on it.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING**  
**QUESTION ON NOTICE**  
**No. 3**  
**asked on 30 June 2017**

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**QUESTION:**

With reference to page 3 of the SDS, can the Minister outline how Queensland continues to play a leading role in resolving Native Title Claims?

**ANSWER:**

Queensland continues its constructive approach to resolving native title claims by, wherever possible, working towards negotiated settlements with native title applicants.

The native title process is controlled by the Federal Court of Australia, but that does not mean that the state inevitably finds itself in long and expensive trials.

Indeed, the opposite is the case and, of the 141 claimant applications finalised in Queensland dating from the original Mabo decision, only 17 (including Mabo) were decided by trial because a negotiated settlement could not be reached.

Native title is not a grant bestowed by the government, but is a pre-existing right that may still survive from the time of settlement. For native title rights to be recognised today, Indigenous people must be able to establish continuity of connection to the claim area and that native title has not been extinguished by valid acts undertaken by the Crown.

This is not a simple task and the evolution of native title law continues to throw up new challenges.

During 2016–17, Queensland successfully negotiated eight native title claimant applications—all arrived at with the agreement of the parties. Of these eight matters, seven were determinations that native title existed and one was that native title did not exist.

These results were achieved without resorting to expensive litigation, and I can affirm the Queensland Government's support for this sensible and relatively cost-effective approach.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING**  
**QUESTION ON NOTICE**  
**No. 4**  
**asked on 30 June 2017**

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**QUESTION:**

With reference to page 3 of the SDS, will the Minister please outline for the committee how the Government is modernising Queensland's Title Registry operations and the benefit this will provide to Queenslanders?

**ANSWER:**

The Titles Registry in the Department of Natural Resources and Mines has an integral role underpinning Queensland's economic framework, and facilitating efficient property and mortgage markets across the state. More than 750,000 title dealings are lodged annually in the Titles Registry.

Queensland has been an early adopter of the national electronic conveyancing platform—Property Exchange Australia, known as PEXA. E-conveyancing is a significant micro-economic reform offering the potential for major efficiencies across the property, finance and legal sectors. Still in its infancy, it already delivers efficiencies to industry subscribers and the Titles Registry.

Currently, around five per cent of title dealings in Queensland are lodged through the e-conveyancing platform. For many years, the registry has delivered efficiencies to industry by allowing for electronic lodgement of title dealings as images over the internet. About 55 per cent of dealings are lodged through this facility. E-conveyancing builds on these efficiencies.

The Titles Registry continues to modernise its operations in line with its vision for a digital future. Extensive development and testing has ensured seamless interoperability between the automated titles system and the national platform's digital environment.

The e-conveyancing platform provides a fully digital workspace for lawyers and financiers to prepare, execute and settle a range of property transactions, electronically disburse funds and register interests on title, regardless of where the subscriber or property is located. Currently, the platform primarily accommodates basic transfer and mortgage-related dealings, as well as caveats and settlement notices.

Parties no longer need to travel and physically meet for settlements. They no longer need to exchange paper documents and prepare cheques. Stakeholders have greater certainty that settlements will occur as scheduled, rather than failing due to minor issues, such as misspelling of a name on a document or a discrepancy on a bank cheque. These types of relatively common impediments are removed through the use of electronic business rules, and pre-population and validation of pertinent data in the digital workspace.

Funds can be cleared and ownership and other interests can be registered to give legal title in a matter of minutes after settlement rather than days in the paper world.

Ongoing enhancements to the automated titles system are broadening the scope for title transactions that can be processed digitally in Queensland.

Key industry stakeholders generally support further modernisation of the titling system and practices, and they continue to be consulted on proposals to broaden the scope of dealings available through the e-conveyancing platform, and to make other process enhancements.

Minor changes to the land title laws are providing the ability to streamline and modernise certain provisions to support national consistency and deliver further benefits to industry, the community and to the Titles Registry.

This approach to modernising and rationalising title transactions across the Australian economy is currently being realised in Queensland through adoption of the new National Mortgage Form and, in the near future, the introduction of a National Priority Notice to replace and broaden the scope of the existing settlement notice framework.

It is expected that, as more dealing types are added to the system functionality, more subscribers will come online, higher volumes of transactions will be conducted online and associated efficiencies will be realised across the economy.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING**  
**QUESTION ON NOTICE**  
**No. 5**  
**asked on 30 June 2017**

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**QUESTION:**

With reference to page 15 of the SDS, will the Minister please detail how the government is aiding the sustainable management of water in the Queensland Murray Darling Basin Catchment?

**ANSWER:**

The Queensland Government aids the sustainable management of water primarily through the Queensland *Water Act 2000* and its water planning framework. Importantly, the Water Act is in alignment with COAG's National Water Initiative that seeks to move governments towards achieving a nationally compatible water market, and regulatory and planning-based system for surface water and groundwater across Australia.

The Water Act provides for the Minister to prepare water plans for the allocation and sustainable management of water to meet Queensland's future needs. Water plans manage water resources—water in a watercourse, lake or spring, overland flow and groundwater—in an area to achieve a sustainable balance between water for Aboriginal peoples and Torres Strait Islanders, industry, irrigators, town water supply, recreation, tourism, basic rights (stock and domestic) and the environment.

Queensland water plans and their associated instruments:

- secure water supplies for existing water user;
- provide a long-term water allocation and management strategy for a plan area;
- provide strategies to protect water flows for the environment;
- identify specific monitoring, reporting and research requirements to improve data and knowledge.

When a water plan for an area is prepared, the following are assessed:

- water availability for existing water allocation and use (e.g. entitlement holders), seasonal variability and community and environmental needs;
- economic opportunities, including the water needs for mining, agricultural, industrial and urban uses, as well as cultural, recreation tourism and fishing uses;
- sources of future demand, including opportunities and needs arising from growth in existing and emerging activities, and population growth associated with diversifying regional economies.
- significant climate change impacts on water availability.

Furthermore the Commonwealth *Water Act 2007* requires Basin States to prepare water resource plans in accordance with the Basin Plan 2012. Queensland's water plans are part of the broader water resource plan 'package' submitted to the Commonwealth for accreditation under the Basin Plan.

Queensland's Warrego, Parro, Bulloo and Nebine water plan is the first state plan to be accredited by the Commonwealth in accordance with the Basin Plan. This followed significant consultation during the draft and final plan preparation with stakeholders (including Aboriginal people, irrigators, communities and government agencies). The consultation is continuing for the other Queensland Murray-Darling valley plans, as part of the draft plan development. Aboriginal people are being engaged at a much greater level than has occurred in the past to ensure that their objectives and values for water can be considered in this planning activity.

The Basin Plan aims to protect and restore the environmental health of surface water and groundwater of the Basin, while optimising the social and economic outcomes arising from the use of water from the system.

Importantly, the Basin Plan establishes long-term sustainable diversions limits (SDLs) for surface water and groundwater units within each plan area of the Basin. SDLs represent the sustainable level of water use in consideration of consumptive take, while ensuring there is enough water left in the system to achieve healthy surface water and groundwater environments. The Murray-Darling Basin Authority (MDBA) has undertaken various scientific programs as part of the initial Basin Plan development and, more recently, as part of the Northern Basin Review. The Northern Basin Review also considered the social economic impacts of the proposed water recovery volume to ensure a better balance can be found. These activities ensure that the best available science is being used to assess the needs of the environmental and community impacts.

Each basin state, through its accredited water resource plans, must ensure the SDL is maintained, that is the take of water in a plan area or unit must not exceed the SDL set for that plan area; however, in some Basin Plan units—such as the Central-Condamine alluvium on the Darling Downs—the current level of take of water (or baseline diversion limit) exceeds the SDL.

The Australian Government has committed to recovering the gap between the baseline diversion limit and the SDL either by direct purchase or through infrastructure measures that increase on-farm water efficiency. This recovery of water, in conjunction with accredited water resource plans, ensures that water is managed sustainably to the SDL set for the particular plan area or unit within the Basin.

In recognition of the negative socio-economic impacts that water recovery may have on regional Queensland communities, the Australian Government provides funding through the Regional Economic Diversification Programme to develop alternative industries/activities that result in communities being less reliant on water. Activities to date include investment in tourism infrastructure; identifying high-value horticulture opportunities, and improvements to the water use efficiency of irrigated agriculture; local workforce development to connect agriculture and resource sectors; and a project to combine new infrastructure with existing cultural bodies to produce new products and tourism packages, while also developing sustainable cultural business enterprises and employment opportunities. Finally, the Queensland Government support for the recent Northern Basin Review by the MDBA is conditional on additional assistance being provided to Queensland communities impacted by water recovery.



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

**No. 6**

**asked on 30 June 2017**

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**QUESTION:**

With reference to page 6 of the SDS, can the Minister please update the committee on the progress of the 2018 Gold Coast Commonwealth Games venues, and how the Government is ensuring the delivery of the best ever Commonwealth Games?

**ANSWER:**

The Department of State Development is responsible for management of the planning, design, procurement and construction of three new world-class venues and major upgrades to a further seven venues required for hosting the Commonwealth Games.

With less than one year to go, I am pleased to announce that the delivery of the Gold Coast 2018 Commonwealth Games venue infrastructure is on-track to be finished under budget, with all competition venues now completed.

These venues have been delivered well ahead of the Games, allowing time for thorough testing of all facilities before competition starts in April 2018.

The Commonwealth Games Federation, Gold Coast 2018 Commonwealth Games Corporation and the Queensland Government have all worked tirelessly to deliver world-class venues that will provide great outcomes not only for the Games, but also well into the future.

For the \$320 million investment in sport and community infrastructure managed by my department, extensive stakeholder consultation, thorough project brief development and master planning, had to be undertaken to ensure optimum legacy outcomes for all venues.

More than 10,400 individual people have worked on-site in the construction of the Games venues, providing jobs with invaluable training and employment opportunities across a number of industries.

Beyond the Commonwealth Games, Queenslanders will now have a range of world-class facilities to train and compete in thanks to the Government's investment in permanent sport and community infrastructure.

I am very pleased to say that already, long-term benefits are being realised for the completed venues.

For example, less than a year after completion, the new Coomera Indoor Sports Centre is cost neutral, with revenue from bookings already exceeding the venue's operating expenditure. This is remarkable given the original target for achieving this level of use was three years post construction.

The second of the completed new venues, the Queensland State Velodrome, was renamed the Anna Meares Velodrome at its official opening in November 2016. More than just a track cycling facility, its design incorporates mixed-use courts and function centres. It now caters for a range of additional community sport and recreation uses in Brisbane.

The third new venue my department delivered was the Carrara Sports and Leisure Centre. It is a multi-purpose facility which includes two large indoor halls for mixed-use sports. The venue was completed in April 2017, in time to host its first major international sporting event in May 2017, the Sudirman Cup, a biennial international badminton championship held for the first time outside Asia and Europe since its inception in 1989.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING**  
**QUESTION ON NOTICE**  
**No. 7**  
**asked on 30 June 2017**

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**QUESTION:**

With reference to page 2 of the SDS, can the Minister outline what the Queensland Government has done to maintain and enhance Queensland's world class spatial systems?

**ANSWER:**

During the last 12 months, the Queensland Government has continued to invest in making it easier for Queenslanders to access mapping-related information available through world-class spatial systems.

In January 2017, QImagery was launched, with approximately 800,000 aerial photographs. QImagery provides access to the historical aerial photography captured on film and held by the Department of Natural Resources and Mines. The aerial photography was captured between 1930 and 2009, and is available for all to view and download for free.

In May 2017, the second version of the Queensland Globe was launched. This provides access to approximately 600 layers of data provided by multiple Queensland Government departments. This version now operates from the web browser on smartphones, tablets and PCs. A new feature is the easy ability to save and share maps, enhancing the ability to engage with others through viewing the same information while in different locations.

The department has also entered into agreements to access improved satellite imagery over Queensland. The first imagery source is Earth-1—80 centimetre resolution available on an annual basis. The second imagery source is Planet Labs—3 metre resolution captured daily (subject to cloud cover). These sources increase the currency of imagery available to the Queensland Government assisting in delivery of government priorities.

During 2017–18, the department will be continuing to evolve the information and systems available to Queenslanders. Enhancements will be made to QImagery to provide access to imagery captured since 2009. The Queensland Globe will be enhanced to provide some additional customer-requested features and to incorporate a wider range of data held by the Queensland Government.

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

**No. 8**

**asked on 30 June 2017**

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**QUESTION:**

With reference to page 6 of the SDS, can the Minister outline the progress of the Queen's Wharf project, and the work being performed to maximise the resulting benefits and opportunities, particularly for regional Queensland?

**ANSWER:**

It is now obvious that work is progressing on the Queen's Wharf Brisbane \$3 billion development. Truck movements are increasing, scaffolds are fully erected and pedestrian access changes are being made as the demolition activities progress from the top towards ground level. Significant progress is now visible on the demolition of the Neville Bonner Building, the Executive Building and 80 George Street.

Most pleasingly, a recycling target of 90 per cent is being applied to demolition material recovered from the Queen's Wharf precinct. The materials removed from the three demolished non-heritage buildings will be recycled into construction materials for other projects around South East Queensland.

The Plan of Development from Destination Brisbane Consortium – which consists of almost 40 reports and thousands of pages of design, planning and controls for the precinct – has been lodged with Economic Development Queensland (EDQ) for assessment and can be found on their website at <http://www.dilgp.qld.gov.au/planning/development-assessment/priority-development-area-development-applications.html>

EDQ will conduct a thorough initial review of the application and when satisfied it meets requirements, a 30-business day public notification period will be announced to consider community feedback on the Plan of Development.

The complex delivery of the Queen's Wharf project will necessitate the need for a supply chain of resources, talent and know-how the likes of which this state has not seen for a generation.

It means thousands of jobs – 2,000 to build it and 8,000 to operate it. It also means direct and indirect opportunities for regional businesses and suppliers to partner with the Queen's Wharf project over the course of its future operations where over 1,000 hotel rooms and 50 bars and restaurants will need access to the freshest produce and other goods and services.

To assist the state prepare for this city-building project, my department has also undertaken a Major Projects series, centred on Queen's Wharf, to highlight to Queenslanders the opportunities it can deliver for businesses across regional Queensland.

The series included guest speakers from one of the Queen's Wharf Brisbane consortium partners, Star Entertainment Group, as well as supply chain and economic experts.

The series was attended by over 1,400 people in Brisbane, Toowoomba, Sunshine Coast, Mackay, Rockhampton, Townsville, Maryborough, Ipswich, Gold Coast, Cairns and Bundaberg.

My department continues to work with DBC and Star Entertainment, as well as local businesses to ensure suppliers have the maximum opportunity to supply goods and services to this transformational project.

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

**No. 9**

**asked on 30 June 2017**

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**QUESTION:**

With reference to page 3 of the SDS, can the Minister detail what is being done to ensure Queensland builds upon its strong reputation as a biomedical hub?

**ANSWER:**

The Palaszczuk Government's \$420 million Advance Queensland initiative forms a fundamental component to the Queensland Government's plan to diversify the economy, and create knowledge based jobs.

As part of the Queensland Government's Advance Queensland agenda, the Queensland Government has identified priority industries for government support to facilitate the diversification and strengthening of the Queensland economy.

The *Queensland Biomedical 10-Year Roadmap and Action Plan*, recently launched by the Premier and Minister for the Arts at the BIO International Convention in San Diego, demonstrates the Government's commitment to making Queensland a globally competitive biomedical hub in the heart of the Asia-Pacific.

The \$4 million Roadmap and Action Plan sets out a program to support and attract biomedical enterprises and supports the industry to access the capital, skills and resources it needs to commercialise new products and compete in global markets.

The Roadmap and Action Plan provides for:

- a \$2 million Biomedical Assistance Fund to give Queensland biomedical enterprises the opportunity to access the capital they need to bring new products to market; and
- a voucher scheme for interstate or international biomedical companies to utilise Queensland's existing biomedical infrastructure and capabilities.

The Roadmap and Action Plan will also deliver the 'Lean Launchpad' incubator for biomedical enterprises to get their product or services market-ready.

Biomedical enterprises will be given the skills and knowledge they need to connect and grow through a range of business-to-business collaboration and information sharing initiatives under the Roadmap and Action Plan.

The Government is working with and supporting industry to diversify and strengthen the state's economy and create high-value, knowledge-based jobs by:

- creating a healthier biomedical start-up community;
- growing existing businesses and attracting new businesses to Queensland; and
- promoting Queensland capabilities to attract additional investment.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING**  
**QUESTION ON NOTICE**  
**No. 10**  
**asked on 30 June 2017**

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**QUESTION:**

With reference to page 6 of the SDS, can the Minister detail how State Development Areas are being used to deliver significant regional development and any efforts to maximise their effectiveness?

**ANSWER:**

State Development Areas (SDAs) are clearly defined areas of land established to strengthen regional economies and create jobs, and are used by the Palaszczuk Government to maximise the potential for co-located industries, support infrastructure projects, advance regional economies, and create jobs.

SDAs ensure the land and infrastructure assets remain attractive to both existing occupants and potential investors. Importantly, SDAs provide access to land when needed for development, ensure incompatible land uses are managed and existing environmental values are protected.

The Coordinator-General is responsible for the planning, establishment, and ongoing management of 10 SDAs throughout Queensland to deliver on the Queensland Government's focus on jobs and economic growth. The SDAs cover approximately 186,000 hectares and fall into three broad types; industrial hubs, multi-user infrastructure corridors, and major infrastructure sites.

During 2016–17, the Coordinator-General approved 17 SDA applications across all SDAs. Development applications in SDAs are currently being assessed in 35.5 per cent of the statutory timeframe of 106 days for making a decision on development applications.

New projects assessed and approved within SDAs in 2016–17 are estimated to have a combined capital expenditure of \$168 million and have the potential to create approximately 249 construction and operational jobs, should they all proceed.

Five SDAs have been established as industrial hubs to provide land for heavy industry and other industrial development requiring a large footprint, four of these are located in regional Queensland at Abbot Point, Bundaberg, Gladstone and Townsville, with the fifth located in Bromelton, near Beaudesert in South East Queensland.

Four SDAs have been established as multi-user infrastructure corridors for the co-location of linear infrastructure such as rail and underground pipelines. These four corridors in regional Queensland – the Callide Infrastructure Corridor; the Galilee Basin; the Stanwell to Gladstone Infrastructure Corridor and the Surat Basin Infrastructure Corridor – assist the Palaszczuk Government in providing an efficient use of land which aims to minimise or avoid infrastructure duplication and transport conflicts.

Lastly, there is the Queensland Children's Hospital SDA on Brisbane's south-side; a major public works development which is now known as the Lady Cilento Children's Hospital.

The proposed Bundaberg SDA was announced on 19 October 2015 and declared on 10 February 2017 as the Palaszczuk Government and the Coordinator-General identified opportunities for significant investment and job opportunities to support the growth of the Bundaberg Port and provide opportunities for major new industries to locate in the area. The Coordinator-General is currently preparing a development scheme for the Bundaberg SDA to support the implementation of these goals.

In addition, the identification of a shortfall in suitable existing industrial land for regionally significant industrial development led to investigations and the commencement of consultation on 11 July 2017 on a proposed Cairns South SDA.

Both of these examples demonstrate the Queensland Government's focus on providing regional economic development, growth and jobs, and diversifying regional economies.

The Coordinator-General works with a range of proponents across all SDAs to facilitate economic development and create employment opportunities. Since February 2015, the Coordinator-General has assessed and approved 51 SDA applications in accordance with the relevant development scheme.

Some of the key projects approved in SDAs since 2015 include Adani's 390km rail line in the Galilee Basin and Abbot Point SDAs; Terminal 0 at the Abbot Point SDA; a power station and airport in the Galilee Basin SDA, a freight logistics facility in the Bromelton SDA; a freight terminal and solar farm in the Townsville SDA; and the Northern Oil Advanced Biofuels Pilot Plant in the Gladstone SDA.

The effectiveness of each SDA is supported by a development scheme that provides guidance to stakeholders about the type of development which can occur in an SDA and contains the process for making and deciding development applications. The process ensures development minimises impacts on the environment, cultural heritage, and the broader community. A development scheme delivers guidance and greater certainty for industry by providing a 'one-stop-shop' for development approvals.

The Coordinator-General is currently reviewing a number of development schemes to ensure they continue to support planning outcomes and streamlined development assessment processes.

Bromelton SDA's development scheme is the most advanced in its review, with public consultation underway on a revised scheme. The review will ensure the development scheme streamlines assessment processes and increases the provision of land for special industry and rail dependent industry. Industries such as SCT Logistics, AJ Bush and Sons, Gelita Australia Pty Ltd, and two quarries, have already established themselves in the Bromelton SDA.



**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING**  
**QUESTION ON NOTICE**  
**No. 11**  
**asked on 30 June 2017**

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**QUESTION:**

I refer to the Service Delivery Statement for the Department of State Development and the service area to 'deliver projects that generate jobs'. How many jobs have been generated between March 2012 and June 2017 for the Royalties for the Regions program compared to the Building our Regions program?

**ANSWER:**

The Royalties for the Regions (R4R) program ran over four years from 2012–13 to 2015–16. The total funds committed under R4R were \$485 million and of this \$311 million was allocated to the Department of Transport and Main Roads (DTMR) to manage road and transport infrastructure projects.

The Building our Regions (BoR) program commenced in 2015 and has a total budget of \$375 million of which \$150 million is allocated to DTMR for the Transport Infrastructure Development Scheme (TIDS) program.

The table below shows funding arrangements and jobs created for BoR and R4R.

Program	Program dates	Funding rounds	Funding allocated (Managed by the Department of State Development)	Leveraged funds (Council and other contributions)	Jobs created (No of FTEs)
R4R	2012–2016	All – Rounds 1 to 4	\$174.3 million*	\$171.9 million	1,054
BoR	2015–2017	1, 2 2S** and 3	\$225 million	\$353.5 million	1,762***

\*R4R funds allocated do not include road and transport infrastructure.

\*\*Supplementary Round 2 for Remote and Indigenous Communities Fund

\*\*\*Queensland Treasury's guidelines have been used to estimate full-time-equivalent jobs being delivered from BoR.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING**  
**QUESTION ON NOTICE**  
**No. 12**  
**asked on 30 June 2017**

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**QUESTION:**

I refer the Service Delivery Statement for the Department of State Development and the service area highlights to progress the Biofutures Acceleration Program. How much funding has been allocated for the Biofutures Acceleration Program since 2015/16 and how much of this funding has been expended or committed reported by financial year?

**ANSWER:**

Released by the Premier and Minister for the Arts in June 2016, the *Queensland Biofutures 10-Year Roadmap and Action Plan* outlines the Government's vision to create a \$1 billion sustainable export-oriented industrial biotechnology and bio-products sector in Queensland by 2026.

The Government has committed almost \$20 million in funding over three years to realise this ambition and support delivery of the Roadmap and Action Plan.

Of this funding, \$4 million will be delivered under the Biofutures Acceleration Program, which aims to attract and support development of new commercial-scale biorefinery projects in Queensland.

An invitation for Expressions of Interest (EOI) was advertised to national and international decision makers in key overseas markets such as the USA, Asia, Brazil and Canada to promote this unique opportunity to develop a biorefinery in Queensland.

The EOI process was designed to bring forward proposals from companies with technology capable of using Queensland's feedstocks to create biofuels and other bioproducts, also supporting high value jobs.

Over 120 companies indicated interest in biorefining in Queensland through the program and 26 submitted detailed EOIs. All 26 EOI proposals have been assessed by a government evaluation panel, and a number of assistance arrangements are currently being negotiated.

In June 2017, the government announced support for US biotechnology company, Amyris, to build a new biorefinery in one of Queensland's sugar-growing areas, and for local producer United Ethanol to progress a major expansion of the existing ethanol refinery at Dalby. In July 2017, the government also announced support for MSF Sugar's proposed biorefinery at the Atherton Tablelands.

Complete expenditure of the \$4 million allocation to the Biofutures Acceleration Program is anticipated to take place over the next two financial years.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING**  
**QUESTION ON NOTICE**  
**No. 13**  
**asked on 30 June 2017**

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**QUESTION:**

I refer to the Service Delivery Statement for the Department of State Development and the service area objective “to assess, approve, develop and deliver projects that generate jobs and economic growth.” How many decisions has the Coordinator General made since 1 February 2015?

**ANSWER:**

Since 1 February 2015, the Coordinator-General has made 238 statutory decisions (as at 17 July 2017).

This includes 51 development approvals in State Development Areas.

# **INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**

## **ESTIMATES PRE-HEARING**

### **QUESTION ON NOTICE**

**No. 14**

**asked on 30 June 2017**

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#### **QUESTION:**

With respect to page 3 of the SDS, in relation to the implementation of the Murray Darling Basin (MDB) Plan and the revised Sustainable Diversion Limits (SDLs) following the Northern Basin Review:

- a) What will be the total value of the economic impact on communities in the Queensland section of the MDB, if the revised SDLs are fully achieved?
- b) What baseline indicators have been established to measure any environmental benefits attributable to water allocations being recovered in the Queensland section of the MDB and where are they being publicly reported annually?
- c) What baseline indicators have been established to measure socio-economic impacts attributable to water allocations being recovered in the Queensland section of the MDB and where are they being publicly reported annually?

#### **ANSWER:**

Water recovery programs to achieve sustainable diversion limits (SDLs) under the Murray-Darling Basin Plan are a Commonwealth responsibility, held by the Deputy Prime Minister and Commonwealth Minister for Agriculture and Water Resources, the Honourable Barnaby Joyce MP. A copy of this pre-hearing Question on Notice and response will be provided to the Deputy Prime Minister for his information.

The Northern Basin Review undertaken by the Murray-Darling Basin Authority (MDBA) included social and economic assessments across Basin communities to provide employment consequences associated with the revised water recovery targets. These assessments were conducted at a community level and included specific assessments for Dirranbandi, St George, Mungindi and Goondiwindi. The socio-economic assessments conducted by the MDBA indicate that the proposed water recovery target of 320 gigalitres will reduce the economic impacts associated with water recovery and, in Queensland, this means:

- St George—maximum job reduction down to 2.2 per cent from 6.3 per cent currently;
- Dirranbandi—maximum job reduction down to 14.9 per cent from 18 per cent currently;
- Mungindi—maximum job reduction down to 1.6 per cent from 5.4 per cent currently; and
- Goondiwindi—no change to employment.

A full report is available on the MDBA website at [www.mdba.gov.au](http://www.mdba.gov.au).

The MDBA also undertook a program of environmental projects to supplement the information used as a basis for SDLs in the Basin Plan. The ecological assessments conducted by the MDBA indicate that the proposed 320 gigalitres recovery target will result in 22 of the 43 environmental indicators being met. By contrast, if recovery stopped immediately at current levels, 15 of the 43 indicators would be met, comparatively a significantly deleterious outcome for environmental performance.

Under the current Basin Plan (390 gigalitres) scenario, only 21 of the 43 indicators were met. The findings of all Northern Basin Review assessments and projects are available on the MDBA website.

The MDBA conducts regular evaluations of Basin Plan implementation, including an assessment of the environmental, social and economic impacts of implementing the plan. The statutory requirement is for the MDBA to conduct an evaluation every five years with the next scheduled for 2020. The MDBA has advised that it is also conducting an evaluation in 2017 which will include an assessment of social and economic impacts.

The Northern Basin Review is currently being finalised by the MDBA. A recommendation with the relevant amendments to the Basin Plan will be made shortly to the Deputy Prime Minister and Commonwealth Minister for Agriculture and Water Resources, who will consider and, if accepted, formally adopt the amendments.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING**  
**QUESTION ON NOTICE**  
**No. 15**  
**asked on 30 June 2017**

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**QUESTION:**

With respect to page 3 of the SDS, what departmental programs, services, or grants, other than allocations made to Queensland's 14 Regional Natural Resource Management Groups, have been or will be funded out of the Natural Resources Investment Program in 2015–16, 2016–17 and 2017–18?

**ANSWER:**

In 2015–16, a total of \$18.1 million was allocated to natural resource management activities in Queensland. Of this amount, \$10.4 million was allocated to regional natural resource management groups. The remaining \$7.7 million was comprised of:

- \$1.86 million to support the government's investment in reef water quality;
- \$2.1 million for projects delivered through industry groups;
- \$437,000 to support Landcare;
- \$1.6 million to local governments and river improvement trusts to support disaster recovery and mitigation works; and
- \$1.7 million for program administration.

In 2016–17, a total of \$14.4 million was allocated to natural resource management activities in Queensland. Of this amount, \$7.9 million was allocated to natural resource management (NRM) groups. The remaining \$6.5 million was comprised of:

- \$1.865 million to support the government's investment in reef water quality;
- \$2.0 million for projects delivered through industry groups;
- \$350,000 to support Landcare;
- \$600,000 to river improvement trusts to support disaster recovery and mitigation works; and
- \$1.75 million for program administration.

In 2017–18, a total of \$14 million has been allocated to natural resource management activities in Queensland. Of this amount, \$7.52 million is to be allocated to natural resource management groups. The remaining \$6.48 million is comprised of:

- \$1.78 million to support the government's investment in reef water quality;
- \$2.0 million for projects delivered through industry groups;
- \$350,000 to support Landcare.
- \$600,000 to river improvement trusts to support disaster recovery and mitigation works; and
- \$1.75 million for program administration.

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

**No. 16**

**asked on 30 June 2017**

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**QUESTION:**

With respect to page 4 of the SDS and the review of self-assessable codes (SACs) for a range of vegetation management activities in Queensland:

- a) What are the details of the consultation process that has occurred with SAC users has occurred during the course of this review?
- b) Which specific industry or other groups or organisations have been involved in the SAC review process (listed by representative sector)?
- c) Has a report been produced as a result of the SAC review process, who produced the report, what recommendations if any does it contain?
- d) If a report has, or recommendations have, been presented, will it or they be tabled in the Queensland Parliament and if so when?

**ANSWER:**

- a) As part of the review of self-assessable codes (SACs), the Department of Natural Resources and Mines has undertaken a substantial consultation process. This occurred through a staged process due to the scale of the project. Initially, after the independent review of the SACs by Cardno Chenoweth, peak stakeholders were briefed on the outcomes of the review and were given the opportunity to provide submissions to the department on the review. A number of peak stakeholder groups were consulted and provided written submissions on the code review.

The department also sourced feedback internally from regional staff who work directly with SAC users in implementing the SACs on the ground. Further to this, the department sought advice from the Queensland Herbarium on specific technical issues to ensure scientific validity and rigour with any changes proposed to the SACs. At this stage, the department also consulted with peak stakeholders and other government departments which provided feedback to the Cardno Chenoweth review, where specific issues required the sourcing of further information.

The next stage was external consultation and review which involved briefing peak stakeholders on the revised code. Once peak stakeholders were briefed on the revised code, the department released the revised code to the public for external consultation. The Queensland Government's 'Get Involved' website provides a list of all government consultations and provides an opportunity for the public to have a say via an online survey. Consultation was open for a minimum of 28 days providing landholders and key stakeholders with the opportunity to review the draft revised code and provide feedback direct to the department.

At the same time as the public release, the department wrote to all landholders who had notified to clear for the particular SAC and advised them of the opportunity to provide feedback on the Get Involved website. A number of advertisements were also placed in regional newspapers including the

Queensland Country Life and the Courier Mail to ensure the public was aware of the consultation process. A range of supporting information products were also provided on the Get Involved website to assist the public in understanding the SACs review process.

To date, two codes have been released for public consultation—managing thickened vegetation (which received 28 public submissions) and managing fodder harvesting (which received seven submissions). Stakeholder groups will be briefed prior to final codes being released.

- b) Agricultural sector
  - Queensland Farmers' Federation
  - AgForce
  - Queensland Beekeepers Association Inc
- Timber sector
  - Timber Queensland
  - Private Forestry Services Queensland
- Construction sector
  - Cement Concrete and Aggregates Australia
  - Groundwork Plus
  - Summit Construction Materials Pty Ltd
  - Extractive industry consultants
- Local government sector
  - Local Government Association of Queensland
  - Western Downs Regional Council
  - Gympie Regional Council
  - Mackay Regional Council
- Environment sector
  - World Wide Fund for Nature
  - Wilderness Society
  - Environmental Defenders Office
  - Queensland Conservation Council
- Natural resource management sector
  - Queensland Regional Groups Collective.
- State government sector
  - Department of Agriculture and Forestry
  - Department of Environment and Heritage Protection
  - Queensland Herbarium
- c) The report produced as a result of the SAC review process was delivered by Cardno Chenoweth. This company was commissioned by the department in mid-2015 to conduct an independent evaluation of the SACs. Through the report, Cardno Chenoweth suggested some amendments to practices in the SACs to ensure they are consistent with the objectives of the *Vegetation Management Act 1999*.
- d) The report is publicly available on the department's website and is not required to be tabled in Parliament.



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

**No. 17**

**asked on 30 June 2017**

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**QUESTION:**

With respect to page 6 of the SDS and in relation to the Minister's Resources Roundtable and the Resources Community Roundtable:

- a) How many times and when has each Roundtable met in 2015-16 and 2016-17?
- b) Who has comprised the membership of each Roundtable in 2015-16 and 2016-17 and what was their record of attendance in relation to (a)?
- c) What priorities have these industry and community stakeholders agreed to and/or recommended as a result of the meetings in (a) and have they been communicated in writing?
- d) If any priorities have been agreed to and/or recommended as a result of the meetings in (a) and have been communicated in writing, will they be tabled in the Queensland Parliament and if so when?

**ANSWER:**

The resources roundtables provide valuable insight into what really matters—informing the policy agenda for government so that government resources can be focused to work on the issues that matter most.

- a) Four Resources Community Roundtables and four Resources Ministerial Roundtables were held in 2015-16.

Three Resources Community Roundtables and three Resources Ministerial Roundtables were held in 2016-17.

Attachments 1 and 2 provide details of meeting dates.

- b) The Resources Community Roundtable membership includes:
  - peak representative bodies from the agricultural sector (AgForce and the Queensland Farmers' Federation);
  - the Local Government Association of Queensland;
  - traditional owners (Queensland Native Title South and the North Queensland Land Council);
  - environmental groups (Queensland Conservation Council and World Wildlife Fund for Nature);
  - employee representative groups (Australian Workers' Union and CFMEU);
  - resource sector supply chain representatives (Australian Industry Group); and
  - the Queensland Resources Council, the Australian Petroleum and Production Exploration Association and the Association of Mining and Exploration Companies.

The Resources Ministerial Roundtable membership includes representatives of a range of minerals, coal, petroleum and gas, and exploration companies operating throughout Queensland.

The peak stakeholder organisations are the Queensland Resources Council, the Australian Petroleum and Production Exploration Association, and the Association of Mining and Exploration Companies.

Both these roundtables establish an ongoing dialogue between government, industry and community around key issues and opportunities for the sector. The roundtables focus on strategic issues directly related to realising a competitive and socially responsible resources sector in Queensland. The roundtables also provide a mechanism for government to engage with and disseminate information about key resources policy initiatives—for example, legislative reform, ongoing exploration and land releases—to key non-resources sector stakeholders.

Attachments 1 and 2 provide details of membership and meeting attendance.

- c) While minutes detailing the broad nature of the discussion are kept, both roundtables are advisory not decision-making bodies.

Some of the successful initiatives which have been driven by the advice of the roundtables are:

- **Land Court.** The review of the Land Court's processes and practices, which were initiated by the Land Court's new President, Fleur Kingham.

The Resources Community Roundtable and the Resources Ministerial Roundtable were briefed by President Kingham and provided input to her independent reviewer, Mr Barry Walsh.

- **Financial assurance.** Resources Community Roundtable and Resources Ministerial Roundtable discussion led to the development and review of the financial assurance framework for resources.

The discussion paper—which I released with the Treasurer and the Minister for Environment and Heritage Protection in May 2017—recognises that not all operators are the same in terms of size and risk.

- **Supporting Exploration.** Now in its second year, the Department of Natural Resources and Mines Annual Exploration Program provides industry and community with a 12-month release schedule of areas planned for resources exploration. To uphold its commitment to ensure communities are consulted, all directly affected stakeholders including landholders and traditional owners have been notified.

- **Land access.** The development of a standardised conduct and compensation agreement for the gas industry is another initiative that is being driven by the collaboration of Resources Community Roundtable members, notably AgForce and the Australian Petroleum Production and Exploration Association.

A standardised conduct and compensation agreement will make it easier for both parties to understand their rights and obligations and to negotiate appropriately and respectfully when it comes to allowing petroleum and gas exploration companies onto properties to undertake exploration and production activities.

Both roundtables have also provided input into the Coordinator-General's review of the Economic Assessment Guidelines for Coordinated Projects.

In accordance with the terms of reference for each roundtable, an annual report is provided to roundtable members. This year's annual report is due to be finalised by 30 September 2017.

## Resources Community Roundtable

Organisation	Meeting 1	Meeting 2	Meeting 3	Meeting 4	Meeting 5	Meeting 6	Meeting 7
	2/09/2015	19/11/2015	11/02/2016	31/05/2016	2/08/2016	15/11/2016	23/02/2017
APPEA							
LGAQ							
Queensland Conservation Council							
Queensland Resources Council							
Agforce							
AMEC							
Australian Workers Union							
Queensland South Native Title Service							
World Wildlife Fund							
North Queensland Land Council							
Queensland Farmers Federation (QFF)							
Ai group							
CFMEU							
Purposeful Capital							
Queensland Law Society							
ATTENDED							
NON ATTENDANCE							

## Resources Ministerial Roundtable

## ATTACHMENT 2

Organisation	Meeting 1	Meeting 2	Meeting 3	Meeting 4	Meeting 5	Meeting 6	Meeting 7
Aeon Metals	21/07/2015	3/11/2015	5/05/2016	23/06/2016	8/09/2016	24/11/2016	31/05/2017
AMEC							
Blue Energy							
Rio Tinto Alcan							
Arrow Energy							
Australian Pacific LNG Pty Ltd							
APPEA							
BHP Billiton							
Jellinbah Group							
Metallica Minerals							
Origin Energy (member from 29/09/16)	not member	not member	not member	not member	not member		
Queensland Resources Council							
Senex Energy Limited							
Adani Mining							
Glencore Xtrata							
Metro Mining Limited							
Minotaur Exploration							
QGC - BG Group							
Santos							
Anglo American Coal							
RJH Consulting							not a member
Wesfarmers Resources Limited							
Cockatoo Coal Ltd							
METS Ignited (member from meeting 3)	not member	not member					
Capricorn Copper (member from 06/06/16)	not member	not member	not member				
ConocoPhillips	not member	not member	not member	not member	not member	not member	

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING**  
**QUESTION ON NOTICE**  
**No. 18**  
**asked on 30 June 2017**

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**QUESTION:**

With respect to page 2 of the SDS and pages 65 and 109 of Budget Paper No.4, in relation to the reported \$39 million, four-year allocation to support the Strategic Blueprint for the North West Minerals Province:

- a) What are specific initiatives that make up this Strategic Blueprint (reported separately by department, agency or office)?
- b) What specific budget allocations are associated with each of these specific initiatives (reported separately by department, agency or office)?
- c) What proportion of the \$39 million will be spent in each of the four years, on each initiative (reported separately by department, agency or office)?

**ANSWER:**

As part of the 2017–18 budget, the Queensland Government announced the \$39 million package over four years across several departments to deliver initiatives which will support a strong and prosperous future for the North West Minerals Province. The package will:

- facilitate continued resources sector development;
- work towards diversifying the regional economy;
- create employment opportunities; and
- work through partnerships to deliver integrated and appropriate services.

Budget Paper No. 4 outlines the allocation of the \$39 million package across the supporting departments:

- \$27.1 million for the Department of Natural Resources and Mines to expand resource exploration and development for gas in new basins and for minerals in the North West Minerals Province
- \$600,000 for the Department of Communities, Child Safety and Disability Services (\$150,000 each year over the four-year period) to support implementation of the blueprint
- \$1.3 million for the Department of State Development (\$320,000 each year over the four-year period) to establish a dedicated government team in the North West Minerals Province
- \$10 million over two years (2017–18 and 2018–19) with funding held centrally, subject to finalisation of the strategic blueprint.

As announced in a media statement on 14 June 2017 by the Minister for State Development and Minister for Natural Resources and Mines, the \$27.1 million allocated to the Department of Natural Resources and Mines includes:

- \$7.125 million to provide vital geological data to encourage new discoveries of gas and minerals in the North West
- \$3.6 million for gas exploration in the new frontier Georgina, South Nicholson and Isa Super basins
- \$4.275 million for mineral geophysics to pinpoint the locations of potential new mineral prospects over wide areas.
- \$1.45 million for mineral geochemistry programs to identify the type of potential mineral deposits (e.g copper, or lead, or zinc etc)
- \$4.95 million for mineral synthesis to develop a comprehensive and integrated understanding of the geology of the North West Minerals Province.
- \$925,000 to support national research into advanced techniques used in the discovery of mineral deposits in frontier regions
- \$3.6 million for the Collaborative Exploration Initiative which helps explorers target and test identified mineral prospects in frontier.

Further details of specific initiatives will be available once the strategic blueprint for the North West Minerals Province is publicly released.

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

**No. 19**

**asked on 30 June 2017**

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**QUESTION:**

With reference to page 2 dot point # 1 Can the Minister outline what are the objectives for underground water management are and how the needs of farmers who have a 100% reliance on underground water have been considered?

**ANSWER:**

Underground water is of fundamental importance to the development and growth of Queensland. It is extensively used for urban water supplies, agriculture, irrigation, industry and mining. It is also important in sustaining key ecological assets.

The core principles that apply to underground water management in Queensland are based on long-term sustainable management of the resource. Water planning has been the cornerstone of Queensland's water management framework since the commencement of the *Water Act 2000*, which provides a secure and sustainable basis for the allocation of water for consumptive use and for the environment.

Plans and policies related to underground water management are consistent with the principles of ecologically sustainable development. They seek to allocate and manage underground water in a way that ensures social, cultural and economic values are supported, while also protecting water-related ecological assets, such as springs which rely on access to underground water.

Requirements and regulations for taking underground water vary throughout the state, and reflect local availability from aquifers, existing levels of use, potential demands, and any associated risks to the resource or the associated environmental assets.

Water plans, including those which apply to underground water, have been developed and implemented across Queensland to ensure the sustainable management of Queensland's water resources. Queensland's robust water planning framework—with legislated consultation requirements—has mechanisms in place to manage uncertainty and to adapt water management in response to improved information and knowledge, including monitoring and reporting.

Queensland's water planning process also recognises the rights of existing authorised water users, and each water plan defines the nature, extent and duration of these rights and any limitation, such as on use or on trade. In addition, each plan provides for protection of existing water entitlements and the environment in determining whether additional water can be made available for consumptive purposes. Ensuring the protection of the security and volume of existing entitlements ensures that, when releases of unallocated water are made, communities can be entirely confident that positive economic benefits will result.

In regards to managing impacts on groundwater from resource development activities, Queensland has in place a robust framework which provides for predicting, monitoring and managing impacts of such activities.

Under the framework, resource tenure holders have a statutory obligation to 'make good' any impacts on surrounding landholders' water bores, and develop underground water impact reports and baseline assessments of water supply bores. Landholders have the statutory certainty from the day the tenure is granted, and they will be entitled to make good agreements if their water supply bores are expected to be impaired. The framework also provides further protection for landholders through a dispute resolution support for negotiation of make good agreements.

The Queensland Government further strengthened this framework late last year to ensure upfront assessment of any predicted underground water impacts, and appropriate management of these impacts through the environmental authority processes. The regulatory framework also ensures that resource companies have essentially the same processes, rights and obligations as other users when taking underground water to use in their operations, such as taking water to use for dust suppression or in hydraulic fracturing.



**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES PRE-HEARING**  
**QUESTION ON NOTICE**  
**No. 20**  
**asked on 30 June 2017**

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**QUESTION:**

Page 6 of the SDS for the Department of Natural Resources and Mines states that supporting the mineral and energy resource industry is one of the key priorities. What has the government done or is it currently doing to assist small mining companies that are wanting increase safety measures?

**ANSWER:**

Since 2008, the Mines Inspectorate in the Department of Natural Resources and Mines has designed a Small Mines Program targeted at small mines to assist in improving safety and health performance. Included in the program has been the development and delivery of the Small Mines Safety Management Kit which assists small mines, including quarries, to develop and implement an appropriate and effective safety and health management system for their operations. The kit has been provided to small mines through industry training workshops and one-on-one contact with inspectors during site inspections.

Integral to the Small Mines Program is the development and delivery of tailored training workshops to the site senior executives and supervisors of small mines. During 2016–17, the Mines Inspectorate held the following small mines workshops:

- Effective risk management and incident investigation
  - Brisbane – 13 August 2016
  - Chinchilla – 28 August 2016
  - Brisbane – 30 March 2017
  - Cairns – 7 March 2017
  - Townsville – 8 March 2017
  - Rockhampton – 15 March 2017
  - Mackay – 17 March 2017
- Electrical awareness
  - Brisbane – 29 March 2017
  - Brisbane – 5 April 2017
- Safe drilling and blasting (if blasting is intended at the site)
  - Mount Isa – 5 July 2016
  - Mackay – 25 July 2016
  - Mareeba – 8 February 2017
  - Brisbane – 22 March 2017

In partnership with the Institute of Quarrying Australia, during 2016–17, the Mines Inspectorate held five small mines and quarry seminars across the state in the following locations:

- Townsville – 4 April 2017
- Cairns – 5 April 2017
- Mackay – 9 May 2017

- Rockhampton – 10 May 2017
- Brisbane – 15 June 2017

During 2016–17, the Mines Inspectorate attended and gave advice at three meetings of the North Queensland Small Miners Association held in Mareeba, and also at a meeting of the Queensland Boulder Opal Association in Winton.

The site senior executives of small mines receive the Mines Inspectorate safety publications—including the monthly report on high-potential incidents and serious accidents—safety alerts and safety bulletins.

The Mines Inspectorate proactively inspects small mines as part of a risk-based structured inspection program.

**Questions on notice and responses**

**Estimates Hearing, 19 July 2017**

*Minister Lynham, Minister for State Development and  
Minister for Natural Resources and Mines*

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**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES HEARING**  
**QUESTION TAKEN ON NOTICE**

**Average length of time for exploration permit to be decided**

**Page 69**

**asked on 19 July 2017**

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**MR CRIPPS** ASKED THE MINISTER FOR STATE DEVELOPMENT AND MINISTER FOR NATURAL RESOURCES AND MINES (HON DR A LYNHAM)—

QUESTION:

**Mr CRIPPS:** Minister, in addition to the service standard measure on page 7 of the SDS relating to exploration applications being decided within 12 months, what has been the average length of time for an exploration permit to be decided for coal, mineral, and petroleum and gas for the last three years? If it is possible to get that figure separately, I would be grateful.

**Mr Purtill:** We should be able to get that for you by the end of the session. I will ask the officers to get you the specifics.

ANSWER:

The Department of Natural Resources and Mines service delivery expectation is 90% of applications for exploration permits for minerals (EPMs). Exploration for permits for coal (EPCs) and authority to prospect for petroleum (ATPs) are decided within 12 months where the applications are made in accordance with departmental guidelines, and there is a standard approval process.

This is consistent with the effectiveness measure in the department's Service Delivery Statement (SDS) with the department measuring the percentage of approvals within the target timeframes (quarterly). The SDS is not measured in average days as the impact of outliers may give an inaccurate view on overall performance.

A standard approval process for EPMs and EPCs includes an expedited native title process. As ATPs are not subject to an expedited native title process, the measure assumes that native title can be addressed without referral to the National Native Title Tribunal.

The measure does not account for delays that are beyond departmental control. Where decisions exceed the service delivery expectation, delays are due to the impact of extended native title processes and/or non-standard environmental approvals.

**Exploration permit for minerals (EPM)**

<b>Financial Years</b>	<b>Service Standard as per Service Delivery Statement</b>
<b>2014–15</b>	90% approved within 12 months – achieved
<b>2015–16</b>	90% approved within 12 months – achieved
<b>2016–17</b>	90% approved within 12 months – achieved

# INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE

## ESTIMATES HEARING

### QUESTION TAKEN ON NOTICE 1

#### Building our Regions

Page 52

asked on 19 July 2017

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**MRS FRECKLINGTON** ASKED THE MINISTER FOR STATE DEVELOPMENT AND MINISTER FOR NATURAL RESOURCES AND MINES (HON DR A LYNHAM)—

QUESTION:

**Mrs FRECKLINGTON:** Okay; I am happy to move on, Mr Chair. I have a question to the director-general. Director-General, how many projects have been funded from Building our Regions for the Lockyer Valley, Southern Downs, Goondiwindi and the Somerset local government areas?

**Mr Schaumburg:** The number for Goondiwindi is zero. Southern Downs is zero. I would have to check the other two.

**Mrs FRECKLINGTON:** I look forward to getting the figures for the Lockyer Valley and the Somerset local government areas, particularly the Somerset local government area because that is one of my wonderful councils. I can tell you, Director-General, that the answer will be none or zero, as you put it. Minister, how can Labor claim Building our Regions is a program for all of regional Queensland when these local government areas that your director-general correctly pointed out got zero funding—and they are all LNP held seats—have not received one dollar of funding from your Building our Regions program?

ANSWER:

Over the course of three full rounds, and one supplementary round, Building our Regions has committed funding of \$225 million<sup>1</sup> to 62 councils for critical infrastructure projects, compared to the 45 councils that received funding under the Royalties for the Regions program. Only eight of the eligible councils have not received Building our Regions funding.

Building our Regions is a competitive grants program with funded projects identified through a transparent and robust assessment process. Only the strongest applications receive funding.

The Department of State Development assesses all applications received and recommends funding for those projects that best fit program criteria. Following endorsement by an advisory committee of eight Directors-General, these projects are submitted for ministerial approval. My office and I have no role in assessing projects. I have accepted my department's recommendations, as endorsed by the advisory committee, for funding under each of the program's rounds.

All councils are offered feedback to inform their subsequent submissions.

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<sup>1</sup> The budget for BoR is \$225 million, but \$227 million has been allocated to allow for projected cost savings.

With regard to the Lockyer Valley and Somerset local government areas across all Building our Regions rounds:

- Lockyer Valley Regional Council submitted six projects for consideration under Building our Regions (Regional Capital Fund) and none of these were successful.
- Somerset Regional Council submitted two projects for consideration under Building our Regions (Regional Capital Fund) and none of these were successful.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**

**ESTIMATES HEARING**

**QUESTION TAKEN ON NOTICE 2**

**Building our Regions**

**Page 54**

**asked on 19 July 2017**

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**MRS FRECKLINGTON** ASKED THE MINISTER FOR STATE DEVELOPMENT AND MINISTER FOR NATURAL RESOURCES AND MINES (HON DR A LYNHAM)—

QUESTION:

**Dr LYNHAM:** And with the greatest respect, I am trying to dig you out of a hole here. It is up to the councils also if they apply. We can check and I can take it on notice to see if Southern Downs did apply for any Building our Regions funding. If they did not apply then obviously there is no funding committed. They also have to put in a submission, so we have to see whether they did even apply. Can you tell me if Southern Downs even applied for the funding?

ANSWER:

Southern Downs Regional Council submitted six projects for consideration under Building our Regions (Regional Capital Fund) and none of these were successful.

Lockyer Valley, Somerset and Southern Downs Regional Councils have received feedback from the Department of State Development on their applications.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**

**ESTIMATES HEARING**

**QUESTION TAKEN ON NOTICE 3**

**Made in Queensland**

**Page 59**

**asked on 19 July 2017**

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**MRS FRECKLINGTON** ASKED THE MINISTER FOR STATE DEVELOPMENT AND MINISTER FOR NATURAL RESOURCES AND MINES (HON DR A LYNHAM)—

QUESTION:

**Mrs FRECKLINGTON:** Mr Chair, I refer the committee, particularly Mrs Lauga, to Budget Paper No. 2 at page 37, which clearly shows business investment decreased by 16 per cent last year. Director-General. I refer you to page 3 of the SDS in relation to the Made in Queensland Grants Program, announced in December last year. How many applications have been made for funding by businesses in Cairns, Townsville and Wide Bay?

**Mr Schaumburg:** I have broad figures here. The first process of that is to do benchmarks. It has been highly successful in terms of the number of benchmarks. Once the benchmarking program is done, the companies can then understand what it would take for them to advance their projects to maybe be exporters, to become advanced manufacturers, and then they are able to make an application for the dollar-for-dollar grant funding. If you want to know how many have come from particular regions, I would have to take that on notice and check exactly which grants have come from where.

**Mrs FRECKLINGTON:** I was asking not in relation to benchmarks but in relation to how many applications have been made to the department for that program by businesses in the areas of Cairns, Townsville and Wide Bay.

**Mr Schaumburg:** I was explaining that there have been 508 requests for benchmarks in total. Some 236 benchmarks have been completed and then it transfers into the application stage. We now have 43 applications that have been submitted statewide. Thirty-seven of those are under assessment, five have been approved and two have been announced by the minister. I am happy to take it on notice.

**Mrs FRECKLINGTON:** For those specific areas.

**Mr Schaumburg:** Would you mind listing those specific areas again?

ANSWER:

There has been a strong interest in the Made in Queensland (MIQ) grants program across the state including in North Queensland and the Wide Bay Burnett region. To date we have had 12 registrations of interest (ROIs) for MIQ in the Cairns region, 16 ROIs in the Townsville area and 25 ROIs in the Wide Bay Burnett region.

Under MIQ, eligible businesses are able to register to undertake benchmarking provided through professional service providers contracted to the Department of State Development.

The benchmarks give small and medium enterprises (SMEs) engaged in the manufacturing sector an objective, quantitative and qualitative measurement of how their operations stack up against other manufacturers in their field.



All five businesses in the Cairns region registered to undertake a benchmark have completed their benchmarks. Six of nine benchmarks in Townsville have been completed and nine of 13 benchmarks have been completed in the Wide Bay Burnett region.

Two MIQ grant applications have been received from the Cairns region, with no applications yet received from manufacturers in the Townsville area or Wide Bay Burnett region.

# INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE

## ESTIMATES HEARING

### QUESTION TAKEN ON NOTICE 4

#### Mission Beach boating facility

Page 61

asked on 19 July 2017

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**MR KNUTH** ASKED THE MINISTER FOR STATE DEVELOPMENT AND MINISTER FOR NATURAL RESOURCES AND MINES (HON DR A LYNHAM)—

QUESTION:

**Mr KNUTH:** Minister, the Mission Beach safe boating facility project has been on the state government's website for major projects since 2011. The service delivery statement, at page 2, states that a key priority is securing long-term tourism, sporting and community benefits through the delivery of major projects. With this in mind, Minister, can you fast-track or give an indication of the time till the breakwater is completed? Minister, will you support the community by agreeing to start construction of the boat ramp and recreational aspects of the project while waiting for the approvals from the Great Barrier Reef Marine Park Authority, as the authority needs to give the approval only to the breakwater area and not the recreational aspects of the project?

**Dr LYNHAM:** I know that the member has been very interested in this area. I also note that the Mission Beach area is in the federal electorate that is represented by Mr Bob Katter, who has made representations to me regarding Mission Beach. Member for Dalrymple, it is a credit to you that you have been intimately involved in this project since before the redistribution. I know you have been engaging with the people of Mission Beach.

For the benefit of other members of the committee, I can say that we have allocated \$15.3 million and the Australian government has committed \$5.5 million in funding towards providing safer boating infrastructure at Mission Beach. The project will assist the Mission Beach community through the re-establishment of the reef-based tourist market and by providing improved recreational boating facilities. I have visited the site and personally undertaken negotiations with the various community groups to reach a resolution on what was, as you will agree, a difficult issue at that time for the community. I thank you for your assistance and the role that you have played in reaching a resolution for this particular site.

Concerns were raised because, as you will remember, there was an overtopping breakwater at the Perry Harvey Jetty, as well as consideration given to the Clump Point boating facility. Funding has now been redirected to the Clump Point facility. The Clump Point facility does go into the Great Barrier Reef Marine Park Authority territory and Maritime Safety Queensland is also involved. I understand that there has been a great deal of community consultation and, at the start, there was a great deal of community angst about which was the most appropriate project to go ahead. I understand also that the community wants this project started as quickly as possible. With it going into the Great Barrier Reef Marine Park zone, various approvals now have to be obtained. I am pleased to report that, with those approvals, the level cooperation with the Great Barrier Reef Marine Park Authority has been exemplary. We are still some way. I am happy to update you on progress. I am happy to contact the Great Barrier Reef Marine Park Authority on this.

We have worked closely alongside the Department of Transport and Main Roads, the Cassowary Coast Regional Council and representatives from community groups. The process has now been passed to the Department of Main Roads and Transport, so this project is now under the auspices of Minister Bailey. I suggest that, when he appears before estimates, he can provide you with an update on where the boat ramp is at, as well as the roadways, et cetera, leading up to the boat ramp. I am happy to contact the Great Barrier Reef Marine Park Authority and find out at what stage the approvals are at and advise you accordingly.

ANSWER:

In April 2017, the Department of State Development transferred responsibility of the project to the boating infrastructure delivery team in the Department of Transport and Main Roads (DTMR).

Prior to the commencement of any marine works at Clump Point, DTMR must obtain a number of statutory approvals, including a marine park permit from the Great Barrier Reef Marine Park Authority (GBRMPA).

DTMR submitted their application to GBRMPA for review on 23 June 2017, and an acknowledgement has been received advising that the assessment period has now commenced.

DTMR has been in contact with GBRMPA today and received advice that the 30-day public consultation period is expected to commence prior to September 2017.

The bulk of the proposed works under the Mission Beach Safe Boating Infrastructure Development Plan will require GBRMPA approval, including the proposed works to the boat ramp.

The recreational land-based aspects of the project which do not require GBRMPA approval, such as the upgrade to Clump Point Road, are scheduled to be undertaken after the breakwater works and boat ramp upgrade have been completed. Doing so avoids the potential for damage from the heavy vehicles involved during the main construction period and therefore additional cost.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**

**ESTIMATES HEARING**

**QUESTION TAKEN ON NOTICE 5**

**Meat-processing industry**

**Page 65**

**asked on 19 July 2017**

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**MRS MILLER** ASKED THE MINISTER FOR STATE DEVELOPMENT AND MINISTER FOR NATURAL RESOURCES AND MINES (HON DR A LYNHAM)—

QUESTION:

**Mrs MILLER:** ...

My question is again related to the meat-processing industry. As it is an important manufacturer, which you are aware of, there have been some concerns about the increased live-cattle exports and also increased meat processing overseas. Has State Development looked at this issue, considering there is a view within the industry that processing may be devastated in future years? I am happy for you to take that on notice.

**Dr LYNHAM:** It is a very important issue for a lot of regional centres and our agricultural producers—that is, the competition between live exports and the number of animals processed in Australia. That would also be a question for the Minister for Agriculture. I am happy to take that on notice and see what information I can provide to you through my department.

ANSWER:

The Department of Agriculture and Fisheries has responsibility for Queensland's cattle industry and Minister Byrne would be best placed to provide additional information if required.

**Exploration permit for coal (EPC)**

<b>Financial Years</b>	<b>Service Standard as per Service Delivery Statement</b>
<b>2014–15</b>	90% approved within 12 months – achieved
<b>2015–16</b>	No EPCs were approved within this financial year
<b>2016–17</b>	No EPCs were approved within this financial year

**Authority to prospect for petroleum (ATP)\*\***

<b>Financial Years</b>	<b>Service Delivery Expectation</b>
<b>2014–15</b>	90% approved within 12 months – achieved
<b>2015–16</b>	90% approved within 12 months – achieved
<b>2016–17</b>	90% approved within 12 months – achieved

\*\* These statistics include the ATP replacement tenures, measured from the date the preferred tenderer is advised.

INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE

ESTIMATES HEARING

QUESTION TAKEN ON NOTICE

Vegetation management

Page 75

asked on 19 July 2017

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**MR CRIPPS** ASKED THE MINISTER FOR STATE DEVELOPMENT AND MINISTER FOR NATURAL RESOURCES AND MINES (HON DR A LYNHAM)—

QUESTION:

**Mr CRIPPS:** I refer to page 2 of the SDS, which refers to the sustainable management of native vegetation as a key priority. Your answer to question on notice No. 568 states that the Queensland government does not consider vegetation management activities associated with thinning, fodder harvesting, rural residential development, urban land use and privately owned plantations to be clearing to establish pasture. Why does the Queensland 2015 *State of the environment* report assert on page 17 that these vegetation management activities are used to establish pasture?

**Dr LYNHAM:** Can I get those vegetation activities again that you asked for?

**Mr CRIPPS:** They were thinning, fodder harvesting, rural residential development, urban land use and privately owned plantations, as outlined in question on notice No. 568 and the answer to that which you provided. You have indicated that the Queensland government does not consider those activities to be clearing of vegetation to establish pasture, but the Queensland 2015 *State of the environment* report does assert that on page 17 of that report. Why is there an inconsistency between the Queensland *State of the environment* report and your answer to question on notice No. 568?

**Dr LYNHAM:** As you know, the *State of the environment* was a matter for Dr Miles. I am happy to take that on notice. I will also liaise with Minister Miles. He might provide an answer in his estimates hearing regarding that.

**Mr CRIPPS:** For clarification of that matter, I did ask Minister Miles that question on notice in the parliament and he told me to ask you the question about whether or not those vegetation management activities constituted clearing for the purposes of establishing pasture, which I did in question on notice No. 568 and you said it was not. My concern is that the Minister for Environment is asserting in a report he has tabled in parliament that those vegetation management activities are clearing for the establishment of pasture, but your answer to my question says that they are not.

**Dr LYNHAM:** I will provide an appropriate response for you. It is obviously a matter of some complexity. I am happy to provide a response for you.

**Mr CRIPPS:** I appreciate that.

ANSWER:

The 2015 State of the Environment (SoE) and Statewide Landcover and Trees Study (SLATS) reports do not state that the purpose of any code is to establish pasture, as implied by the question. The reports talk about the dominant replacement land cover that will exist after the clearing has occurred. Pasture is one of six land-cover classes used in the report. The other land-cover classes are crops, forest, mining, infrastructure and settlement.

In land cover classification systems, the term 'pasture' generally implies that the land cover is comprised mainly of herbaceous/grassland vegetation. The terminology used for the six land-cover replacement classes is aligned with international standards for land-cover classification.

This terminology has been used in the SLATS report since the first report in 1997 and has been used in many of the SoE reports, including the 2011 report released during the term of the previous government.

The pasture land cover does include land cleared for pasture production or grazing; however, both reports are clear that pasture, as a land-cover class, also includes areas where vegetation has been subject to thinning (not necessarily thinning that has occurred under the thinning self-assessable code) and areas that might eventually be developed for other purposes, like housing. Both reports are clear about this and the language is plain. The reported figures relate to replacement land cover, not clearing intent or purpose.

In part A of QoN 568, you asked whether the Queensland Government considers vegetation management activities associated with thinning, fodder harvesting, rural residential development, urban land use and privately owned plantations to be clearing to **establish** pasture. Consistent with the information above, the answer was, and remains, no. Much of this clearing is not undertaken with the deliberate intent of **establishing** pasture.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**

**ESTIMATES HEARING**

**QUESTION TAKEN ON NOTICE**

**Vegetation self-assessable codes**

**Pages 76 and 77**

**asked on 19 July 2017**

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**MR CRIPPS** ASKED THE MINISTER FOR STATE DEVELOPMENT AND MINISTER FOR NATURAL RESOURCES AND MINES (HON DR A LYNHAM)—

QUESTION:

**Mr CRIPPS:** Regarding those vegetation self-assessable codes and further to your answer to question on notice 568, would you agree that the purpose of the self-assessable code to manage regrowth vegetation is to manage regrowth vegetation?

...

**Mr CRIPPS:** I know that my time is running out. What I am trying to address—and I have referred to question on notice 568 on a couple of occasions. That answer you gave on a couple of occasions indicates to me, with respect to managing encroachment and managing regrowth, that you believe that those codes can be used to establish pasture, whereas what I am trying to establish for the purposes of these proceedings is that the purpose of the SAC for regrowth and the SAC for managing encroachment is what they are named after—

**Dr LYNHAM:** I understand. There was a previous question to me regarding that. I am happy to take that on notice and provide you with an appropriate response.

ANSWER:

The Queensland Government recognises that graziers clear vegetation mostly to manage or establish pasture as part of their business. The self-assessable codes—for example the regrowth code—allow for the establishment of pasture in some circumstances.

Other codes—for example, the thinning code and the encroachment code—allow for the management of existing pasture in a way that maintains the ecological values.

The codes protect defined ecological values related to vegetation, and allow landholders to manage vegetation in a way that benefits them while still protecting those important values.

The vegetation management framework contains a number of provisions that landholders can use to assist in establishing and maintaining pasture. These include the ability to clear:

- for any purpose, under an exemption, on Category X areas;
- for grazing purposes under the Category C regrowth vegetation self-assessable code; and
- to manage the encroachment of native trees and shrubs on native grasslands. This is under both a self-assessable code and permit.



**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES HEARING**  
**QUESTION TAKEN ON NOTICE**

**Membership of the Cape York water consultation group**

**Page 82**

**asked on 19 July 2017**

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**MR CRIPPS** ASKED THE MINISTER FOR STATE DEVELOPMENT AND MINISTER FOR NATURAL RESOURCES AND MINES (HON DR A LYNHAM)—

QUESTION:

**Mr CRIPPS:** Minister, I want to explore the Cape York water resource plan development process. On page 3 it is a service area highlight and you indicate that you will be finalising water allocation and management frameworks for the cape in the near future. In relation to local participation in the water resource planning process through involvement in the Cape York water consultation group, are you able to provide the committee with a membership of that group?

**Mr Purtill:** Yes, I am happy to give you an indicative membership now and then get you the absolute specifics. There are a number of groups. There is a north and western group and a southern group, which includes Lakelands for example. It will include members of the agricultural community, council and Aboriginal councils. The northern and western group are a majority of Weipa town council, traditional owner groups from the north and west and other pastoral interests there, but I will get you the specific membership for both.

**Mr CRIPPS:** Can you take that on notice?

**Dr LYNHAM:** Yes.

ANSWER:

To ensure adequate representation, it was decided that there would be three consultation groups—a regional water consultation group, and two local water consultation groups. The two local water consultation groups represent communities in the “Northern and Western Cape” and the “Southern Cape” areas.

The Regional Cape Water Consultation Group includes representative bodies and groups working across Cape York.

The Northern and Western Cape Water Consultation Group includes local representation covering Jardine, Ducie, Wenlock, Embley, Watson, Archer, Holroyd, Coleman, Stewart, Lockhart, Olive-Pascoe and Jacky Jacky basins. This group meets in Weipa.

The Southern Cape Water Consultation Group includes local representation covering Normanby, Jeannie and Endeavour basins. This group meets in Cooktown.

A list of the representatives follows; however, names of individuals on the local consultation groups have been removed because a number of traditional owners did not want their names published.

*Regional Cape Water Consultation Group*

<b>Title</b>	<b>Name</b>	<b>Surname</b>	<b>Company/Organisation</b>
Ms	Karrell	Ross	Department of Aboriginal and Torres Strait Islander Partnerships
Mr	Andrew	Prendergast	Austral Fisheries (representing Northern Prawn fisheries)
Ms	Trish	Butler	Cape York Sustainable Futures
Mr	Mick	Schuele	Cape York Institute
Ms	Claudine	Ward	Gulf of Carpentaria Commercial Fisherman Association
Mr	Nigel	Parratt	WWF - Australia
Mr	Timothy	Cronin	Cook Shire Council
Mr	Peter	Scott	Cook Shire Council
Mr	Graham	Elmes	AgForce Queensland
Mr	Shannon	Burns	Cape York Land Council Aboriginal Corporation
Mr	Will	Higham	Cape York Natural Resources Management Ltd
Mr	Luke	Preece	CAFNEC
Ms	Jan	Crase	Regional Development Australia Far North Queensland and Torres Strait Inc
Ms	Amanda	Blazely	North Queensland Miners Association
Mr	Cameron	Mackay	AgForce Queensland
Mr	Peter	Elliot	DAF
Mr	Brett	Stallbaum	QPWS
Mr	Andrew	Picone	Australian Conservation Foundation

*Northern and Western Cape Water Consultation Group*

<b>Stakeholder</b>	<b>Company/Organisation</b>
Local government	Cook Shire Council
Traditional owner	Apudthama Land Trust
Traditional owner	Chuulangun Aboriginal Corporation
Traditional owner	Kulla Land Trust & Wunthulpu Land Trust
Traditional owner	Old Mapoon Aboriginal Corporation
Traditional owner	Teapithiggi - Batavia Aboriginal Corporation
Traditional owner	Napranum Ranger / landowner
Traditional owner and Landholder Northern and Western Cape York	Billys Lagoon Pastoral Station
Local government	Weipa Town Authority
Mining	Rio Tinto Alcan
Traditional owner	Aurukun Prescribed Body Corporate/ NAK
Traditional owner	Oyala Thumotang Land Trust
Landholder Northern and Western Cape York	Wolverton Station
Traditional owner	Olkola Aboriginal Corporation
Traditional owner	Pormpuraaw Rangers

*Southern Cape Water Consultation Group*

<b>Stakeholder</b>	<b>Company / Organisation</b>
Traditional owner	Hope Vale Congress
Traditional owner	Laura Rangers
Traditional owner	Normanby Basin
Small landholders	Normanby Basin
Local government	Cook Shire Council
Environmental / Landcare group	South Cape York Catchments Inc
Irrigator	Jeannie Basin (McIvor R area)
Small business owners	Normanby basin
Traditional owner	Chuulangun Aboriginal Corporation - Lama Lama country
Small business owner / rural landholder	Endeavour Basin
Traditional owner	Olkola Aboriginal Corporation
Beef, sheep, wool and grain producers	AgForce Queensland
Land holder / Conservation	South Endeavour Trust
Business owner / Irrigation	Lakeland
Irrigator / Business owner	Kureen Farming

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**

**ESTIMATES HEARING**

**QUESTION TAKEN ON NOTICE**

**Treatment of CWP**

**Page 83**

**asked on 19 July 2017**

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**MR KNUTH** ASKED THE MINISTER FOR STATE DEVELOPMENT AND MINISTER FOR NATURAL RESOURCES AND MINES (HON DR A LYNHAM)—

QUESTION:

**Mr KNUTH:** Minister, with reference to page 6 of the Service Delivery Statements for the Department of Natural Resources and Mines, can you advise what policy improvements have been implemented to ensure that people living in rural and regional communities are guaranteed rapid delivery for vital medical equipment and supplies to support lung dysfunctions that are due to work related injuries such as coal workers' pneumoconiosis and silicosis?

**Dr LYNHAM:** Member for Dalrymple, can I clarify that the question was regarding treatment for people who have been diagnosed with coal workers' pneumoconiosis?

**Mr KNUTH:** That is correct, and it is with reference to page 6 of the Service Delivery Statements.

**Dr LYNHAM:** I am happy to take that on notice. The primary prevention, secondary prevention, compensation matters—in terms of the primary and secondary prevention, that is the screening—and the prevention of dust diseases are a responsibility of the department. Once the disease has been detected, the treatment of the disorder is the responsibility of the Department of Health and the patient's medical practitioner. Also, the Minister for Industrial Relations is involved with workers compensation for these cases. You are right. It is a good question about how people in regional areas can source vital treatment for these conditions. I am happy to take that on notice but I suggest that, when the Minister for Health is at this desk, it may be a question to ask the Minister for Health as well.

As I said before, and the member for Bundamba joins me, it is a terrible disorder. My role is certainly for primary and secondary prevention but for treatment, which is the tertiary stage, we must make sure that these people are adequately treated as well.

...

**Mr KNUTH:** That matter that I raised in relation to that vital medical service and equipment, that is taken on notice? Is that right?

**Dr LYNHAM:** Quite honestly, member for Dalrymple, it should be asked of the Minister for Health when he is at this desk. I will look at what assistance I can provide for the answer but, realistically, it should be for the Minister for Health.

**Mr KNUTH:** That will be handy, thank you. With reference to page 3 of the Service Delivery Statements for the Department of Natural Resources and Mines, can the Minister update the committee on what investigations are underway to boost water availability through the water infrastructure projects in the Atherton Tableland region?

ANSWER:

A key focus of the Queensland Government's response to coal workers' pneumoconiosis (CWP) is to ensure any disease is detected early through the health screening process. In the early stages of the disease, there are often minimal or no symptoms.

Miners or ex-miners with CWP who do need support have access to public health services in the same way as other members of the community with a lung disease. Affected miners can obtain the necessary medical aids, equipment and treatment from these services for CWP and silicosis.

Support can also be provided through the workers' compensation scheme.

If any further information is required about health services in Queensland, I would encourage the member to seek advice from Honourable Cameron Dick MP, Minister for Health and Minister for Ambulance Services.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**  
**ESTIMATES HEARING**  
**QUESTION TAKEN ON NOTICE**

**Consultation and feedback on Cape York water plan**

**Page 83**

**asked on 19 July 2017**

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**MR CRIPPS** ASKED THE MINISTER FOR STATE DEVELOPMENT AND MINISTER FOR NATURAL RESOURCES AND MINES (HON DR A LYNHAM)—

QUESTION:

**Dr LYNHAM:** ... I have a matter of clarification from the director-general, if I may?

**Mr Purtill:** I would like to clarify that response that I gave you regarding the feedback on the water plan. It was through the consultants that we have advising us on the traditional owners. I have made the assumption that they have received that feedback from the traditional owner members of those groups, but it is not specific. It came via our consultants. I just want to clarify that.

**Mr CRIPPS:** The request for additional time for consultation?

**Mr Purtill:** The feedback from our consultation was that the time frames were too aggressive and that we needed to expand it and have greater levels of knowledge sharing around the complexities of the water plan.

**Mr CRIPPS:** It was not through the water consultation group that there was a request for additional consultation time?

**Mr Purtill:** The two groups are the primary conduits, but I cannot specifically say that that feedback has come from them, because it came from the consultants who we have doing that work with traditional owners.

**Mr CRIPPS:** Mr Chairman, is that the matter that the director-general was to take on notice to clarify later?

**CHAIR:** Ask the minister if he wants to take it on notice.

**Mr Purtill:** Yes, I am happy to.

ANSWER:

To meet the challenges of effective community engagement within Cape York, the Department of Natural Resources and Mines engaged the services of an independent consultant, who has experience working in Cape York, and established networks which will ensure community input and involvement in the development of a draft water plan for Cape York.

Community expectations are that the Department of Natural Resources and Mines will engage meaningfully with all local stakeholders, as well as with those on the local consultative groups.

Based on this information from local communities in Cape York; the consultant has recommended that the Department of Natural Resources and Mines enhance its consultation to increase knowledge sharing and understanding of the draft water plan before its release.

While this may delay the release of the draft plan, the Queensland Government is keen to ensure that all communities have an opportunity to input to the plan.

**INFRASTRUCTURE, PLANNING AND NATURAL RESOURCES COMMITTEE**

**ESTIMATES HEARING**

**QUESTION TAKEN ON NOTICE**

**Water entitlement – Springvale Station**

**Pages 87 to 88**

**asked on 19 July 2017**

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**MR CRIPPS** ASKED THE MINISTER FOR STATE DEVELOPMENT AND MINISTER FOR NATURAL RESOURCES AND MINES (HON DR A LYNHAM)—

QUESTION:

**Mr CRIPPS:** Minister, I want to return to the Cape York water resource planning process. How will the Cape York Water Resource Plan treat the water entitlements associated with Springvale Station, which was acquired by the Queensland government for conservation purposes? Do you know if the entitlement will be maintained or retired from the Cape York Water Resource Plan?

**CHAIR:** Is that hypothetical?

**Mr CRIPPS:** No. Springvale Station has been acquired by the government and there is a water entitlement there and there is a water resource planning process underway right now so it is very real and not hypothetical.

**Dr LYNHAM:** I thank the member for the question. You are correct: it is real. The Cape York water plan is being prepared now. After the water plan has been prepared we will take the water licence on Springvale Station into account, but I will take that question on notice so that I can provide some detail. I suggest it will be after the water planning process and we will have regulations in place on how we deal with not only Springvale Station but also other stations in that area for your benefit.

**Mr CRIPPS:** Do you know if that water entitlement associated with Springvale Station will be incorporated into the general reserve within the relevant catchment or if it will be available to be traded within the catchment by the state?

**Dr LYNHAM:** I am not aware, as you would understand, of the water planning process. It is presently being undertaken on Cape York. Once the planning process is complete I can share that knowledge with you.

**Mr CRIPPS:** You will take that on notice as well?

**Dr LYNHAM:** There is no decision yet. I am happy for you and I to meet after the water planning process is complete so that you understand. I am happy to take it on notice, if you like, to provide a response.

**Mr CRIPPS:** Thank you, Minister, I do appreciate that.

ANSWER:

The Cape York water planning process underway by the Department of Natural Resources and Mines will determine the future use of these entitlements.



**Questions on notice and responses – Pre-Estimates**

*Minister Furner, Minister for Local Government and  
Minister for Aboriginal Torres Strait Islander Partnership*

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## **Question on Notice**

**No. 1**

### **Estimates 2017 Infrastructure, Planning and Natural Resources Committee Pre-hearing Questions on Notice**

**Hon Mark Furner, Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships**

#### **QUESTION:**

The Cape York Welfare Reform program has been running now for a number of years. Budget Paper 5 notes continued support of this program. Can the Minister advise the Committee which, if any, communities have been successful in achieving parity, how will these communities be supported in the future, and how will communities that are yet to achieve parity be assisted?

#### **ANSWER:**

Cape York Welfare Reform has operated for nine years in the Cape York communities of Aurukun, Coen, Hope Vale and Mossman Gorge and for three years in Doomadgee, in the Gulf of Carpentaria.

The Palaszczuk Government, through the Department of Aboriginal and Torres Strait Islander Partnerships works with the Commonwealth Government and Cape York Institute under tripartite partnership arrangements to deliver the Welfare Reform program.

The Welfare Reform program is co-funded by the Queensland and Commonwealth Governments. Since the 2015-16 Budget, the Queensland Government has provided ongoing funding of \$8 million per year to the Welfare Reform program.

Parity is not a reliable, nor fair, measure of the Welfare Reform program as every community in Queensland has unique characteristics. The objectives of the Welfare Reform program are to:

- restore positive social norms within the community;
- re-establish local Indigenous authority;
- support community and individual engagement in the real economy; and
- move individuals and families from welfare housing to home ownership.

Some Welfare Reform communities have made gains in restoring positive social norms and improving community safety, for example there have been improvements in school attendance, the care and protection of children and re-establishing local Indigenous authority.

The Family Responsibilities Commission (FRC) is a key element of the Welfare Reform program. The FRC comprises a Commissioner, Deputy Commissioner and

Local Commissioners who are respected Aboriginal and Torres Strait Islander members of the communities. Commissioners conference with community members who are notified to the FRC for breaches of triggers of failure to enrol or send children to school, convictions in courts, domestic and family violence, child safety and welfare, and housing tenancy breaches.

A key achievement of Welfare Reform has been the rebuilding of local Indigenous authority through the role of FRC Local Commissioners. Prior to the *Family Responsibilities Commission Act* 2008 amendments in 2012, the FRC Commissioners supported all the local Commissioners in conducting conferences. In all four Cape York communities, Local Commissioners have been conferencing alone following the 2012 amendment, with numbers of conferences where Local Commissioners sat alone increasing steadily from 2012 to 2016.

The Indigenous leadership demonstrated by Bamanga Bubu Ngadimunku Inc. in Mossman Gorge and Coen Regional Aboriginal Corporation in Coen is acknowledged as contributing to supporting local governance in the community.

As Welfare Reform and the FRC are considered ‘Special Measures’ under the Commonwealth *Racial Discrimination Act 1975*, the Queensland Government is obliged to ensure that these temporary measures are monitored and reviewed and do not impose unnecessary restrictions on the rights and liberties of individuals and communities.

In May 2017, I wrote to local Indigenous leaders and elected council representatives of the Welfare Reform communities to commence discussions on the future of Welfare Reform and whether it is time for those communities demonstrating progress, including Coen, Mossman Gorge and Hope Vale to transition away from Welfare Reform. The Queensland Government will work with local government representatives, Indigenous leaders and other relevant stakeholders to build on existing progress and capabilities in each of the communities, to consider whether it is time to remove the Special Measures of Welfare Reform and the FRC. This includes working with community leadership to collaboratively plan how policy, programs and services within each community would be delivered into the future.

As Aurukun and Doomadgee have faced additional challenges in achieving the objectives of Welfare Reform, communication with these communities has referred to continuing the Welfare Reform program and the support of the FRC, with a view to building capacity and readiness about how policy, programs and services within each community would be delivered into the future.

The Commonwealth Government has committed funding to support the Family Responsibilities Commission in the four Welfare Reform communities of Coen, Hope Vale, Mossman Gorge and Aurukun until June 2018 and recently passed legislation to amend the *Social Security Administration Act (1999)* to continue income management in Aurukun, Coen, Hope Vale, Mossman Gorge and Doomadgee until 30 June 2019.

## **Question on Notice**

**No. 2**

### **Estimates 2017 Infrastructure, Planning and Natural Resources Committee Pre-hearing Questions on Notice**

**Hon Mark Furner, Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships**

#### **QUESTION:**

The Budget Papers refer to the ongoing challenge in Closing the Gap. Can the Minister advise the Committee what measures are being undertaken to ensure the Palaszczuk Government is moving in the right direction to Close the Gap in Queensland?

#### **ANSWER:**

The Queensland Government is investing more than \$25.7 million in 2017–18 to help Close the Gap in Aboriginal and Torres Strait Islander disadvantage.

The Government acknowledges that the *Prime Minister's 2017 Closing the Gap Report* identified that the gap persists. However, it is important to note that Queensland's recent state data suggests that gains are being made particularly in early childhood enrolments, life expectancy and child mortality rates.

Queensland is also tracking above the national average for school attendance. Pre-school enrolments have increased to 85 per cent, up from 63 per cent in 2014; and 95 per cent of Indigenous state school students are achieving Queensland Certificate of Education or Queensland Certificate of Individual Achievement.

The Queensland Government is currently leading responsive and innovative solutions essential to closing the gap with some key examples including:

- The Aboriginal and Torres Strait Islander *Youth Employment Program (YEP)* – supporting young Aboriginal and Torres Strait Islander people looking to enter the workforce or undertake further education. Under YEP, Aboriginal and Torres Strait Islander Year 13s are targeted, and the Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP) works collaboratively with DET to engage Aboriginal and Torres Strait Islander Year 12 students in Queensland state schools. In 2015-16, YEP successfully achieved placement of 620 Aboriginal and Torres Strait Islander Queenslanders into jobs. In 2016-17, YEP successfully achieved placement of 813 Aboriginal and Torres Strait Islander Queenslanders into jobs.

- The whole-of-government *Moving Ahead* strategy to improve economic participation outcomes for Aboriginal and Torres Strait Islander Queenslanders through skilling, training and employment, and business growth and development. *Moving Ahead* includes a 3 per cent target on the direct employment of Aboriginal people and Torres Strait Islander people across the Queensland public sector by 2022.
- The *Working Queensland* jobs plan provides a range of employment pathways to increase participation in the labour market for all Queenslanders, including Aboriginal and Torres Strait Islander people.
- The *Making Tracks Towards Closing the Gap in health outcomes for Indigenous Queenslanders by 2033 Investment Strategy 2015-18* strategically directs investment to Government and non-government run health services to provide culturally and clinically effective healthcare that is well planned and integrated within the health system. The Strategy commits to progressing the transition of Queensland Health delivered primary healthcare services in at least two Cape York communities to community control arrangements by 30 June 2018.
- The \$1.3 million *From Jails to Jobs* pilot initiative will support 30 Indigenous prisoners to gain and maintain employment within the resources sector by providing job readiness training, connecting them to jobs, and supporting them to maintain employment.
- The Department of Education and Training (DET) recently released the draft *Advancing Aboriginal and Torres Strait Islander Education and Training: An action plan for Queensland* which includes a focus on community engagement; ensuring staff are culturally capable and are effective in supporting Aboriginal and Torres Strait Islander students to be successful learners; and providing culturally appropriate learning environments, teaching and learning resources. The action plan aims to embrace and support Aboriginal and Torres Strait Islander languages, including through the employment of local Aboriginal and Torres Strait Islander staff who are more likely to embed local culture and language.
- DATSIP is partnering with DET to close the gap in Early Childhood Education and Care. Collaboration includes sharing data to guide activity; developing place based strategies in identified hotspots to address barriers; and holding community forums to inform and engage the Aboriginal and Torres Strait Islander community on the benefits of enrolling in a kindergarten program.
- The *Queensland Aboriginal and Torres Strait Islander Foundation* (QATSIF) scholarship program significantly contributes to supporting students to complete their studies. In 2016–17, the Queensland Government provided \$1.8 million to support QATSIF and an additional \$4.2 million as part of the 2017–18 State Budget towards educational scholarships for Queensland’s Aboriginal and Torres Strait Islander students up to 2021.
- *Justice Reinvestment* in Cherbourg - DATSIP is working with the Department of Justice and Attorney General Youth Justice to undertake a “proof of concept” project in Cherbourg. A justice reinvestment approach aims to improve public safety and reduce related criminal justice spending to reinvest savings in strategies that can reduce crime and strengthen communities.

- Partnering with the Department of Communities, Child Safety and Disability Services and the University of Melbourne by investing \$1.5 million over three years to introduce the First 1000 Days initiative to improve the health and wellbeing of vulnerable children and families. Providing extra support to the first 1000 days of a child's life – from conception until their second birthday – can vastly improve life outcomes.
- Developing an Aboriginal and Torres Strait Islander Housing Action Plan to address housing issues in urban, regional and remote communities through:
  - addressing key points across the housing continuum including homelessness, social housing, affordable private rental, home ownership and retirement living;
  - increasing home ownership opportunities and providing access to appropriate secure housing for Aboriginal and Torres Strait Islander people; and
  - recognising the importance of housing as a foundation for improved family wellbeing and better education, training and employment outcomes.

Housing is a foundational issue in Closing the Gap on Indigenous disadvantage. Better housing outcomes means better health outcomes, increased community safety, lower levels of domestic and family violence and higher participation in early childhood education, better school attendance and better employment and training outcomes.

DATSIP is leading a renewed whole-of-government approach to Closing the Gap in Queensland. To see real difference we know that a business as usual approach will not work. DATSIP recognises that Aboriginal and Torres Strait Islander people must have a genuine say in their lives and the decisions that affect them and their communities. To this end, Queensland's renewed approach will be co-designed and co-led with Aboriginal and Torres Strait Islander Queenslanders.

The Government's new approach will include strategies that target the needs of urban and regional areas where 80 per cent of Queensland's Aboriginal and Torres Strait Islander people live, and strategies which target discrete and remote areas where there remains significant levels of disadvantage.

DATSIP has already been coordinating the existing Minister and Government Champions Program which operates across all remote, discrete Aboriginal and Torres Strait Islander communities. The Program's objective is to increase economic and social participation of Aboriginal and Torres Strait Islander Queenslanders, while valuing, promoting and celebrating culture. The Program enables joint problem-solving and co-design.

To further progress this work in partnership with communities, in March 2017 the Queensland Government held the first annual Indigenous themed Cabinet. This will now be an annual event. The annual Cabinet will give unprecedented access by the Mayors of Queensland's Indigenous Councils to Government Ministers, while allowing Ministers to focus their collective strategic decision-making on the challenges and opportunities for Aboriginal and Torres Strait Islander Queenslanders.

Earlier this year I hosted a number of roundtables that were attended by the Mayors of Queensland's Indigenous Councils, Aboriginal and Torres Strait Islander policy and program experts, academics and Elders. These roundtables were the first in a series of meetings designed to facilitate the co-design of the two new Closing the Gap strategies.

In addition DATSIP is leading a series of engagement mechanisms to facilitate Queensland's reinvigorated approach including an annual Indigenous Summit that will bring together a diverse cross-section of Aboriginal and Torres Strait Islander Queenslanders to consider and examine priority issues.

## **Question on Notice**

**No. 3**

### **Estimates 2017 Infrastructure, Planning and Natural Resources Committee Pre-hearing Questions on Notice**

**Hon Mark Furner, Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships**

#### **QUESTION:**

I refer to page 2 of Budget Paper 5 and the reference to ‘supporting reconciliation’ through initiatives such as the ‘Reparations Scheme’. Minister, it is my understanding this program was to be finalised in 2016-17. Can you provide details of the inclusion or non-inclusion of the Reparations Scheme in 2017-18?

#### **ANSWER:**

In the June 2015 Queensland Budget, funding for the Queensland Government’s \$21 million Reparations Scheme was established for three years to the end of the 2017-2018 financial year. The continuation of the Reparations Scheme throughout 2017-2018 is within this initial timeframe.

The establishment of the Scheme fulfilled an election commitment made during the 2015 Queensland election.

The Government’s \$21 million Reparations Scheme acknowledges past injustices towards Indigenous Queenslanders whose wages and savings were controlled under previous governments’ ‘Protection Acts’.

Since the Reparations Scheme opened for payments in late December 2015, \$10.67 million has been paid to over 4,200 claimants.

Many claimants are frail and elderly and Reparations Unit staff work diligently to ensure their claims are prioritised and reparations payments made promptly.

In response to a recommendation by the Reparations Taskforce, in July 2016 the Government established the State’s first dedicated Reparations Review Panel to help applicants without formal documentation access the scheme by considering oral history as evidence.

All Aboriginal or Torres Strait Islander Queenslanders who believe their wages or savings were controlled are encouraged to come forward to see if they are eligible for a reparations payment.



## **Question on Notice**

**No. 4**

### **Estimates 2017 Infrastructure, Planning and Natural Resources Committee Pre-hearing Questions on Notice**

**Hon Mark Furner, Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships**

#### **QUESTION:**

I refer to page 3 of the SDS and the Palaszczuk Government decision to transfer ownership of homes to Aboriginal and Torres Strait Islander people in targeted communities. Can the Minister advise – has this process been successful, and how do Aboriginal and Torres Strait Islander families take up these Home Ownership opportunities?

#### **ANSWER:**

The Palaszczuk Government is committed to facilitating home ownership in remote Indigenous communities to enable Aboriginal and Torres Strait Islanders the opportunity to own their own home.

Government is removing barriers to home ownership for individuals and families to be able to take up the opportunity to transfer out of public housing and become a private home owner if they so choose.

The Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP) provides support to Aboriginal and Torres Strait Islander people in remote communities who have expressed an interest to purchase their own home.

DATSIP's role is to facilitate the completion of six steps in the home ownership process, once an individual/family has expressed an interest in home ownership, and the Trustee has approved the application:

1. discuss home ownership with potential applicants (including financial assistance, insurances and maintenance);
2. identify and determine if there are any beneficiaries who need to be involved;
3. identify and ensure the house lot is surveyed;
4. ensure the survey is registered with the Department of Natural Resources and Mines (DNRM);
5. facilitate lodging Development Approval with Council for approval; and
6. address Native Title.

After these six steps are completed by DATSIP, the Department of Housing and Public Works identifies maintenance works, completes the maintenance works, issues a Gazette Notice s61 and completes the sale/agreement to transfer the social house to a private individual. DNRM then grants the lease and it is recorded on the DNRM Title Register. The individual is then declared a home owner.

Currently, there are individuals and families from Lockhart River, Kowanyama, Yarrabah, Woorabinda and Poruma Island in discussions with DATSIP on becoming a home owner.

DATSIP wants Aboriginal and Torres Strait Islander people to succeed in home ownership. An extensive consultation process is undertaken with prospective home owners, detailing the responsibilities and risks of becoming a home owner, and where necessary, DATSIP is a conduit between the client and other providers such as Indigenous Business Australia, the Public Trustee, and Banks. It is crucial that individuals are fully informed and know the requirements of home ownership before they make a decision to become a home owner.

DATSIP has successfully met its SDS target in home ownership. In 2015-16 there was 22 home ownership outcomes with 7 in Yarrabah, 1 in Hope Vale, 9 in Lockhart River, 3 in Kowanyama and 2 in Doomadgee. As at 30 June 2017, this brings the total home ownership outcomes to date to 63. We continue to work with individuals, families and Councils in our remote Indigenous communities on increasing home ownership for those people who have expressed an interest to purchase their own home.

## **Question on Notice**

**No. 5**

### **Estimates 2017 Infrastructure, Planning and Natural Resources Committee Pre-hearing Questions on Notice**

**Hon Mark Furner, Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships**

#### **QUESTION:**

In regards to job placements, reference is made to the brokering of employment opportunities for Aboriginal and Torres Strait Islander Queenslanders. Can the Minister advise on how this is done and what cost this is to the Queensland Government?

#### **ANSWER:**

Through the delivery of whole-of-government policy leadership and advice, and specific program and services, the Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP) works to increase the employment opportunities available to Aboriginal and Torres Strait Islander Queenslanders, and to assist Aboriginal and Torres Strait Islander Queenslanders and their families to benefit from these opportunities.

DATSIP builds sustainable relationships and partnerships with a variety of stakeholders to deliver economic participation outcomes. One example of this is the work DATSIP does designing, developing and implementing partnerships using Memorandum of Understanding (MOU) agreements.

DATSIP has developed 10 MOUs during the 2016–17 financial year with key partners including industry, peak representative bodies and the Aboriginal and Torres Strait Islander Community Controlled sector.

DATSIP has developed MOUs with the following partners:

- Compass-Group (Australia) Pty Ltd – completion date: 31/12/2018, funding allocated: \$50,000;
- Construction Skills Queensland – completion date: 31/12/2018, funding allocated: \$0;
- Economic Development Queensland – completion date: 31/12/2018, funding allocated: \$0;
- Indigenous Business Australia and the Townsville Regional Indigenous Business Network – completion date: 30/09/2018, funding allocated: \$50,000;
- Institute for Urban Indigenous Health – completion date: 31/12/2018, funding allocated: \$100,000;
- Queensland Investment Corporation – completion date: 31/12/2018, funding allocated: \$95,000;

- Queensland Resources Council – completion date: 30/06/2018, funding allocated: \$300,000;
- Agforce – completion date: 31/12/2019, funding allocated: \$50,000;
- Queensland Rugby Union – completion date: 31/12/2018, funding allocated: \$100,000; and
- Queensland Tourism Industry Council – completion date: 31/12/2018, funding allocated: \$150,000.

These MOUs aim to improve education, training, employment, procurement and Indigenous business development outcomes. DATSIP leverages through partnerships across industries and sectors to:

- establish a pipeline of employment and business procurement opportunities for Aboriginal and Torres Strait Islander Queenslanders;
- foster more collaboration across Government, industry and the community to foster common objectives in relation to employment of Aboriginal and Torres Strait Islander people;
- increase the number of Aboriginal and Torres Strait Islander businesses and their share of procurement spend in industry and government; and
- enhance future opportunities through repeat business with partners.

DATSIP works directly with Aboriginal and Torres Strait Islander job seekers, particularly young people transitioning from secondary education to the workplace, to ensure they are ready and able to take advantage of job opportunities, and to succeed in the workplace.

DATSIP delivers the Youth Employment Program (YEP) to support Aboriginal and Torres Strait Islander young people who are finishing high school and looking for work or considering further education. The program is designed to assist school leavers completing Year 12 (referred to as Year 13s) to make successful post-school transitions, however Aboriginal and Torres Strait Islander people with a Certificate III or higher, who are not supported by a job agency, can also be supported through YEP.

Regional departmental staff engage with Year 12 students throughout the state to provide students with information about the support available to them through YEP following their graduation from secondary schooling. Direct engagement in schools is facilitated and supported by an MOU with the Department of Education and Training, and through negotiation with Independent and Catholic schools.

In 2016-17, 327 schools were visited by departmental staff and 4017 students were engaged either directly or indirectly.

Participants in the program are registered as ‘Candidates’ in a dedicated database enabling the department to offer Year 13 and other candidates tailored support from a range of activities including pre-employment support, training referrals, soft skills training, links to job vacancies, assistance in applying for jobs, and post placement support, all aimed at improving the likelihood of successful and sustained employment outcomes.

In 2016–17, 813 candidates secured job placements as a result of DATSIP’s YEP program. YEP is delivered from within DATSIP’s core budget.

## **Question on Notice**

**No. 6**

**Asked on 30 June 2017**

The Committee asked the Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships (HON M FURNER) –

### **QUESTION:**

I refer to page 6 of the DILGP Service Delivery Statement 2017-18 Funding Programs and Community Initiatives service area description “The funding provided enables councils to deliver and maintain resilient community infrastructure and essential services”: How is the Palaszczuk Government achieving infrastructure outcomes for local governments?

### **ANSWER:**

The Palaszczuk Government has been and remains committed to the well-being of all Queensland residents, through its extensive support of local government infrastructure and delivery.

An important component of this is the ongoing Works for Queensland program, which has been providing local governments outside the south-east corner with funding for maintenance and minor infrastructure works. The Palaszczuk Government funded this at \$200 million in 2016-17 and, in the period 2017-19, will provide a further \$200 million. This program emphasises regional communities and job support and creation, with allocations based on the relative unemployment and population. The program is being provided over two years to assist local governments to achieve outcomes on the ground consistent with the objectives and intended results of the program; that is, job creating maintenance and minor infrastructure works to ultimately improve the condition, quality or lifespan of local government assets for regional communities.

The Local Government Grants and Subsidies Program is a vital grants program supporting local governments to deliver community, economic and social infrastructure projects. This program provides funding assistance to local governments for projects that align with state, regional and local priorities, support economic growth, increase local job creation and training opportunities and contribute to building safe, caring and connected communities. All 77 local governments are eligible to submit projects as part of the annual application-based competitive funding round. In 2016-17, more than \$30 million was dedicated to this program, and nearly \$29 million is also allocated in 2017-18.

The \$50 million Community Resilience Fund has also funded 88 projects since 2015, helping local governments mitigate against natural disasters and build more resilient infrastructure.

Not only will this government continue with its commitment to the State Government Financial Aid annual grant funding, it will deliver an additional \$3.37 million, taking the total to \$33.7 million for Queensland’s 16 Indigenous councils. The 2017-18 State Government Financial Aid grant assists Indigenous councils to deliver essential local government services to their communities.

Indigenous councils, where eligible, will also receive funding from the government under the Indigenous Economic Development Grant (\$1.44 million) and the Revenue Replacement Program (\$3.525 million) which support the provision of essential local government services and job creation.

The Palaszczuk Government has also committed \$120 million over four years from 2016-17 to provide water, wastewater and solid waste infrastructure and to ensure the long-term management of this infrastructure in Indigenous councils. This injection of funds – specifically aimed at the provision of infrastructure services – will significantly improve services, such as water supply in small communities, often unable to fund these facilities from their own source revenue.

The Palaszczuk Government has approved \$5 million be made available to remote Queensland local governments over the next two years to assist with the cost of introducing water fluoridation. The Regional Queensland Water Fluoridation Program is targeted at small or regional Queensland communities and may provide up to 100 per cent of funding to construct water fluoridation infrastructure.

Another program that is achieving infrastructure outcomes for local governments is the Maturing the Infrastructure Pipeline Program. This \$30 million program is assisting councils in the development of a robust project pipeline which enables projects to be matured from conceptually good ideas into solid proposals. Through the program, the government is funding assessments in the early stages of project development. Councils will be able to use these assessments for forward planning and budgeting, and also to attract private investment for big and small projects, or to be prepared to apply for government grant programs and turn those great ideas into jobs for their communities.

These are just some examples of the ways in which the Palaszczuk Government continues to demonstrate its commitment to achieving infrastructure outcomes for local government throughout Queensland.

## **Question on Notice**

**No. 7**

**Asked on 30 June 2017**

The Committee asked the Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships (HON M FURNER) –

### **QUESTION:**

I refer to page 6 of the DILGP Service Delivery Statement 2017-18 first dot point under Funding Programs and Community Initiatives highlights “administer the 2017-18 Local Government Grants and Subsidies Program”: Can the Minister please explain, how much funding is committed in 2017–18 to local governments to support the delivery of projects funded under the Local Government Grants and Subsidies Program (LGGSP)?

### **ANSWER:**

I thank the Committee for the question.

For the 2017-18 financial year, \$28.953 million in funding is available under the Local Government Grants and Subsidies Program to support local governments in the delivery of community, economic and social infrastructure projects. This program provides funding for the delivery of priority capital infrastructure projects, with the aim of contributing to sustainable and liveable communities in Queensland and augments the \$200 million Works for Queensland funding available over the 2017-18 and 2018-19 financial years.

## Question on Notice

No. 8

Asked on 30 June 2017

The Committee asked the Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships (HON M FURNER) –

### QUESTION:

I refer to page 4 of the DILGP Service Delivery Statements 2017-18 under dot point 2 of governance and statutory services highlights “provide advisory services to local governments on operational and strategic matters”: What has the government done to address the concerns of ratepayers about rises in local government rates?

### ANSWER:

Under Queensland’s legislative framework, Queensland local governments have considerable autonomy in adopting a rating system to raise sufficient revenue to fund the services and facilities they provide to their communities.

It was an election commitment of the Palaszczuk Government to promote greater equity and fairness in rating by local governments.

In response to concerns raised by ratepayers and peak bodies representing major industry groups, the government released the *Guideline on equity and fairness in rating for Queensland local governments* in June 2017. This best practice guideline sets out five principles for local governments to consider when adopting and levying rates to promote best practice, greater transparency and more consistency in rating practices across the local government sector.

The principles for ensuring equity and fairness in rating include:

- ensuring similarly valued properties used for the same purposes are levied similar rates
- encouraging the ‘user pays’ principle where the costs associated with the provision of a service or facility can be directly attributed to the use of the property
- that all properties make a meaningful contribution to the costs of providing services and facilities in a local government area
- that there be a reasonable level of predictability in the amount of rates levied on properties from year to year
- local governments utilising a range of concession and remission powers to deliver fair and equitable rating decisions for ratepayers enduring particular hardship in paying their rates.

The guideline was developed following consultation with, and supported by, the Local Government Association of Queensland, the Local Government Managers Australia – Queensland Chapter, the Property Council of Australia, the Queensland Resources Council, the Urban Development Institute of Australia and the Shopping Centre Council of Australia.

The guideline is intended to promote best practice and greater consistency of rating practices across the Queensland local government sector.



## Question on Notice

No. 9

Asked on 30 June 2017

The Committee asked the Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships (HON M FURNER) –

### QUESTION:

I refer to page 4 of the DILGP Service Delivery Statements 2017-18 under the first dot point, local government service area description “provide advisory services to local governments on operational and strategic matters”: Can the Minister give an update on how local governments are progressing in implementing the recommendations of the *Auditor General’s Report 19: 2014-15 Fraud Management in Local Government*?

### ANSWER:

The *Auditor-General’s Report 19: 2014-15 Fraud Management in Local Government* tabled in June 2015, identified a necessity for the local government sector to better manage fraud risk.

The Auditor-General recommended that all local governments revise or update:

- policies and procedures for fraud and corruption management
- fraud and corruption control plans
- fraud risk assessments
- fraud detection capability.

The Department of Infrastructure, Local Government and Planning (the department) contacted every local government to advise them of the Auditor-General’s recommendations and requested an update of actions being undertaken to implement recommendations. The department also engaged the Local Government Association of Queensland to design and deliver a training program and provide template policies and plans to support local governments to address the Auditor-General’s findings.

I am pleased to advise that 68 of the 77 local governments in Queensland have fully implemented the Auditor-General’s recommendations by adopting appropriate policies and procedures to minimise the risks associated with fraud. In addition, a further 8 local governments are well-advanced with reviewing and updating their fraud and corruption management regimes.

Only one council has advised it does not have a fraud management regime in place as yet. The department continues to offer assistance to that council to ensure it has a fraud management regime.

Following the Auditor-General’s report, the government also made amendments in October 2015 to the City of Brisbane Regulation 2012 and the Local Government Regulation 2012 to compel all local governments to report suspected fraud losses to the Minister for Local Government and the Auditor-General.

## **Question on Notice**

**No. 10**

**Asked on 30 June 2017**

The Committee asked the Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships (HON M FURNER) –

### **QUESTION:**

I refer to page 4 of the DILGP Service Delivery Statements 2017-18 second dot point, local government capacity building highlights “deliver targeted training for councillors and staff of local governments on good practice in governance, financial management, accountability and ethical and legal behaviour”: What services does the Minister’s Department provide to regional local governments to facilitate improved governance and facilitate outcomes?

### **ANSWER:**

This is an important area of the Department of Infrastructure, Local Government and Planning’s (the department) work with councils.

A key objective of the department’s *Strategic Plan 2017-21* is to *build the capacity and capability of rural and remote local governments to shape resilient, strong and sustainable communities*. The department focuses its capacity building activities on assisting local governments to operate in accordance with statutory requirements, such as the principles of the *Local Government Act 2009*, and demonstrate good governance, financial management and long-term sustainability.

This year the department delivered 67 formal training sessions to 935 council participants at 31 regional locations across the state. The topics included governance, financial management, accountability and ethical and legal behaviour and over 90 per cent of participants indicated they were ‘very satisfied’ with the sessions and that the programs greatly helped them to do their jobs in local governments across the state.

Departmental staff do a lot more than just formal training and capacity building with local governments. Staff assist in monitoring and guiding the delivery of infrastructure and non-asset initiatives, provide councils with advice, in person and on-line guidance, and also facilitate system and practice improvements.

In 2017-18 the department will also continue to deliver specialist targeted training to assist councils on a range of topics and governance related issues. In doing so, the department will continue to collaborate and partner with other entities, such as the Local Government Association of Queensland, Local Government Managers Australia and other training organisations to broker accredited training and professional development programs for local government staff.

Particular emphasis will be given to small rural, remote and Indigenous councils.

## Question on Notice

No. 11

Asked on 30 June 2017

The Committee asked the Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships (HON M FURNER) –

### QUESTION:

I refer to page 5 of the Infrastructure, Local Government and Planning SDS, can the Minister provide a list of local government capacity building programs run by the department in 2016-17 and the cost of each?

### ANSWER:

I thank the Committee for the question.

My department plays a key role in improving the capability and capacity of local governments. Some 67 face-to-face training events were delivered to 935 participants across the state in 2016-17.

The below list of capacity building programs delivered in 2016-17 includes programs which were delivered in partnership with the peak organisations for local government, including the Local Government Association of Queensland (LGAQ), Local Government Managers' Australia Queensland (LGMA) and the Australian Local Government Women's Association Queensland Branch (ALGWA).

#### Face-to-face training programs delivered or brokered by DILGP:

• Councillor conduct and complaints management	\$24,203
• Councillor roles and responsibilities	\$23,878
• Councillor induction	\$2,227
• Fraud management*	\$43,692
• Effective meeting procedures	\$6,010
• Finance managers' network	\$1,866
• Local government legislation and policy	\$706
• Corporate planning	\$418
<b>TOTAL</b>	<b>\$103,000</b>

\* Please note that the fraud management program was delivered via the Local Government Association of Queensland (LGAQ) and the amount of \$43,692 is the part cost of the program funded in 2016-17.

Professional development programs and scholarships:

- |  |           |
|--|-----------|
| • 65 scholarships awarded for council employees to undertake the LGAQ's Diploma programs*  | \$262,000 |
| • 20 scholarships awarded for council employees to undertake the LGMA training programs*   | \$90,000  |
| • 'Delegate support packages' for council officers to attend the LGMA's Women's conference | \$11,000  |
| • Up to 24 scholarships awarded for LGMA and ALGWA's Mentoring Program*                    | \$52,800  |
| • 'Delegate support' packages for council officers to attend the LGMA/ALGWA Women's Forum* | \$10,000  |

**TOTAL** **\$425,800**

\* The professional development programs and scholarships represent commitments where all payments may not be made in 2016-17.

Prior year Diploma scholarship reimbursements to participating local governments:

- |  |                  |
|--|------------------|
| • Reimbursements to councils for the tuition fees for their graduates (for 2014-15 scholarships) | <b>\$225,400</b> |
|--|------------------|

Miscellaneous costs e.g. venue hire, training materials **\$6,800**

This represents a significant investment by the department in building the capability of local governments to assist them to shape resilient, strong and sustainable local communities.

## **Question on Notice**

**No. 12**

**Asked on 30 June 2017**

The Committee asked the Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships (HON M FURNER) –

### **QUESTION:**

I refer to page 5 of the Infrastructure, Local Government and Planning SDS, can the Minister detail the total number of councillor conduct complaints in FY2016-17, the total cost of administering these complaints and the percentage of complaints that were determined to be frivolous, vexatious or lacking in substance?

### **ANSWER:**

A total of 140 new complaints or enquiries were received about the conduct of local government councillors (excluding Brisbane City Council) for the financial year 2016-17.

During the same period, 169 complaints matters were finalised. Those 169 complaints comprised 346 separate allegations. In relation to those that were determined to be frivolous, vexatious or lacking in substance, 123 allegations (approximately 35 per cent) fell into these categories.

The total cost of administering all complaints for the financial year is \$948,000.

## Question on Notice

No. 13

Asked on 30 June 2017

The Committee asked the Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships (HON M FURNER) –

### QUESTION:

I refer to page 4 of the Infrastructure, Local Government and Planning SDS, can the Minister list a description and amount of projects/initiatives funded through the Local Government Grants and Subsidies Program in 2016/17?

### ANSWER:

Subsidies totalling approximately \$31 million for 99 projects at 59 local governments were approved for funding under the 2016/17 Local Government Grants and Subsidies Program.

The following table provides a breakdown of projects:

Council	Project Title	Subsidy Approved (\$)
Aurukun Shire Council	Upgrade and Safety Measures at Contractors Compound - Airport	150,000.00
	Upgrade and Security Measures at Shire Workshop Depot	150,000.00
Banana Shire Council	Junction Park Theodore - Amenities Block	148,857.00
	Lake Callide Retreat Tourism and Recreation Destination	250,908.60
Barcaldine Regional Council	Alpha Showgrounds Watering System	132,000.00
	Aramac Town Hall Air-conditioning	72,000.00
Barcoo Shire Council	Resurfacing of the ground surface of the Windorah and Jundah Sports Recreation Complexes	88,200.00
	Windorah Amenities Building	168,000.00
Blackall-Tambo Regional Council	Upgrade and Improvements – Blackall Showground Buildings	112,953.60
	Blackall Saleyards Viewing Deck	55,798.80
Boulia Shire Council	Boulia Sports and Aquatic Centre Upgrade Project	124,800.00
	Stonehouse Museum Complex Provide Disabled Access	29,145.00
Bulloo Shire Council	Thargomindah Aerodrome Runway Lighting System Upgrade	309,201.60
Bundaberg Regional Council	New Amenities Building - Bundaberg Recreational Precinct	144,000.00
Burdekin Shire Council	Ayr Pool Refurbishment	702,000.00
Cairns Regional Council	Lake Street CBD Car Park Refurbishment	940,000.00
Carpentaria Shire Council	Expansion of the Les Wilson Barramundi Discovery Centre	2,465,814.60
Cassowary Coast Regional Council	South Liverpool Creek Intake and Nyleta Hill Reservoir Phase 2	2,513,040.00
Central Highlands Regional Council	Dingo Mains Supply from Water Treatment Plant to Township	130,065.00
Cherbourg Aboriginal	Cherbourg Cattleyards Infrastructure Development	107,451.57

Council	Project Title	Subsidy Approved (\$)
Shire Council	Cherbourg Football Field Amenities Infrastructure	90,000.00
	Cherbourg IKC Healing Space	40,365.00
	Cherbourg Main Water Delivery Pipe Upgrade	126,000.00
Cloncurry Shire Council	Cloncurry Sewerage Treatment Plant - Improvement Water Stage 2	645,000.00
Croydon Shire Council	Install animal proof fence	46,648.80
	Installation of lightning protection on critical infrastructure	6,000.00
Diamantina Shire Council	Bedourie and Birdsville Water and Sewage Projects	224,400.00
	Bedourie Community Centre Courtyard Roof and Entrance Upgrade	60,000.00
	Birdsville Streetscape - Adelaide St stages 3 & 4	45,000.00
Doomadgee Aboriginal Shire Council	Facility expansion and functionality improvement initiative - Doomadgee Rodeo Ground	120,000.00
	Staff Accommodation (high-density Townhouse Project)	345,000.00
Douglas Shire Council	Daintree Gateway Western Precinct Car and Coach Parking Upgrade	210,000.00
	Install Centrifugal Turbidity Clarifier at Mossman water treatment plant	90,000.00
Etheridge Shire Council	Railway Park Activity Centre - Mt Surprise	156,916.00
Flinders Shire Council	Hughenden Sewerage Treatment Plant Upgrade	614,662.80
Fraser Coast Regional Council	Tiaro RV Stopover	50,000.00
	WetSide Waterslides	400,000.00
Gladstone Regional Council	Agnes Waste Water Treatment Plant Inlet Works Upgrade	200,000.00
	Clinton Reservoir Trunk Delivery Main	283,500.00
Gold Coast City Council	Southport Broadwater Parklands Public Safety Lighting and CCTV Project	614,640.00
Goondiwindi Regional Council	Goondiwindi Water Booster Pump Station	297,000.00
Gympie Regional Council	Curra Community Hall	399,000.00
	Our Towns - Sustainable Centres Program (Cooloola Cove)	121,600.00
	Our Towns - Sustainable Centres Program (Tin Can Bay)	192,000.00
Hinchinbrook Shire Council	Kerb Crossing Improvements	22,500.00
Ipswich City Council	Redbank Plains South Community Centre	1,022,207.40
Kowanyama Aboriginal Shire Council	Kowie Ramp & Roll Skateboard Park	78,300.00
	Recreation & Playground Centre of Kowanyama	108,270.00
Logan City Council	Shared pathway and pedestrian crossing at Wembley Road, Logan Central	338,847.00
Mackay Regional Council	Mackay Regional Botanic Gardens Operations Centre and Nursery - Stage 1	745,510.20
Mapoon Aboriginal Shire Council	Natural Disaster Management Facility (Storage)	100,000.00
Mareeba Shire Council	Mareeba Industrial Waste Receival Facilities Project	411,000.00
McKinlay Shire Council	Burke Street Streetscape and Shade sails to McIntre park Facility	149,550.00
	McKinlay township Water Supply Upgrade - Stage 1	317,400.00
Moreton Bay Regional Council	Caboolture - QSEC - Covered Warm Up Area Construction	272,250.00

Council	Project Title	Subsidy Approved (\$)
Mornington Shire Council	Mornington Island Sewage Treatment Plant Upgrade	380,950.00
Mount Isa City Council	Family Fun Park Revitalisation	417,500.00
Napranum Aboriginal Shire Council	Generator for sewer pump station 1	13,500.00
	Install a gas chlorination system	135,000.00
	Install inflow and outflow flow meters	36,000.00
	New switchboard, SCADA upgrade and renewable energy at the Napranum Water Treatment Plant	270,000.00
Noosa Shire Council	Peregian Digital Hub	1,008,703.00
North Burnett Regional Council	RM Williams Australian Bush Learning Centre Tourism Enhancement Project (TEP)	270,000.00
Northern Peninsula Area Regional Council	Bamaga Swimming Pool Fencing	90,000.00
	Horse Management - fencing, yard and crush	45,000.00
	Mosby Creek Project Landscaping	60,000.00
Palm Island Aboriginal Shire Council	Palm Island Waste Disposal Facility Rehabilitation	1,346,508.00
Paroo Shire Council	Eulo Water Supply Upgrade - Artesian Bore	96,731.40
Quilpie Shire Council	JW Park Redevelopment	215,424.33
Redland City Council	IndigiScapes Native Nursery Upgrade	109,800.00
	Thorneside Wastewater Treatment Plant Upgrades	2,757,414.00
Rockhampton Regional Council	Mount Morgan Streetscape Improvements	348,000.00
	Redevelopment of 42nd Battalion Memorial Pool (42nd BMP)	333,432.00
Scenic Rim Regional Council	Gallery Walk Improvements, Tamborine Mountain	340,200.00
	Landscaping and Upgrade of Car Park Tamborine Memorial Hall	285,000.00
Somerset Regional Council	Economic development infrastructure – Lowood CBD streetscaping - (Main and Walters Streets)	135,000.00
	Recreational infrastructure – Fernvale Sports Park equipment storage	10,000.00
	Recreational infrastructure – Lowood sports complex playground upgrade	37,500.00
South Burnett Regional Council	Replace Kingaroy Reception Room Roof and Courtyard Fence	84,000.00
Southern Downs Regional Council	Rogers Street Car Park	360,000.00
Sunshine Coast Regional Council	Coolum Library Renovation and Extension	271,008.00
	Glass House District Park	400,000.00
	The Old Ambulance Station facade redevelopment	60,000.00
Tablelands Regional Council	Barney Daley Community Sports Hall Re-roof	57,000.00
	Tolga Lions Park Playground Renewal	57,300.00
Toowoomba Regional Council	Peacehaven Botanic Park, Highfields - Nature Play Area	312,600.00
Torres Shire Council	Douglas Street CBD beautification and place-making project	78,000.00
	Frog Gully Community garden infrastructure	75,000.00
	Public toilet on Horn Island	60,000.00
	Thursday Island Waste Transfer Station Materials Cover	82,170.00
	TRAWQ Community beautification and place-making project	150,000.00
Torres Strait Island Regional Council	Poruma Island fresh water booster pumps and infrastructure replacement	71,100.00



<b>Council</b>	<b>Project Title</b>	<b>Subsidy Approved (\$)</b>
	Warraber Island fresh water booster pumps and infrastructure replacement	71,100.00
Townsville City Council	CBD Footpaths associated with CBD Utilities Upgrade Project	934,644.00
Western Downs Regional Council	Myall Creek Development	740,790.00
	WDRC Solar Implementation Program	330,000.00
Whitsunday Regional Council	Hay Gully Pipeline Renewal program	287,868.00
	Mazlin Hill Trunk Sewer Renewal Project	388,800.00
Winton Shire Council	Saleyards Precinct – Surfacing and concreting works	162,000.00
	Winton Film Studio Refurbishment – Stage 1	60,000.00
Yarrabah Aboriginal Shire Council	Upgrade Reeves Creek Water Intake	41,600.00

In addition two projects were approved for funding under the 2015-16 LGGSP, with funding allocations also made in 2016-17. These two projects are the Moreton Bay Regional Council - QSEC Covered Warm Up Area Construction (\$272,250.00) and the Rockhampton Regional Council - Redevelopment of 42<sup>nd</sup> Battalion Memorial Pool (\$333,432.00).

## Question on Notice

No. 14

### Estimates 2017 Infrastructure, Planning and Natural Resources Committee Pre-hearing Questions on Notice

**Hon Mark Furner, Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships**

#### QUESTION:

I refer to page 3 of the Department of Aboriginal and Torres Strait Islander Partnerships SDS, regarding the number of job placements for Aboriginal people and Torres Strait Islander people facilitated by the department in 2016–17, can the Minister break down this figure by statistical region?

#### ANSWER:

Since the last election, my department has worked purposefully towards maximising employment opportunities for Aboriginal and Torres Strait Islander people. We know employment not only increases participation in Queensland's growing economy, it has many social benefits including positive intergenerational effects.

The job placement numbers are collected according to Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP) regions. The total number of job placements achieved by DATSIP for 2016–17 is 1074. The regional breakdown is as follows:

Region	No of Job Placements for 2016–17
Torres	15
Far North Queensland	104
Remote Indigenous Land and Infrastructure Program Office	261
Government Coordination Office	30
North Queensland	195
Central Queensland	120
South West Queensland	107
South East Queensland (North)	132
South East Queensland (South)	110
<b>TOTAL</b>	<b>1074</b>

In 2016–17, 813 candidates secured job placements as a result of the department implementing the YEP program, and the remaining 261 placements are as a result of implementing the social housing and Integrated Capital Works Program through the Remote Indigenous Land and Infrastructure Program Office.

All candidates secured employment as casual, part-time and full-time employees through Internships, Apprenticeships, Traineeships, Temporary, Contracted and Permanent positions within the following key industries:

<b>Industry Sector</b>	<b>No of Job Placements for 2016–17</b>
Retail	67
Tourism	48
Resources	59
Construction	434
Agriculture, Forestry and Fishing	29
Transport, Post and Warehousing	23
Health Care and Social Assistance	414
<b>TOTAL</b>	<b>1074</b>

## **Question on Notice**

**No. 15**

### **Estimates 2017 Infrastructure, Planning and Natural Resources Committee Pre-hearing Questions on Notice**

**Hon Mark Furner, Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships**

#### **QUESTION:**

I refer to page 3 of the Department of Aboriginal and Torres Strait Islander Partnerships SDS, regarding the number of Aboriginal and Torres Strait Islander businesses securing government procurement, can the Minister advise:

- a) the nature of each service procured, and
- b) the departments procuring each service?

#### **ANSWER:**

Since the last election, the Queensland Government has focused on achieving increased economic participation for Aboriginal and Torres Strait Islander people, families and communities, through training or employment, and business growth and development opportunities.

The Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP) has actively worked with Government agencies and industry to build the capability of Indigenous businesses to access opportunities in government and industry procurement supply chains. For example, this means DATSIP works with other Queensland Government partners such as the Department of State Development (DSD) to develop and deliver targeted workshops for Indigenous owned and operated enterprises that have the desire and capability to supply goods and services to government procurers. Similarly, through partnerships with industry, DATSIP supports Indigenous businesses to interact with industry procurers wishing to engage Indigenous businesses within their procurement supply chains.

DATSIP's work in enhancing the tendering capability of Indigenous owned enterprises has seen estimated figures of annual spend by the Queensland Government with Indigenous owned and operated suppliers grow consistently. DATSIP is unable to provide detail about the nature of services procured and by which departments, as this information belongs to individual agencies, however services are procured over the range of government business from construction to provision of catering services.

To support government procurement from Aboriginal and Torres Strait Islander businesses, DATSIP in partnership with the DSD manages the Black Business Finder (BBF) – Queensland Indigenous Business Gateway, a database of Indigenous businesses. Data sourced from BBF indicates the following:

- There are over 550 Indigenous owned businesses registered on BBF.

- These businesses have a total workforce of over 7,600 people with 51.4 percent of their total employees being Aboriginal and/or Torres Strait Islander people.

This is a very important issue as increasing Queensland Government spend to Aboriginal and Torres Strait Islander owned businesses directly impacts on increases in their workforce. This is a practical demonstration of how the Queensland Government is increasing employment opportunities for Aboriginal and Torres Strait Islander Queenslanders.

## **Question on Notice**

**No. 16**

### **Estimates 2017 Infrastructure, Planning and Natural Resources Committee Pre-hearing Questions on Notice**

**Hon Mark Furner, Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships**

#### **QUESTION:**

I refer to page 5 of the Department of Aboriginal and Torres Strait Islander Partnerships SDS, can the Minister advise how many Queenslanders were surveyed for the service standard “Percentage of people participating in National Aboriginal and Islander Day Observance Committee (NAIDOC) events who believe that the event enhanced their appreciation for Aboriginal and Torres Strait Islander cultures”?

#### **ANSWER:**

NAIDOC week is celebrated annually in the first full week of July. It celebrates Aboriginal and Torres Strait Islander peoples, cultures and communities and recognises the valuable contributions that Aboriginal and Torres Strait Islander people make to our country.

NAIDOC originally stood for ‘National Aborigines and Islanders Day Observance Committee’. This committee was once responsible for organising national activities during NAIDOC Week and its acronym has since become the name of the week itself.

NAIDOC is celebrated not only in Indigenous communities but by Australians from all walks of life. NAIDOC events provide all Australians with the opportunity to reflect on the past and look to a future that better understands and celebrates the unique connection that Aboriginal and Torres Strait Islander people have to country.

This year, Cairns hosted the 2017 National NAIDOC Awards ceremony, and many Aboriginal and Torres Strait Islander Queenslanders were honoured in these prestigious national awards recognising their commitment, talent, inspiration and roles in restoring a genuine sense of pride in culture and communities.

The 2017 National NAIDOC theme ‘Our Languages Matter’ aims to celebrate the essential role that Indigenous languages play in both cultural identity, linking people to their land and water, and in the transmission of Aboriginal and Torres Strait Islander history, spirituality and rites, through story and song.

In 2016, fifty-five people were surveyed from events at Musgrave Park Family Fun Day in Brisbane, Corporate Breakfast in Cairns, Hervey Bay Family Fun Day and the Quandamooka Festival on North Stradbroke Island.

Eighty-nine per cent of respondents indicated that the event they attended enhanced their appreciation for Aboriginal and Torres Strait Islander cultures. The key areas for their appreciation included Aboriginal and Torres Strait Islander customs and traditions, dance, values, music and history. Ninety-one per cent of respondents were either very satisfied or satisfied with the event. Almost all of the participants engaged with the interviewer and provided additional information relating to ways in which the event could have been improved, and what they specifically liked about the event they attended.

## Question on Notice

No. 17

### Estimates 2017 Infrastructure, Planning and Natural Resources Committee Pre-hearing Questions on Notice

**Hon Mark Furner, Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships**

#### QUESTION:

I refer to page 12 of the Department of Aboriginal and Torres Strait Islander Partnerships SDS, noting the staffing numbers for the Department of Aboriginal and Torres Strait Islander Partnerships, can the Minister advise staff numbers by function for

- a) Economic Participation
- b) Community Participation?

#### ANSWER:

The Department of Aboriginal and Torres Strait Islander Partnerships' aim is to improve the economic participation and community participation, and promote the cultural recognition for Aboriginal and Torres Strait Islander Queenslanders so they can participate fully in Queensland's vibrant economic, social and cultural life.

The staffing numbers on page 12 of the SDS include estimated actual staff numbers of **315** for the financial year 2016-17 and 315 for 2017-18 budget.

The paid Full Time Equivalent staffing number as at 23 June 2017 (the final pay cycle for the financial year 2016-17) is **297.9**. This number is less than the estimated actual staff numbers.

The department delivers Economic Participation and Community Participation outcomes through the following functions:

<b>FUNCTION</b>	<b>PAID FTE</b>
Regional services	109.9
Culture	47
Economic participation	38.4
Whole-of-government strategic policy initiatives	35.6
Land and infrastructure	27.6
Corporate	35.4
ODG	4
<b>TOTAL</b>	<b>297.9</b>



## **Question on Notice**

**No. 18**

### **Estimates 2017 Infrastructure, Planning and Natural Resources Committee Pre-hearing Questions on Notice**

**Hon Mark Furner, Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships**

#### **QUESTION:**

I refer to page 2 of the Department of Aboriginal and Torres Strait Islander Partnerships SDS, can the Minister advise the status of the review of each of the Alcohol Management plans?

#### **ANSWER:**

The Palaszczuk Government is committed to working with Queensland's discrete Aboriginal and Torres Strait Islander communities that have Alcohol Management Plans (AMPs) in place to support and assist them with alcohol management in their communities.

In order to progress an open-ended AMP Review initiated by the former LNP Government that had no outcomes or conclusion, this Government sought final proposals from communities. Alcohol management proposals have now been received from all of the 19 discrete Indigenous communities with restrictions in place and all proposals have been reviewed and acknowledged by the Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP). Overwhelmingly, the proposals note the valuable role that AMPs play in ensuring community safety.

Significant research led by Professor Alan Clough and colleagues, James Cook University (JCU), in 2016, considered the effectiveness of AMPs. The JCU research reported that AMPs had 'favourable results' in communities such as improved community safety. However, it noted the benefits were not uniform nor sustained across communities<sup>1</sup>. JCU research also highlighted that sustainable progress could only be achieved by collaboration between local leadership and Government.

Changes in local leadership following the Local Government elections in March 2016, and a shift in some communities' aspirations since submitting proposals to the Review, has required additional dialogue with and within communities. Some Mayors are in the process of seeking further feedback and agreement with community members. DATSIP continues to provide assistance to communities in this process, including through facilitating meetings, supporting community surveys and providing data and information. Community specific approaches to alcohol management will be considered collectively by this Government once all communities have confirmed their preferred way forward.

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<sup>1</sup> Clough et al, 2016, *Alcohol control policies in Indigenous communities: A qualitative study of the perceptions of their effectiveness among service providers, stakeholders and community leaders in Queensland (Australia)*, International Journal of Drug Policy.

A Roundtable hosted by the Minister for Aboriginal and Torres Strait Islander Partnerships with Mayors of discrete Indigenous communities in May 2017, revealed that Mayors are seeking increased local decision-making and community ownership of alcohol management, improved community safety and strategies that better tackle sly grog and homebrew. The Government shares communities' aspirations for stronger local control of alcohol management and community specific initiatives that reduce alcohol misuse and harm including addressing sly grog and homebrew.

Moving forward, DATSIP will work with all communities to identify ways to improve community safety including by examining options for supporting community leadership to promote a change in drinking culture, and strategies that reduce sly grog and homebrew and alcohol-related harm.

As an example of local leadership and the promotion of responsible drinking, the Coolgaree Bay Sports Bay and Bistro on Palm Island is now known as place for social engagement in the community, and has recently been granted an extension to its operating hours by the Office of Liquor and Gaming Regulation.

Notwithstanding the success of the communities that currently have licensed venues, DATSIP will continue its work across Government over the coming months to determine issues surrounding alcohol management, from a Government perspective, to inform the future approach.

Additionally, improving the safety and wellbeing of all community members, in particular those who are most vulnerable, will continue to be the reference point for alcohol management.

## **Question on Notice**

**No. 19**

**Asked on 30 June 2017**

The Committee asked the Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships (HON M FURNER) –

### **QUESTION:**

With reference to page 4 dot point #8 can the Minister outline how many local government authorities are facing sustainability issues and how the department will assess and support each local government authority?

### **ANSWER:**

In his Report to Parliament No. 13 for 2016-17 *Local Government Entities: 2015-16 results of financial audit*, the Auditor-General assessed nine Indigenous councils and five non-Indigenous rural or regional councils as having a higher risk of becoming financially unsustainable. This is a Queensland Audit Office categorisation which means there is a higher risk of sustainability issues arising in the short to medium-term if current operating income and expenditure policies continue.

Under the legislative framework in Queensland, local governments are not directly controlled by the state but must operate within the parameters set by the legislation.

The Department of Infrastructure, Local Government and Planning (the department) has no direct ability to control the sustainability of local government. Rather it supports and monitors the sector by maintaining a sound legislative and regulatory framework, providing funding, building capability and capacity, monitoring performance, collaborating with stakeholders to deliver desired outcomes, and triggering intervention when necessary.

The department has always maintained a strong governance role and monitors councils through a variety of methods. Since the Report has been issued, the department has further strengthened this role through the implementation of a new council performance monitoring program and further analysis of councils' long-term financial forecasts.

The department is currently working on a number of different strategies to increase support to councils. These include:

- liaising with partners, including the Institute of Public Works Engineering Australasia Queensland and Queensland Treasury Corporation to ensure a coordinated approach to sustainability support
- implementing projects to address specific needs, for example, an Indigenous Council Infrastructure Fund focusing on water, waste water and solid waste assets, with an aim to enhancing asset management plans
- working with local governments to, among other outcomes, improve their financial and asset management processes and practices.

In addition, the department is refining its capacity building program plan for 2017-18 to further address the recommendations of the Report with available funding, as a key priority, including:

- partnering with other stakeholders to deliver information sessions and training for councillors and staff in long term financial forecasting, project decision-making, linking asset management to annual budgets and corporate plans, and service level reviews
- targeted training in asset and financial management, governance and engagement
- assistance to identified councils to improve data collection and quality.

In addition, the Director-General may appoint advisors and financial controllers under the *Local Government Act 2009* to support councils experiencing operational and financial difficulties. The most recent appointment of a financial controller was to the Napranum Aboriginal Shire Council in 2015-16 and appointment of an advisor to the Doomadgee Aboriginal Shire Council for a period of three months during 2016-17.

## **Question on Notice**

**No. 20**

**Asked on 30 June 2017**

The Committee asked the Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships (HON M FURNER) –

### **QUESTION:**

With reference to page 4 of the Department of Infrastructure, Local Government and Planning SDS, can the Minister explain how resource sharing will work in outback regions when towns are hours and hundreds of kilometres apart?

### **ANSWER:**

The Department of Infrastructure, Local Government and Planning (the department), through its network of regional offices, works collaboratively with councils, especially small rural, remote and Indigenous councils, to facilitate and promote resource sharing arrangements. Effective resource sharing is most important for smaller local governments in improving their long-term sustainability. The department's role in many instances is to broker with other state agencies to support local arrangements.

The department has also assisted with different council resourcing challenges. For example, the department's Planning Group developed, in liaison with local governments, a template to guide the development of new planning schemes. Where rural and remote councils do not have the capacity or perhaps the in-house technical skills, the department has been able to guide this drafting work.

The department will continue to assist councils to identify opportunities and implement resource sharing to deliver better services to their communities. As the examples outlined below demonstrate, distance and remoteness is no inhibitor to councils working together effectively.

#### **Hope Vale Aboriginal Shire and Northern Peninsula Area Regional Councils**

The department has facilitated an arrangement where Hope Vale Aboriginal Shire Council (HVASC) is supporting the Northern Peninsula Area Regional Council (NPARC) to plan and action the completion of its 2015-16 and 2016-17 financial statements. These two councils are very remote, being situated on Cape York and are some 700 kilometres apart.

Since early 2017 HVASC's Director of Finance and NPARC's Executive Manager Finance have worked collaboratively through the NPARC's accounting processes and to address other matters raised in the NPARC's audits.

HVASC has for the last 5 years been the among the first of all 77 Queensland councils to have its financial statements certified by the Auditor-General and is well-qualified to provide expert assistance to NPARC.

#### **Western Downs Region**

The department is working jointly with the Department of State Development, the Department of Agriculture and Fisheries and the Department of Communities, Child Safety and Disability Services to assist Western Downs Regional Council develop a Western Downs

Partnership Action Plan. The aim of the project is to bring together key stakeholders to develop a joint approach to address key social and service needs across the Western Downs region.

### **Wide Bay Burnett Regional Organisation of Councils (WBBROC)**

The Wide Bay Burnett Regional Organisation of Councils (WBBROC) awarded a \$6 million contract for the refurbishment of sewer infrastructure across the region. This initiative is estimated to result in significant savings and has meant that multiple councils could leverage a single procurement arrangement.

Collaboration between the department, Cherbourg Aboriginal Shire Council and the WBBROC has enabled these organisations to further leverage this relining project, with the outcome that a significant proportion of the sewer mains in the Cherbourg Aboriginal Shire Council area will be relined to integrate with the department's sewerage treatment plant upgrade currently underway.

### **Longreach, Winton, Boulia, Diamantina and Barcoo Shire Councils**

The department helped initiate collaboration between the Longreach, Winton, Boulia, Diamantina and Barcoo Shire Councils to receive federal and state government assistance to improve telecommunications across the region. The relationship has continued and these councils are continuing to work together to put in place a common corporate business system. These councils have worked with the supplier to design a best practice IT system for all corporate processing and reporting. The technological improvements of the system will improve efficiency and effectiveness particularly in the areas of forward planning and reporting. With the same system across the 5 councils, there will be benefits in the areas of inter-council support, staff training as well as cost savings in the procurement and implementation of the system.

### **Central Western Queensland Remote Area Planning and Development Board (RAPAD)**

The Central Western Queensland Remote Area Planning and Development Board (RAPAD) is a good example of resource sharing between councils and other key stakeholders. RAPAD is a regional organisation of councils representing the seven local governments of Central Western Queensland: Barcaldine Regional Council, Barcoo Shire Council, Blackall-Tambo Regional Council, Boulia Shire Council, Diamantina Shire Council, Longreach Regional Council and Winton Shire Council.

RAPAD facilitates and promotes the sustainable growth and development of the Central Western Queensland region. RAPAD has been in existence since 1992 and it has proven to be a cohesive and collaborative organisation, proactively working in partnership with government and non-government stakeholders at the local, state and federal level.

The department is drafting template planning schemes for the RAPAD councils (with the exception of Longreach, which already has a new planning scheme). These will be delivered over the next 18 months. Boulia Shire will be the first council to commence drafting on 19 July 2017.

### **Bulloo and Paroo Shire Councils**

There are also many instances where local governments take the initiative and contract with neighbouring councils to deliver certain services. For example Bulloo Shire Council has in the past contracted Paroo Shire Council to complete roadworks on its behalf. This was to utilise Paroo Shire's superior capacity to undertake the works and benefited Paroo Shire with

increased revenue. The department's regional staff are available to provide advice and assistance in relation to these arrangements as required.

### **Capacity-building in Indigenous Councils**

The recently announced Indigenous Councils Critical Infrastructure Program (the Program) has, as one of its core principles, to ensure that councils gain valuable skills in asset design, project delivery and asset management planning. The objective of the Program is to support Indigenous councils to implement projects and infrastructure works relating to critical water, wastewater and solid waste assets, and provide a basis for the long-term strategic management of essential assets. A further objective is for Indigenous councils to own and deliver the Program projects so that they understand their assets and are able to operate and maintain them into the future with reduced reliance on external support.

During the delivery of the Program, the department's Office of the Chief Engineer will be providing:

- fit-for-place/purpose reviews of proposed infrastructure
- advice on procurement processes and strategies to mitigate risks to council
- advice on contractual arrangements for construction projects
- monitoring during project planning and delivery
- technical support for operations and maintenance - mentoring, coaching, advising
- where possible, assisting councils to combine projects within geographical clusters to minimise mobilisation costs and achieve economies of scale in delivery.

**Questions on notice and responses**

**Estimates Hearing, 19 July 2017**

*Minister Furner, Minister for Local Government and  
Minister for Aboriginal Torres Strait Islander Partnership*

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## **Estimates**

### **Question taken on Notice No. 1**

**MR POWELL** asked the Minister for Local Government and Minister for Aboriginal and Torres Strait Islander Partnerships (HON M FURNER) –

#### **QUESTION:**

In relation to the Works for Queensland program, did Queensland Treasury raise with the Department of Infrastructure, Local Government and Planning a discrepancy in job figures—600 versus 6,000?

#### **ANSWER:**

I thank the Honourable Member for Glasshouse for the question.

This matter was extensively covered during the Estimates committee hearing for the Treasurer and Minister for Trade and Investment on 18 July 2017 (transcript page 71-72).

As the program referred to in the Member's question falls within the Ministerial responsibility of the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning, I encourage the Member for Glasshouse to raise this matter with her directly.

**Question taken on notice during Estimates 2017**  
**Infrastructure, Planning and Natural Resources Committee Hearing**

**Hon Mark Furner, Minister for Local Government and Minister for Aboriginal  
and Torres Strait Islander Partnerships**

QUESTION:

I have a question in relation to the Hymba Yumba school which is in my electorate at Springfield. This school is a very successful Aboriginal school, and it has been having dreadful problems expanding. It really does need to expand quite urgently because of the numbers there. In your position as Minister for Aboriginal affairs and Minister for Local Government, would you consider using the Acquisition of Land Act to get the extra land that they need to expand this school? My understanding is that the Ipswich City Council is standing in their way. I understand that they need land so they can expand and continue on with their excellent work. I do not want to hear that it should be shoved to the education minister, because I believe that you can use the Acquisition of Land Act.

ANSWER:

I thank the Member for the question.

I am advised that as the Hymba Yumba School is an independent school it would not be appropriate to use the *Acquisition of Land Act 1967* to compulsorily acquire land to give in freehold to Hymba Yumba.

I understand there is currently a Memorandum of Understanding between Hymba Yumba school and the Ipswich City Council which provides Hymba Yumba with preferential access to the land during school hours to support the use by the school for sporting, educational and cultural initiatives (including bush tucker plantings, yarning circle, nature based education, interpretative trails and cultural specific education).

To date, I have not received a formal approach from the school, or its management, regarding their concerns.

I would, however be happy to visit the school with the Member for Bundamba to gain an understanding of the issues the school is experiencing.

## Documents tabled at hearing – 19 July 2017

Documents tabled at the Estimate hearing – 19 July 2017	
1.	Excerpt from Cross River Rail – Detailed Business, Figure 17: Implementation Schedule for Procurement and Delivery of the CRR Project – tabled by Member for Nanango
2.	Sediment discharge and erosion photographs – tabled by Member for Bundamba
3.	State Infrastructure Plan Part B: Program – 2017 update – tabled by Deputy Premier and Minister for Infrastructure and Planning and Minister for Transport
4.	DILGP – Brief for Decision – 17 February 2017– tabled by Member for Nanango
5.	Infrastructure Pipeline Report June 2017 – tabled by Deputy Premier and Minister for Infrastructure and Planning and Minister for Transport
6.	Queensland Rail Independent Review – table by Deputy Premier and Minister for Infrastructure and Planning and Minister for Transport
7.	Photographs from NGR cab of improved sites – tabled by Neil Scales, Director-General, Department of Transport and Main Roads
8.	Fixing the trains Progress report June Quarter 2017 – tabled by Deputy Premier and Minister for Infrastructure and Planning and Minister for Transport
9.	Building our regions map – tabled by Minister Lynham, Minister for State Development and Minister for Natural Resources and Mines
10.	Excerpt from 2017 major Projects Pipeline Report – Queensland Engineering Construction Outlook – tabled by Member of Nanango
11.	Queensland State Accounts – Tables – tabled by Member for Nanango
12.	Queensland Government response to the report by the independent councillor complaints review panel, 'Councillor Complaints Review: A fair, effective and efficient framework' July 2017 – tabled by Minister for Local Government



38

Tabled by Member for Nanango.  
IPNRC Estimates hearing  
19/7/17 JD.

Bundamba . . . . .  
Tabled. ~~90~~  
19/7/17.



## Sediment discharge and erosion exhibit 1

No sediment discharge control .

Complete removal of riparian forest

Waterways filled in.



Sediment discharge and erosion exhibit 2

Riparian forest cleared and burnt





## Sediment discharge and erosion exhibit 3

### Nil sediment control bare land



### Reference Schedule

#### **Contract Date:**

<b>Agent:</b>	Remax Solutions	<b>Licence Number:</b>
<b>Phone N.:</b>	23 058 053 384	<b>E-mail Address:</b>
<b>Address:</b>	Shop 1, 162 Boundary Street, West End, Qld. 4101	<b>Facsimile:</b>
<b>Telephone:</b>	3004 7171	
<b>Developer:</b>	Colville Developments P/L ATF The Bergins Trust	
<b>Phone N.:</b>	15 101 839 070	<b>E-mail Address:</b>
<b>Address:</b>	P.O.Box 5874, West End, Qld. 4101	<b>Facsimile:</b>
<b>Telephone:</b>	...	
<b>Developer's Solicitor:</b>	Sciacca's Lawyers	
<b>Phone N.:</b>	75 610 624 062	<b>E-mail Address:</b>
<b>Address:</b>	270 Adelaide Street, Brisbane, Qld 4000	
<b>Telephone:</b>	3867 8888	<b>Facsimile:</b> 3229 9482
<b>Developer:</b>		
<b>Phone N.:</b>		<b>E-mail Address:</b>
<b>Address:</b>		

## Sediment discharge and erosion exhibit 4

Storm water discharge from Bergin's Rise Wellen st input



Exhibit S.  
nil



## Sediment discharge and erosion exhibit 6

Stormwater sediment levels 3 James st





## Exhibit 7

Inadequate discharge control Wellen st out put Bergin's rise



Debenka Basin site  
Wellen st





## Sediment discharge and erosion exhibit 8

Inadequate discharge control Bergin's rise Barclay st output





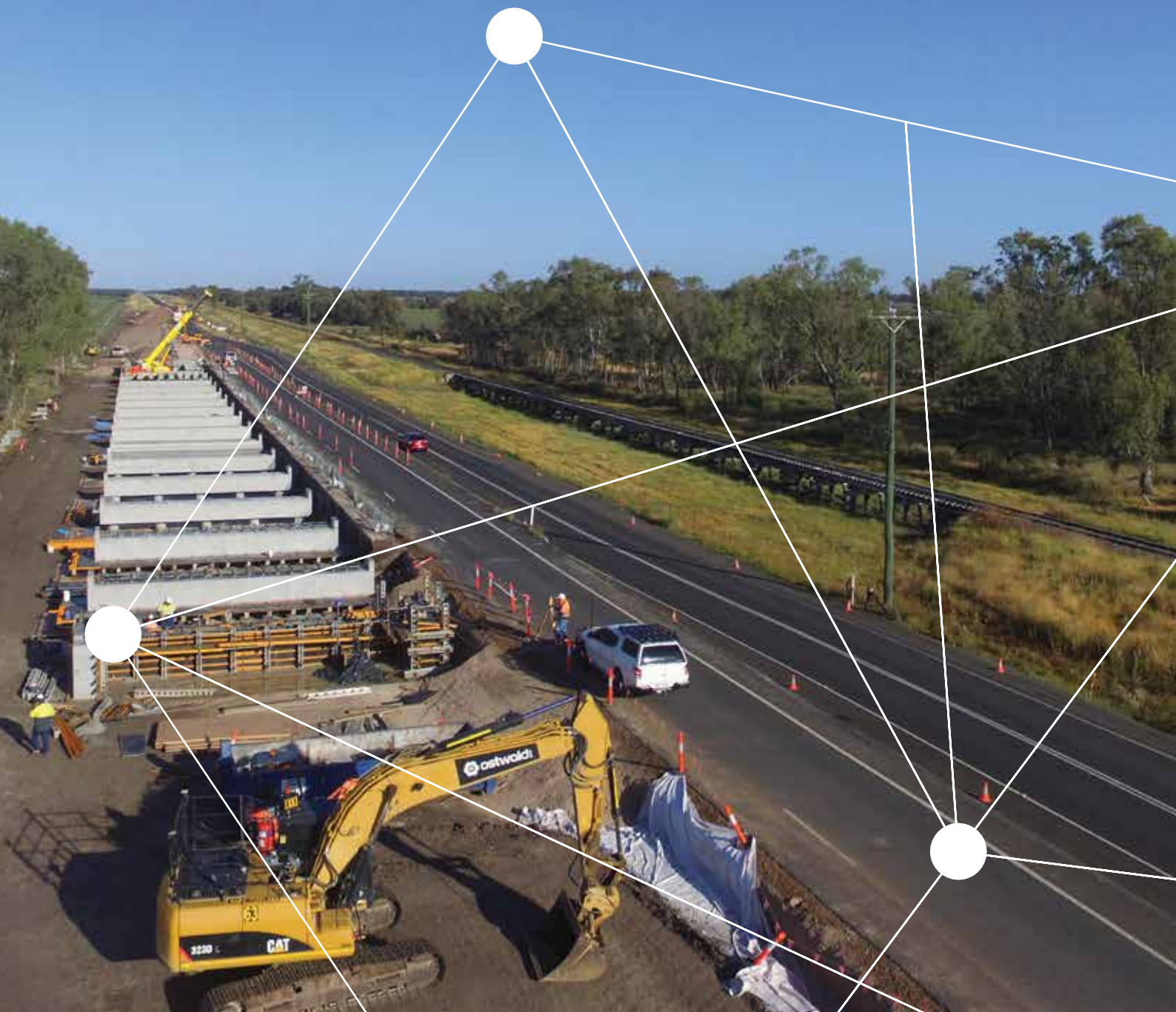
## Sediment discharge and erosion exhibit 9

Inadequate discharge control Bergin's rise Barclay st output



# State Infrastructure Plan

## Part B: Program – 2017 update







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# Foreword

The Queensland Government has initiated and delivered a range of economic and jobs-boosting infrastructure throughout Queensland since the release of the State Infrastructure Plan in 2016.

Reflecting our commitment to a strong pipeline of infrastructure investment over the next four years the Palaszczuk Government has budgeted more than \$42 billion in infrastructure funding. Investing in a clear pipeline means we deliver the infrastructure we need, when we need it, and importantly, it gives industry the certainty and confidence to invest in our state.

In this annual update of SIP Part B, we outline the \$10.2 billion to be invested in 2017–18, which will support 29,000 jobs, and the updated 1–4 year program.

Queensland's number one infrastructure project, Cross River Rail, has progressed to a fully-funded project with delivery beginning in 2017. The Palaszczuk Government allocated \$2.8 billion in the 2017–18 State Budget over the next four years, with a further \$2.6 billion committed in future State Budgets.

Cross River Rail is the critical, missing link in the South East Queensland rail network, freeing up the bottleneck across Brisbane, increasing capacity, cutting travel times and easing both road and rail congestion. It is a city-shaping project with benefits that will flow to the whole south east corner and we are delivering it, fully funded.

The Queensland Government is also delivering a record spend on road infrastructure for the second year in a row with the Queensland Transport and Roads Investment Program 2017–18 to 2020–21 outlining close to \$21 billion of investment over the next four years.

The Palaszczuk Government recognises the importance of infrastructure investment in the regions to drive jobs and economic growth. In 2017–18, \$4.8 billion will be spent on regional infrastructure. In our regions, programs such as Works for Queensland are delivering projects faster to create jobs and drive economic productivity. The 2017–18 State Budget saw an additional \$200 million over two years allocated to this program to ensure our regional councils can continue to deliver job creating projects.

Through the Maturing the Infrastructure Pipeline Program we are supporting the development of a robust project pipeline and enabling projects to be matured from ideas into solid proposals.

The draft *ShapingSEQ* – South East Queensland Regional Plan informed this 2017 SIP Part B update and other regional plans, such as the North Queensland Regional Plan, will be considered in future updates.

Updating the State Infrastructure Plan every year is important because it reflects how our infrastructure needs grow and evolve as our population does.

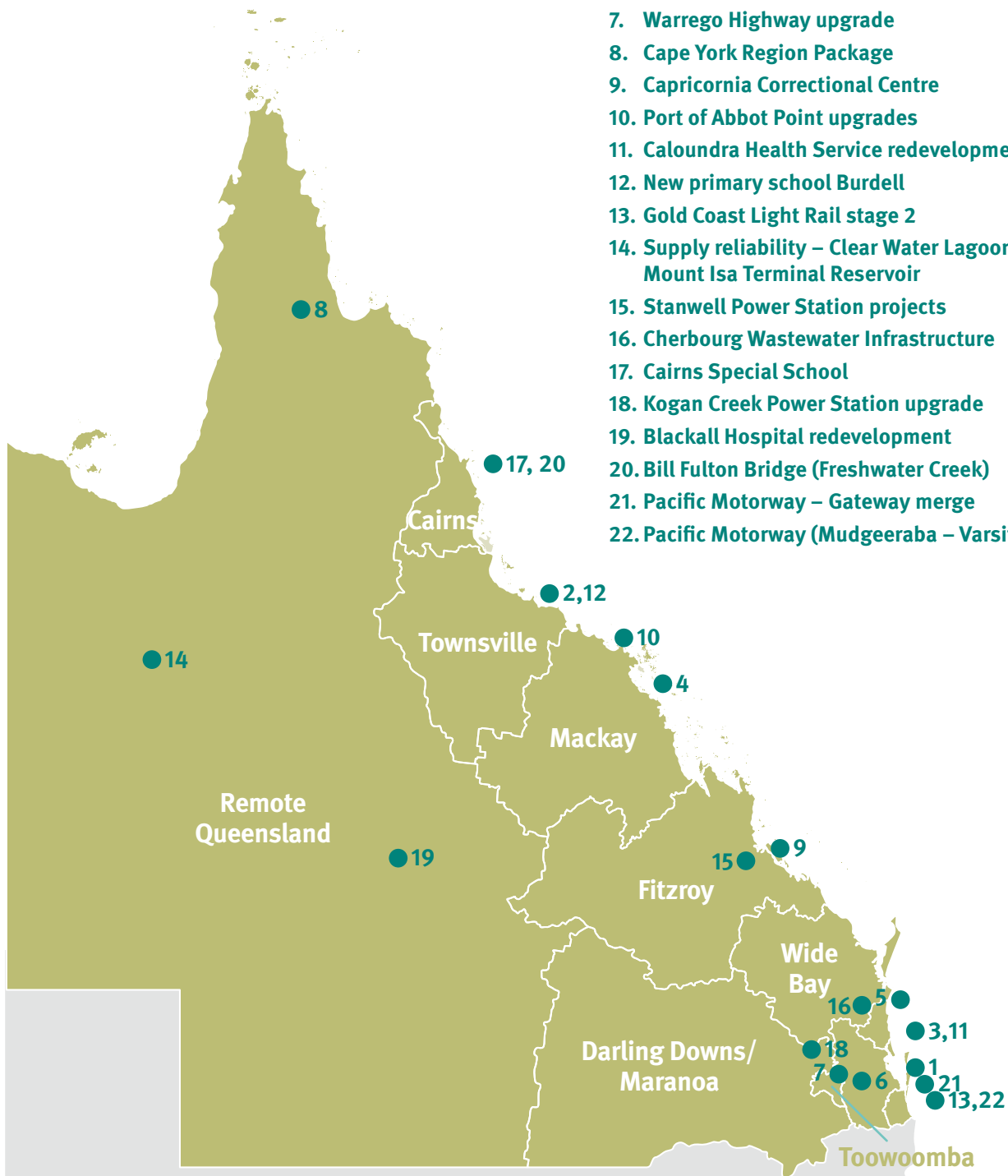
Through the State Infrastructure Plan we are delivering for the future needs of our community with clarity and purpose. It is through this plan that we will deliver jobs, boost our economy and maintain our great way of life for the benefit of all Queenslanders.



**THE HONOURABLE JACKIE TRAD MP**  
Deputy Premier,  
Minister for Transport and  
Minister for Infrastructure  
and Planning

# Queensland infrastructure project highlights

1. Cross River Rail
2. North Queensland Stadium
3. Bruce Highway – Caloundra to Sunshine Motorway
4. Bruce Highway – Mackay Ring Road stage 1
5. Bruce Highway – Cooroy to Curra
6. Toowoomba Second Range Crossing
7. Warrego Highway upgrade
8. Cape York Region Package
9. Capricornia Correctional Centre
10. Port of Abbot Point upgrades
11. Caloundra Health Service redevelopment
12. New primary school Burdell
13. Gold Coast Light Rail stage 2
14. Supply reliability – Clear Water Lagoon to Mount Isa Terminal Reservoir
15. Stanwell Power Station projects
16. Cherbourg Wastewater Infrastructure
17. Cairns Special School
18. Kogan Creek Power Station upgrade
19. Blackall Hospital redevelopment
20. Bill Fulton Bridge (Freshwater Creek)
21. Pacific Motorway – Gateway merge
22. Pacific Motorway (Mudgeeraba – Varsity Lakes)



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Cross-government	41
Transport	55
Energy	75
Water	87
Health	97
Education and training	109
Digital	121
Justice and public safety	131
Arts, culture and recreation	143
Social housing	155

# 2016–17 achievements



**402**

construction projects  
completed or underway



**\$1.6 B**

committed from State  
Infrastructure Fund



**\$13 B**

tourism infrastructure  
pipeline facilitated



**\$320 M**

infrastructure delivered  
for Gold Coast  
Commonwealth Games



**700**

local government  
projects in regional  
areas through Works  
for Queensland

## 2016–17 highlights

**2 new**

Priority  
Development Areas



**129 km**

of state-controlled  
road constructed

**1200 Mw**

renewable energy  
projects confirmed  
(18 months to June 2017)



**185 new**

social housing  
units

**110+**

government services  
added online



# Cross River Rail



**\$5.4 B**  
committed to  
fully fund

Reduce  
**18,500**  
car trips by 2036



Approx.  
**1500 jobs**  
per year for 5 years  
of construction

Passengers will get to  
the southern CBD up to  
**15 minutes**  
faster



**3 new**  
hospitals



**4 new**  
schools

# 2017 SIP at a glance

**\$10.2 B**  
infrastructure  
investment in  
2017–18



**29,000**  
jobs supported

**490**  
1–4 year  
program items

**\$5.4 B** in  
South East  
QLD

**\$4.8 B** in  
regional  
QLD

**\$42.7 B**  
over the next  
four years

↑ **\$1.9 B**

## FUNDING BY ASSET CLASS:



**\$1.1 B**  
Cross-government



**\$4 B**  
Transport



**\$1.8 B**  
Energy



**\$270 M**  
Water



**\$770 M**  
Health



**\$702 M**  
Education  
and training



**\$179 M**  
Digital



**\$488 M**  
Justice and  
public safety



**\$325 M**  
Arts, culture  
and recreation



**\$505 M**  
Social housing

Note: Figures may not add up due to rounding

# Introduction

**The State Infrastructure Plan (SIP) Parts A and B outline the Queensland infrastructure priorities to grow the economy, create jobs and provide quality services to Queenslanders. It provides a framework to allow government to plan and prioritise infrastructure investment and delivery in a fiscally responsible way. The SIP provides confidence to industry and the community on the future direction of infrastructure provision statewide.**

The first SIP Part A: Strategy and Part B: Program were released in March 2016, with Part A to be reviewed every five years and Part B to be reviewed and updated annually in line with the State Budget.

This 2017 update of SIP Part B confirms the Queensland Government's current infrastructure program for each asset class. It also details additional Future opportunities to address the challenges and objectives outlined in SIP Part A.

The asset classes are:

- ▶ cross-government
- ▶ transport
- ▶ energy
- ▶ water
- ▶ health
- ▶ education and training
- ▶ digital
- ▶ justice and public safety
- ▶ arts, culture and recreation
- ▶ social housing.

This 2017 update of SIP Part B also provides an update on policies and initiatives established to support the implementation of the SIP. These include several initiatives being delivered through the State Infrastructure Fund.

The Proposals raised through consultation and Future opportunities in the 2016 SIP Part B have been assigned a level of maturity through the Maturing the Infrastructure Pipeline Program, a State Infrastructure Fund initiative. The level of maturity is outlined in the Proposals raised through consultation section and the Future opportunities within each asset class.

A review of the Implementation actions in the 2016 SIP has been conducted as part of the overall performance measurement of the SIP. A framework has been developed to assess the delivery of initiatives within the State Infrastructure Fund. It has also been used to align 2016 SIP 1–4 year program and Future opportunities against the responses for each asset class. The results of this assessment are included throughout this SIP update.

The structure of the SIP is outlined in figure 1.

## Examining each asset class

Each asset class section provides a snapshot of the role infrastructure plays in achieving the Queensland Government's objectives for the community and reiterates the responses outlined in SIP Part A.

### 1–4 year program

The four-year forward program details projects in planning, approaching procurement or under construction. It also includes key capital maintenance and upgrade programs. The 1–4 year program aligns with the 2017–18 State Budget (Budget Paper 3) and details the total estimated cost of the project and funding contributions by various levels of government and private enterprise.

Where project expenditure is programmed for later years, the funding amount is indicative only. The funding profile will become more certain as projects progress from planning to delivery.

### Future opportunities

This section outlines opportunities to address future infrastructure or service needs identified in the 2016 SIP Part B. In some asset classes, new opportunities have also emerged. Future opportunities are currently unfunded and are categorised as either short or medium/long-term. As planning and development advances and funding options become certain, these opportunities will transition into a project or initiative within the 1–4 year program.



Port of Mackay (image courtesy North Queensland Bulk Ports Ltd)

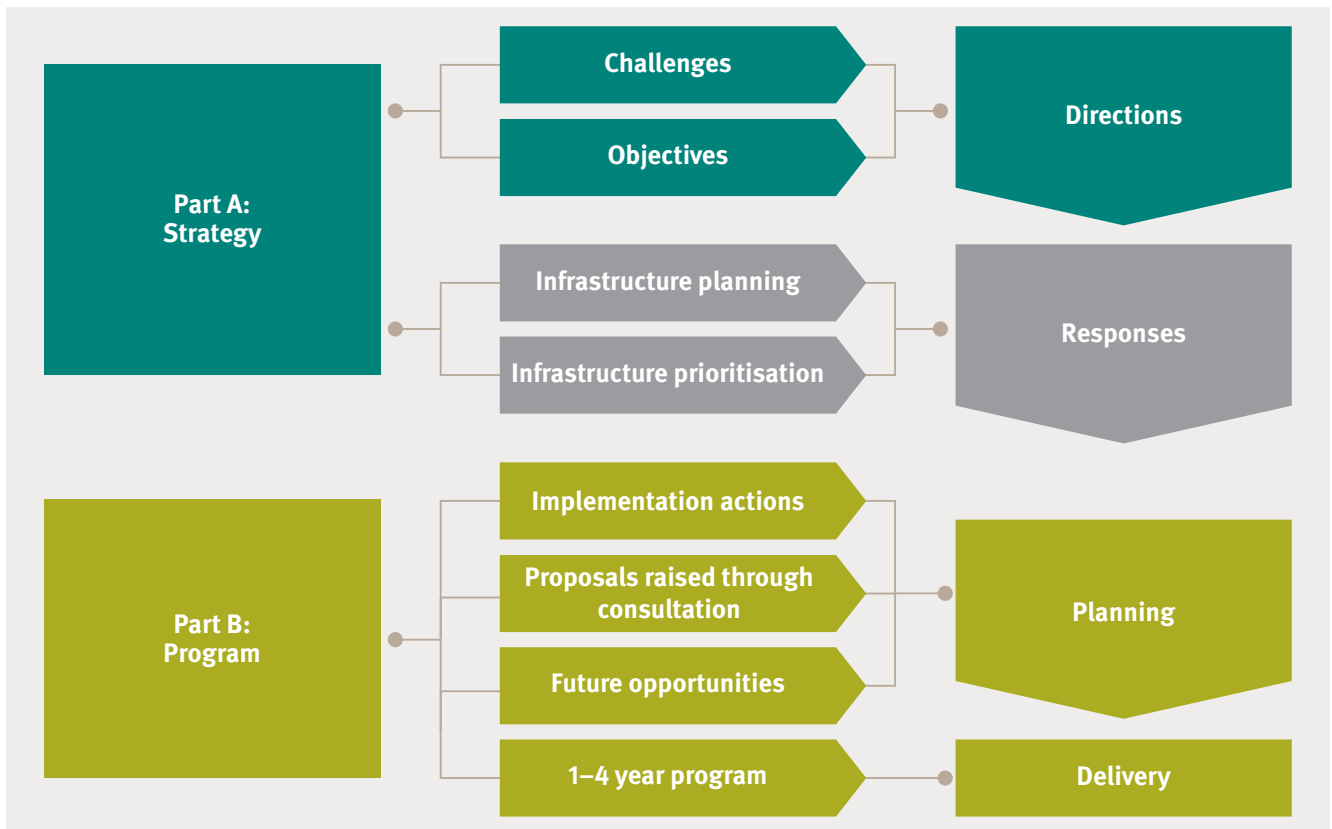


Figure 1: Structure of the SIP

## New in 2017 SIP Part B

The **Queensland infrastructure pipeline** is a new visualisation of the Queensland Government's infrastructure planning and funding phases. It demonstrates how proposals and opportunities mature from early concept to a funded project by moving through various planning and investment decision phases.

A summary of **Building Queensland's Infrastructure Pipeline** is also included. It outlines independent, priority infrastructure recommendations for planning or funding consideration by the Queensland Government.

**Cross River Rail** is the Queensland Government's highest priority infrastructure project. The \$5.4 billion project is included as a feature project.

A feature on **regional plans** highlights the link between these key land use planning strategies and the SIP. Key government infrastructure priorities outlined in regional plans will be reflected in the SIP as they mature. In 2017, the priorities contained within the draft *ShapingSEQ* – South East Queensland Regional Plan have been included.

## Consultation

In developing the SIP in 2016, the Queensland Government undertook extensive consultation with industry and local government on the Delivering an Infrastructure Plan for Queensland – Directions Paper (released in June 2015) and the Draft State Infrastructure Plan (released in October 2015). As this 2017 SIP Part B is an update of the Queensland Government's infrastructure commitments, broad consultation has not been undertaken again.

The Department of Infrastructure, Local Government and Planning has continued to consult with the infrastructure industry, including the Infrastructure Association of Queensland, Engineers Australia and the Queensland Major Contractors Association.

Targeted consultation has also occurred with local governments and the Local Government Association of Queensland to inform key government strategies including the draft *ShapingSEQ* – South East Queensland Regional Plan, City Deals, and infrastructure coordination plans. These consultations have been drawn upon to inform this SIP Part B update.



# Queensland infrastructure pipeline

**The Queensland infrastructure pipeline has been developed to illustrate how proposals mature from a concept to a funded government project.**

The pipeline provides a coordinated and integrated approach to planning, prioritising, funding and delivering infrastructure in Queensland.

The stages within the pipeline are aligned with the Queensland Government's Project Assessment Framework. The framework is used to ensure a common, rigorous approach to assessing projects is used at critical stages in the planning lifecycle – from the initial assessment of the service required through to delivery. At each stage, the project's progress and quality is assessed to ensure the project meets strategic objectives and achieves value-for-money.

## About the pipeline

The Queensland infrastructure pipeline brings together the elements of the SIP including the 1–4 year program, Proposals raised through consultation (Queensland Government-led) and Future opportunities within the various project lifecycle stages – planning, investment and delivery.

In addition, the planning stage of the pipeline also captures proposals in the Building Queensland pipeline and Infrastructure Australia's Infrastructure Priority List. The pipeline does not capture Proposals raised through consultation which are being progressed by other levels of government or the private sector.

Typically, proposals have a defined problem and solution but are not funded, while Future opportunities are associated with a problem but do not yet have a clear solution or funding.

Proposals and Future opportunities can enter the pipeline as:

- ▶ a conceptual idea arising through state or local government strategic plans, or raised by the private sector
- ▶ strategic assessment of economic drivers and service delivery needs, consistent with the Project Assessment Framework, to demonstrate an infrastructure deficiency exists
- ▶ preliminary evaluation undertaking rigorous assessment of potential solutions, consistent with the Project Assessment Framework
- ▶ a business case consistent with the Project Assessment Framework or Building Queensland's Business Case Development Framework.

Investment decisions are made through existing government mechanisms. The delivery phase of the pipeline reflects the 2017–18 Queensland Government capital program as shown in the SIP 1–4 year program and Budget Paper 3.

The pipeline does not include non-infrastructure solutions, which can often be identified to resolve an infrastructure challenge. These may involve policy reform or better use of infrastructure, and can sometimes be found by re-testing infrastructure proposals. Land use and corridor preservation is an example of a non-infrastructure solution to an identified future need, which does not progress through the Project Assessment Framework. These are represented as Future opportunities in the asset classes.

The pipeline is conceptualised in figure 2. A diagram is also included within each asset class.

## Infrastructure pipelines

There are a number of other public and private sector infrastructure pipelines. The Building Queensland Infrastructure Pipeline (page 15) presents an independent view of proposals valued at more than \$50 million. The National Infrastructure Construction Schedule includes construction projects at \$50 million and above. The Australia and New Zealand Infrastructure Pipeline focuses on construction activity greater than \$300 million, along with investable greenfield and brownfield opportunities. More information is available on these and other pipelines at [dilgp.qld.gov.au](http://dilgp.qld.gov.au)

## Private sector investment

The Queensland Government is fostering greater private sector involvement in developing and funding infrastructure solutions. This is enabled through initiatives such as public private partnerships and market-led proposals. The 2017 Major Projects Pipeline Report: Queensland Engineering Construction Outlook identified \$39.1 billion of major engineering project work in Queensland, of which almost \$20 billion is contributed through private funding. The report takes a five-year outlook of funded and unfunded, public and private sector projects.

**Note:** This report represents the engineering values within major projects, however, the total project values are higher.

**Source:** Queensland Major Contractors Association, Construction Skills Queensland, Infrastructure Association of Queensland 2017 Major Projects Pipeline Report: Queensland Engineering Construction Outlook



# Queensland infrastructure pipeline

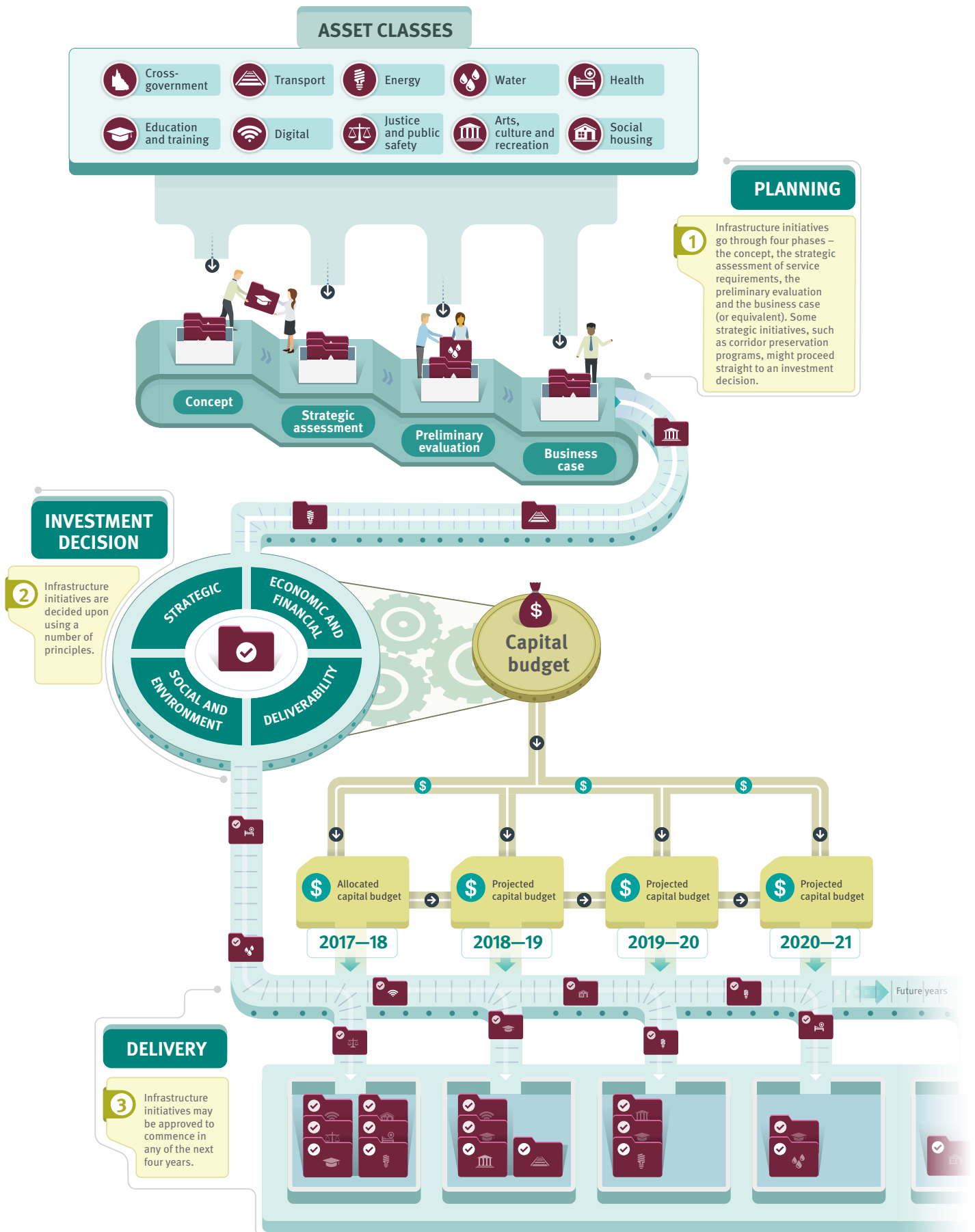


Figure 2: Queensland infrastructure pipeline

# Government commitments

Job growth and security is crucial to the Queensland economy. In 2017–18, the Queensland Government has committed \$10.2 billion in infrastructure to deliver community services, maintain government assets and support economic growth. This investment will support 29,000 jobs. Over the next four years, this investment will be \$42.7 billion.

## State Infrastructure Fund

The \$2.2 billion State Infrastructure Fund was established to boost infrastructure investment and increase business confidence. The State Infrastructure Fund is allocated to infrastructure investment and allows the government to make timely infrastructure investment decisions while maintaining fiscal discipline. The fund continues to focus on infrastructure projects that enhance productivity, support jobs and maintain liveability.

Through the fund, the Queensland Government made a commitment of \$850 million toward the delivery of Cross River Rail, which has increased in the 2017–18 State Budget to fully fund the project. In addition, \$44 million was allocated to the Pacific Motorway upgrade between Mudgeeraba and Varsity Lakes.

The following programs were also established under the State Infrastructure Fund.

## Priority Economic Works Productivity Program

The \$300 million Priority Economic Works Productivity Program focuses on infrastructure that improves productivity, connects communities and markets, and makes better use of existing assets. There are seven major road and rail infrastructure projects, targeting productivity lifting and capacity improvements, that will be progressively delivered through to December 2020. All projects within the program are either under construction or have commenced the design stage, with the final project receiving Australian Government funding in March 2017.

 **7 of 7**  
projects underway



**\$62 M**  
expended

### EXAMPLE PROJECTS

North Coast Line Capacity Improvement Project  
\$95 million (PEWPP funding)  
Multi-region

Ipswich Motorway, Rocklea to Darra stage 1 upgrade  
\$88.4 million (PEWPP funding), supporting 471 jobs  
Greater Brisbane

## Significant Regional Infrastructure Projects Program

The \$180 million Significant Regional Infrastructure Projects Program is delivering social and economic infrastructure projects in key regional centres across Queensland. The program will support 600 jobs.



**25**  
projects completed  
or commenced



**\$47 M**  
expended

### EXAMPLE PROJECTS

Bill Fulton Bridge (Freshwater Creek)  
\$34.2 million (SRIPP funding), supporting 98 jobs  
Cairns

Mon Repos Turtle Centre redevelopment  
\$10 million (SRIPP funding), supporting 100 jobs  
Wide Bay



Townsville affordable housing development funded through the Significant Regional Infrastructure Projects Program

# Government commitments

## Maturing the Infrastructure Pipeline Program

The \$20 million Maturing the Infrastructure Pipeline Program supports the development of a robust project pipeline and enables projects to be matured from concepts into proposals capable of further development and ultimately an investment decision.

Through the program, all Proposals raised through consultation and Future opportunities identified in 2016 SIP Part B have been assessed.

Rapid assessments produced 243 reports informing infrastructure planning, budgetary consideration, grant applications and to attract private investment.

In late 2016, proposals received from local governments were drawn upon with an additional 48 proposals identified. These proposals have been assessed to determine their maturity and if further planning should be undertaken to develop the proposal. For more information see the Proposals raised through consultation section.

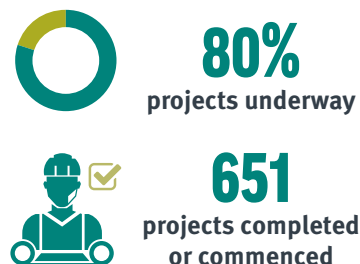
A further \$10 million was allocated to the program in the 2017–18 State Budget, taking the total program value to \$30 million.

 **48**  
new  
proposals

 **\$10 M**  
additional  
funding

## Works for Queensland

The \$200 million Works for Queensland program, announced in January 2017, recognises that priority maintenance and minor infrastructure works across 65 local governments can be some of the most efficient forms of infrastructure investment. The program prioritises areas outside South East Queensland that are experiencing higher unemployment rates. More than 700 projects have been approved for delivery during 2017. A further \$200 million was allocated to the program in the 2017–18 State Budget, taking the total program value to \$400 million.



### EXAMPLE PROJECTS

Mary Valley Heritage Rail (The Valley Rattler) Infrastructure  
\$4.7 million (W4Q funding), supporting 22 jobs  
Wide Bay

Lions Park – a sensory haven for people of all abilities  
\$3.32 million (W4Q funding), supporting 31 jobs  
Fitzroy



North Rockhampton Road Train Access funded through the Priority Economic Works Productivity Program

# Government commitments

## Accelerated Works Program

The Accelerated Works Program was announced by the Queensland Government at the beginning of 2016 in response to subdued economic conditions affecting parts of regional Queensland. The program is fast-tracking delivery of more than \$440 million worth of new regional infrastructure projects, supporting an estimated 950 jobs over the life of the program.



**132**  
projects  
completed



**24**  
projects  
underway



**\$224 M**  
expended

### EXAMPLE PROJECTS

Townsville (Garbutt) depot upgrade stage 2  
\$42.5 million (AWP funding), supporting 60 jobs  
Townsville

Landsborough Highway (Blackall–Barcaldine), widening  
\$12.5 million (AWP funding), supporting 38 jobs  
Remote Queensland

## Market-led proposals

Market-led proposals were introduced in the 2015–16 State Budget as part of the Queensland Government's plan to create jobs and stimulate the economy. A market-led proposal is a submission from the private sector seeking a commercial arrangement with government to provide a service or infrastructure that will meet a community need. They are usually 'low-risk, low-cost' to government and must present a clear case for direct negotiation with the Queensland Government.

The continued use of the market-led proposal framework was identified as an Implementation action in 2016 SIP Part B. Since the market-led proposal framework has been established, the Queensland Treasury market-led proposal team has discussed preliminary proposals with proponents from every sector. Out of these concept discussions: 44 stage 1 initial proposals have been submitted for formal consideration, with six proposals progressing to stage 2 detailed proposal or beyond. One of these, the Logan Motorway Enhancement Project, has reached contractual close.

Where a good idea is not successful as a market-led proposal, it can be progressed in another way. Of the preliminary proposals closed to-date, six are being considered, or are progressing through a competitive process, and three have been referred to existing government funding programs or for other government support.

The market-led proposal guidelines have been improved to build on their success to date, making it easier to engage with the process and to understand what is required. In response to feedback from stakeholders, this includes streamlining the approval process and consolidating the assessment criteria. New supplementary guidance, with practical examples, will also help proponents to submit submissions that are more likely to be successful.



## Building Queensland Infrastructure Pipeline

Building Queensland is an independent statutory body, established in December 2015. Building Queensland leads the development of business cases for state infrastructure proposals with an estimated capital cost greater than \$100 million and assists with those between \$50 million and \$100 million. Building Queensland's Infrastructure Pipeline report provides an appraisal of the maturity of unfunded infrastructure proposals.

Building Queensland's pipeline of priority proposals (figure 3) helps inform investment decisions. Once a project receives Queensland Government funding, it moves out of Building Queensland's pipeline and into the SIP's 1–4 year program. A number of projects previously included in the pipeline, as ready for government investment consideration, have received government funding. The phases of the Building Queensland pipeline, while titled differently, are equivalent to the Queensland Government's Project Assessment Framework.

### Building Queensland – June 2017 pipeline of priority proposals

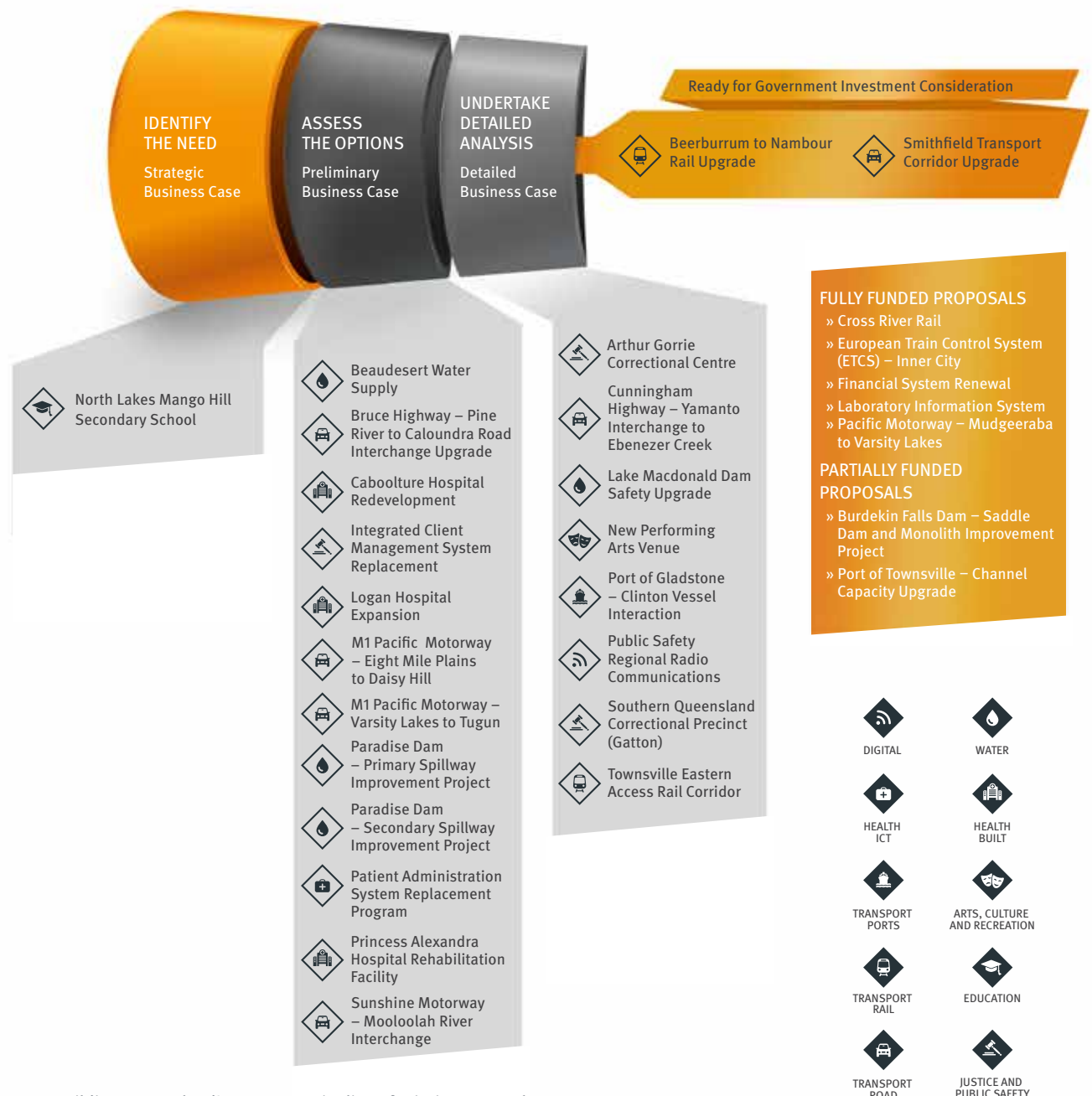


Figure 3: Building Queensland's June 2017 pipeline of priority proposals

# Government commitments

## Cross River Rail

**Cross River Rail is the key to transforming South East Queensland's transport network to fully integrate road, rail and bus networks. It will allow people to be moved quickly into and out of the inner city, and between regional centres. These more frequent and reliable options will make it easier to use public transport across the region.**

With all passenger rail lines using the same four inner city stations and a single central business district (CBD) rail crossing of the Brisbane River, there is a bottleneck at the core of South East Queensland's transport system. This bottleneck limits the number of services that can be provided, making passenger rail a less attractive alternative to private vehicles. Over-reliance on private vehicles leads to traffic congestion which also slows down buses and freight. Cross River Rail will ease congestion by taking 18,500 car trips off the road by 2036 – the equivalent of more than 300 full buses a day.

Cross River Rail will deliver a new 10.2 kilometre rail line between Dutton Park and Bowen Hills (figure 4), including 5.9 kilometres of tunnel under the Brisbane River and CBD. New, high-capacity stations at Boggo Road, Woolloongabba, Albert Street and Roma Street, and an upgrade of Exhibition Station, will provide direct access to more places of work, study and recreation.

Cross River Rail will provide easier access to jobs, hospitals and other services right across South East Queensland. By opening up the inner city rail network and improving transport connections across the region, it will boost South East Queensland's economy and create thousands of construction jobs. Further economic benefits are outlined in figure 5.

Innovation precincts around the project corridor will support thousands of high-value, knowledge-based jobs, providing new opportunities for Queenslanders.

In the past 18 months, an updated business case was completed, environmental approvals were progressed and the Cross River Rail Delivery Authority was established. Each of these milestones brings the project closer to construction.

The Queensland Government has committed to fully fund Cross River Rail at a delivery cost of \$5.4 billion.

## Connecting Brisbane

Connecting Brisbane was released in June 2017 and outlines a road map for the future of Brisbane's public transport system. The vision is for a high-frequency public transport 'trunk' service with feeder services, that promotes the complementarity of the Cross River Rail and Brisbane Metro projects. The Queensland Government developed Connecting Brisbane in partnership with the Brisbane City Council and in consultation with the Australian Government Department of Infrastructure and Regional Development.



Artist impression of Woolloongabba Station

# Government commitments

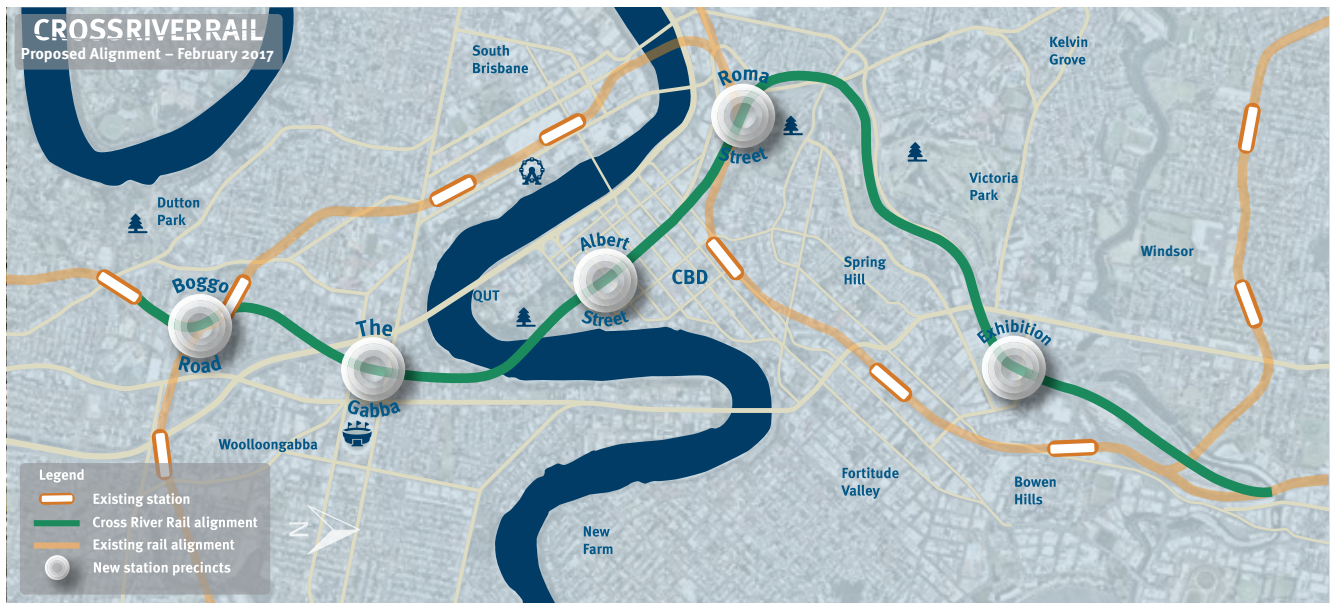


Figure 4: Cross River Rail proposed alignment map

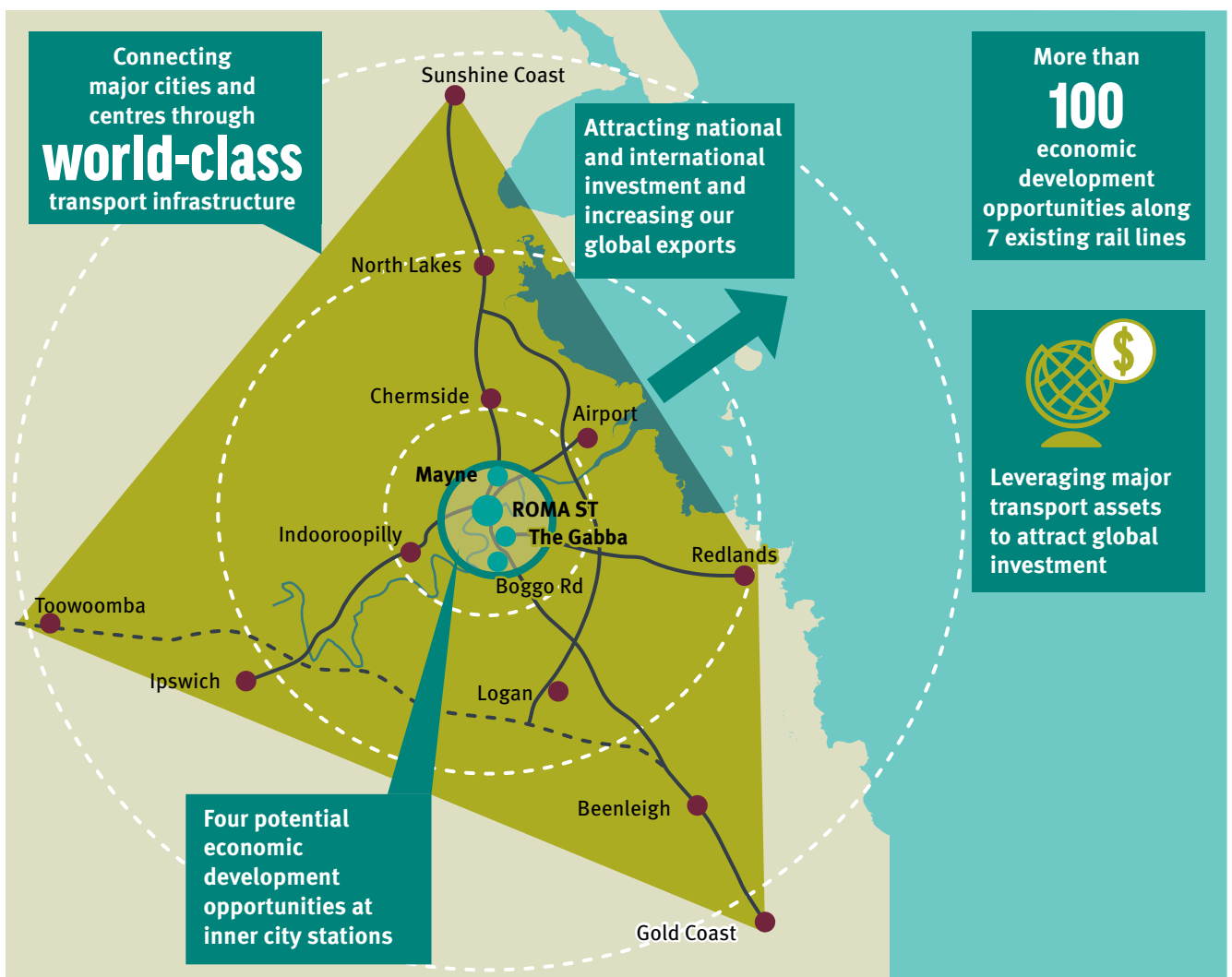


Figure 5: Cross River Rail economic benefits



# Government commitments

## Regional plans

Queensland's regional plans provide strategic direction through land use planning to achieve economic, social and environmental outcomes. Through the draft *ShapingSEQ* – South East Queensland Regional Plan and the forthcoming North Queensland Regional Plan, the Queensland Government is delivering a more integrated approach to planning for the future of regions. These regional plans identify region-shaping infrastructure required to service existing development and support growth.

Regional plans have a significantly longer planning horizon than the SIP – which focuses on more immediate infrastructure delivery. Infrastructure priorities within regional plans move into the SIP 1–4 year program after consideration by relevant agencies, and when triggered by community growth and economic development.

This SIP update has been informed by the draft *ShapingSEQ* regional plan. Future SIP updates will be informed by future regional plans when available. This approach improves coordination and integration of land use and infrastructure planning and delivery. Figure 6 outlines the relationship between SIP and regional plans.

## North Queensland Regional Plan

The draft North Queensland Regional Plan is due for release in mid-2017, with a final regional plan expected to be released in 2018. It will identify regional priorities likely to require an infrastructure solution over the next 25 years, building upon the commitments of the Townsville City Deal.

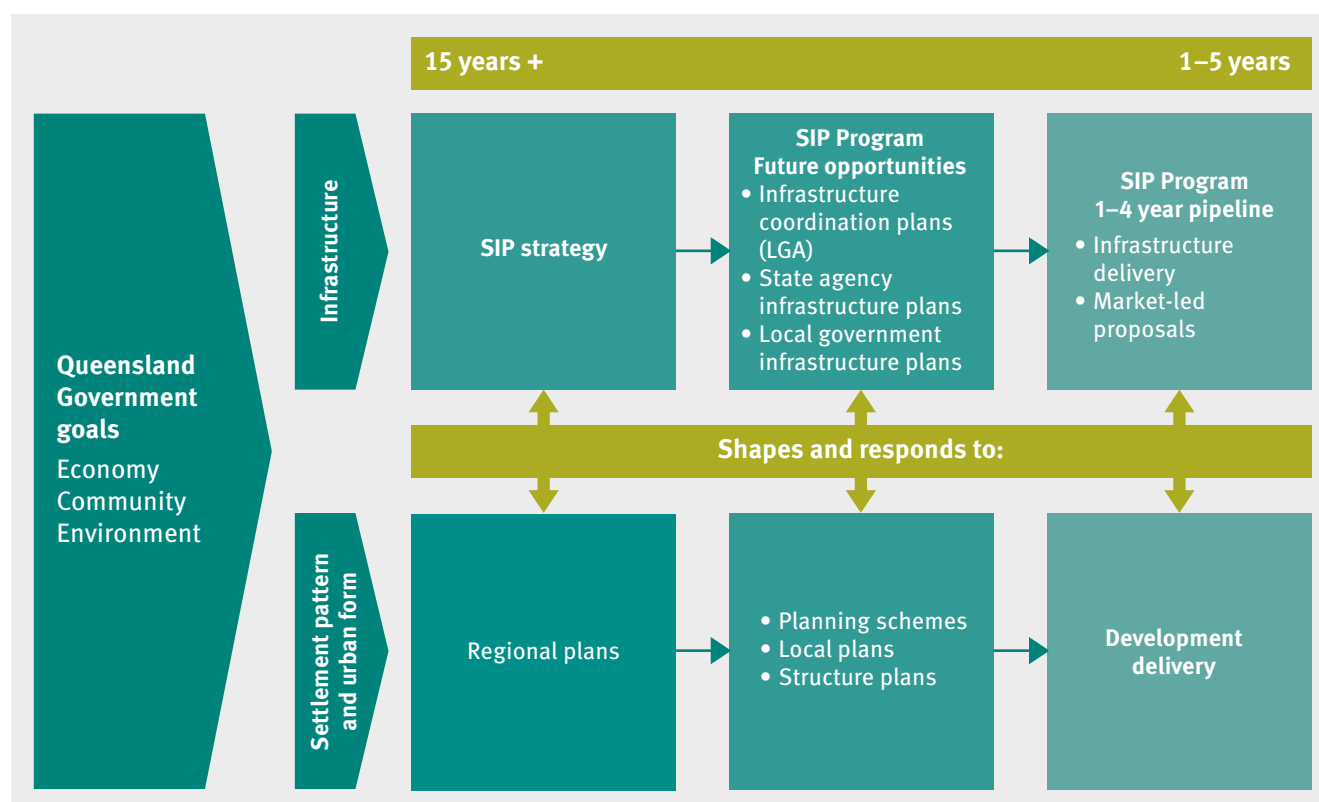


Figure 6: Regional plans and SIP relationship



## Draft ShapingSEQ – South East Queensland Regional Plan

### (Information from the draft *ShapingSEQ*)

The draft *ShapingSEQ* is the Queensland Government's plan to guide the future of South East Queensland and respond to the region's projected growth. The draft regional plan, including the submissions received, have been drawn upon to inform this SIP Part B update.

Planning and delivery of infrastructure to accommodate growth, support private investment and provide essential services will underpin the sustainability and liveability of the region. Community consultation undertaken to inform the draft *ShapingSEQ* identified a strong community desire to deliver infrastructure in line with growth.

The draft *ShapingSEQ* identifies dwelling supply benchmarks and employment planning baselines to deliver growth within consolidation and expansion areas to 2041. A greater focus on consolidating growth will enable better use of infrastructure, facilitate higher levels of service, enhance economic growth and optimise public transport patronage.

The draft *ShapingSEQ* identifies the South East Queensland City Deal as a key implementation mechanism. The City Deal will provide a critical connection between the draft *ShapingSEQ*, the annual SIP Part B update and the annual State Budget to ensure the state is driving consistent economic outcomes alongside the Australian and local governments.

## Draft ShapingSEQ region-shaping infrastructure

The draft *ShapingSEQ* identifies priority region-shaping infrastructure to service existing development and support projected growth. Some near-term priorities for South East Queensland are outlined below and in the infrastructure pipeline in figure 7.

### Optimising the rail network

Increasing network capacity to move people, facilitate employment growth in the city centre, deliver economic agglomeration benefits and support residential consolidation. Future rail links are also required to service expansion areas.

#### 1 Cross River Rail

Cross River Rail is the key to transforming South East Queensland's transport network to fully integrate road, rail and bus networks. A business case has been completed by Building Queensland. The project will move into delivery phase during 2017–18.

#### 2 Ipswich and Springfield public transport corridor (including public transport corridor extension to Ripley Valley)

Corridor studies have been undertaken and this corridor is likely to be constructed in stages as the population grows and, after the construction of Cross River Rail, as funding options become certain. This priority is in concept phase.

#### 3 Extension of the Gold Coast Light Rail from Broadbeach to Coolangatta (stage 3)

The Department of Transport and Main Roads is collaborating with the City of Gold Coast to produce a business case for stage 3.

#### 4 Salisbury to Beaudesert passenger rail (following the Salisbury to Beaudesert public transport corridor)

Planning is being undertaken by the Department of Transport and Main Roads to review the proposed cross-section and alignment, and preserve the corridor. This priority is in concept phase.

### Expanding rapid bus transit

Busway network expansion will improve public transport safety, efficiency and reliability for commuters. It will also support increased dwelling densities and employment growth.

#### 5 Northern Busway extension to Bracken Ridge (as busway or other priority corridor)

Initial planning for the extension between Kedron and Bracken Ridge has been undertaken by the Department of Transport and Main Roads. Further planning is required as funding options become certain. Implementation of bus priority measures, including transitways, are the preferred interim solution, with busways introduced as network demand warrants. This priority is in concept phase.

#### 6 Eastern Busway extension to Carindale and Capalaba (as busway or other priority corridor)

Initial planning for the extension between Coorparoo and Capalaba has been undertaken by the Department of Transport and Main Roads. Further planning is required as funding options become certain. Implementation of bus priority measures, including transitways, are the preferred interim solution, with busways introduced as network demand warrants. This priority is in concept phase.

# Government commitments

## 7 South East Busway extension to Springwood (as busway or other priority corridor)

The South East Busway extension forms part of the M1 Pacific Motorway – Gateway to Logan Motorway upgrade (eight laning) project. Technical studies that identify and protect a future busway corridor between Rochedale and Springwood have been completed. Delivery is subject to funding and will be prioritised based on planned investments and upgrades in the region. The project is currently at the preliminary evaluation phase.

## 8 High-frequency public transport connection from Browns Plains to the South East Busway

To improve access between Browns Plains and the inner city, priority bus infrastructure projects should be explored to identify opportunities for improved passenger transport outcomes in the short to medium-term. This priority is in concept phase.

## 9 Improved inner city distribution (to complement Cross River Rail)

Planning is underway for improvements to the inner-Brisbane public transport network, including the busway network. Projects such as the Brisbane City Council's Brisbane Metro proposal will complement Cross River Rail by helping to address inner city bus congestion, as outlined in Connecting Brisbane. Brisbane Metro is in business case phase.

## 10 New high-frequency public transport connection linking Broadbeach via Bond University to Robina

The Department of Transport and Main Roads will continue to investigate opportunities to enhance high-frequency passenger transport connectivity, as demand warrants.

## Enhancing freight capacity and supply chain efficiency

Investing in a strategic freight network has flow-on benefits in terms of economic development, improved safety and reduced impact on local road networks.

## 11 Dedicated rail freight corridor between Acacia Ridge and the Port of Brisbane

The Department of Transport and Main Roads is working with the Australian Government to investigate requirements.

## 12 Toowoomba Second Range Crossing

The \$1.6 billion bypass route is in delivery and is due for completion in December 2018, delivered in partnership with the Australian Government.

## 13 Inland Rail from Melbourne to Brisbane

The Australian Government project will increase capacity to manage freight through South East Queensland and increase economic activity in the region.

## 14 Mount Lindesay Highway upgrade and Bromelton Deviation

The Department of Transport and Main Roads continues to plan and deliver staged upgrades of the Mount Lindesay Highway, with \$41.6 million invested over the next four years which will support freight growth in the Bromelton State Development Area.

## Identifying and protecting future passenger transport corridors

Connecting major gaps in the existing transport network and better managing it as one network will improve connectivity and efficiency.

## 15 High-frequency public transport services between Maroochydore, Caloundra to Beerwah

The CoastConnect concept design and impact management plan have been finalised. The Department of Transport and Main Roads is reviewing this planning as part of a wider investigation into options for passenger transport infrastructure in the southern Sunshine Coast. This priority is in concept phase.

## 16 Frequent public transport services to planned major expansion growth areas at Greater Flagstone, Caboolture and Yarrabilba

Greater Flagstone: Detailed passenger transport demand studies will be undertaken to assist in preserving trunk routes. Any long-term solution would require further planning, design and funding options.

Caboolture: The Department of Transport and Main Roads is working with Moreton Bay Regional Council to develop a broad transport infrastructure strategy. As planning and development advances and funding options become certain, this priority will progress.

Yarrabilba: Long-term planning indicates the need for future investigation of priority infrastructure requirements, such as detailed corridor studies. Any long-term solution would require further planning, design and funding options.

This priority is in concept phase, with a strategy being developed.

# Government commitments

## Preliminary region-shaping priorities pipeline – 15 year horizon

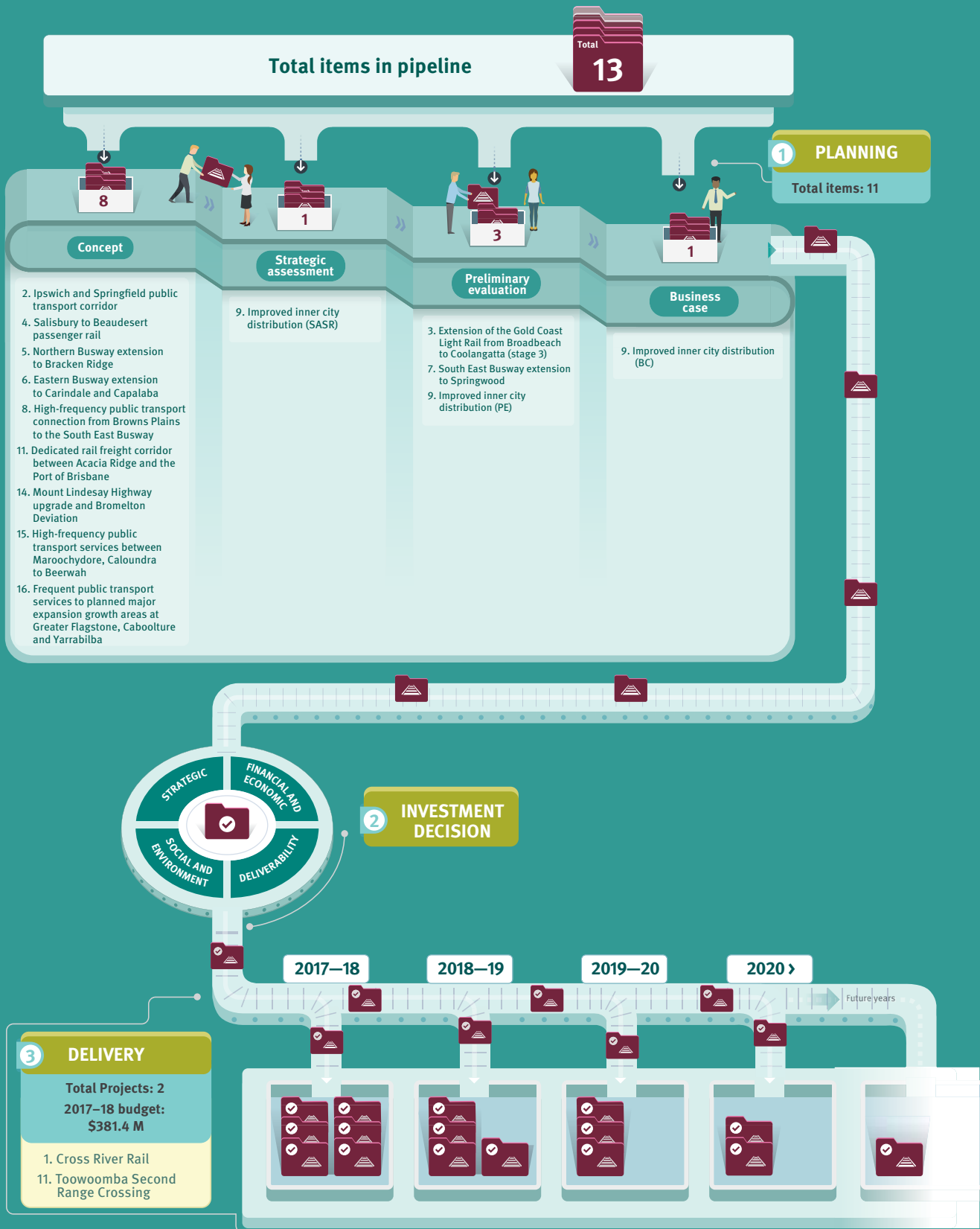


Figure 7: Regional plan infrastructure pipeline highlighting the draft *ShapingSEQ* region-shaping priorities  
 Note: This pipeline will be updated to include priorities within other regional plans as they are completed.  
 Note: Items at various planning stages are captured in each phase, however, are only counted once in the total items.

# Australian Infrastructure Plan

**The Australian Infrastructure Plan (AIP), released by Infrastructure Australia in February 2016, outlines national infrastructure reform and investment priorities for the next 15 years.**

The AIP, which made 78 recommendations for infrastructure reform, is aimed at delivering productivity growth and enhanced living standards, and ensuring Australian cities remain world-class.

The Australian Government's response to the AIP supported 69 of the recommendations. The Australian Government also acknowledged that many of the recommendations related to reforms that are primarily the responsibility of state and territory governments.

The Australian Government has committed to four key initiatives stemming from the AIP:

- ▶ Undertaking an independent inquiry to look at how the productivity and efficiency of Australia's freight and supply chain infrastructure can be lifted.
- ▶ Working with state governments to develop urban rail plans for Australia's five largest cities (including their surrounding regions).
- ▶ Establishing a study, led by an eminent Australian, into the potential benefits and impacts of road user charging for light vehicles, and progressing next steps for heavy vehicle reform with states and territories.
- ▶ Developing a technology plan to improve data collection for all users, the private sector and government across all transport modes.

The Queensland Government will work with the Australian Government to progress these initiatives where they align with the state's strategic direction.

The Australian Government's response also reaffirms its commitment to invest in infrastructure and support more innovative funding and finance solutions, including public private partnerships, balance sheet leveraging and value capture.

The Queensland Government welcomes the Australian Government's commitment to take a stronger role in leveraging its financial capacity to support infrastructure investment. This will be particularly relevant for projects which have strong commercial opportunities.

The SIP is delivering on key aspects of the AIP by providing direction for infrastructure investment. Key reform recommendations made by the AIP are embedded in the SIP, with several included as Implementation actions. The following initiatives demonstrate how the SIP is delivering on the AIP recommendations:

- ▶ Improved coordination and integration of infrastructure and land use planning.
- ▶ Better use of existing assets.
- ▶ Investigation and potential application of value capture and innovative funding and financing arrangements.
- ▶ Encouraging innovative solutions to infrastructure challenges.

## Infrastructure Priority List

Alongside the AIP, the Infrastructure Priority List (IPL) provides direction on nationally significant infrastructure investments needed to underpin Australia's continued prosperity. The IPL is updated regularly.

## Queensland inclusions

The February 2017 release of the IPL included five new entries for Queensland – two projects and three initiatives. There are a total of 16 Queensland-specific proposals on the list (five projects and 11 initiatives) as well as a number of national initiatives relevant to Queensland.

The IPL confirms Cross River Rail as a near-term project and one of Australia's highest infrastructure priorities – it is the Queensland Government's number one priority.

Projects identified in the IPL as priorities are reflected in the SIP 1–4 year program.

The upgrade of the Bruce Highway is identified by Infrastructure Australia as a national priority, with two new Queensland projects jointly funded and therefore now reflected in the SIP 1–4 year program:

- ▶ Bruce Highway upgrade – Mackay Ring Road stage 1
- ▶ Bruce Highway upgrade – Cooroy to Curra section C.

# Australian Infrastructure Plan

## Infrastructure Priority List – Queensland projects<sup>1</sup>

Proposed project/initiative <sup>2</sup>	Location	Timeframe <sup>3</sup>	Pipeline phase <sup>5</sup>
<b>High priority project</b>			
Ipswich Motorway Rocklea – Darra stage 1c	Western Brisbane	Near-term	Delivery
<b>High priority initiative</b>			
Cross River Rail	Brisbane	Near-term	Business case assessment
Ipswich Motorway Rocklea – Darra (remaining sections)	Western Brisbane	Near-term	Business case development
Port of Brisbane dedicated freight rail connection	Brisbane	Medium-term	Strategic assessment
National Freight Supply Chain Strategy	National	Near-term	Preliminary evaluation
Network Optimisation Portfolio	National	Near-term	Conceptual
Preserve corridor for east coast high-speed rail	Melbourne to Brisbane	Near-term	Business case
<b>Priority project</b>			
M1 Pacific Motorway – Gateway Motorway merge upgrade	South East Brisbane	Near-term	Delivery
Bruce Highway upgrade – Cooroy to Curra section C <sup>4</sup>	Wide Bay–Burnett	Near-term	Delivery
Bruce Highway upgrade – Mackay Ring Road stage 1 <sup>4</sup>	Mackay	Near-term	Delivery
M1 Pacific Motorway upgrade – Mudgeeraba to Varsity Lakes	Gold Coast	Near-term	Delivery
Inland Rail (Melbourne to Brisbane via inland NSW)	National	Longer-term	Various
<b>Priority initiative</b>			
Brisbane to Gold Coast transport corridor upgrades	Brisbane–Gold Coast	Near-term	Various
Beerburrum to Nambour rail upgrade	Sunshine Coast to Brisbane	Near-term	Business case development
Cunningham Highway – Yamanto to Ebenezer/Amberley upgrade	Yamanto to Ebenezer	Near-term	Business case development
Bruce Highway upgrade	Brisbane to Cairns	Various	Various
Mount Isa – Townsville rail corridor upgrade	North Queensland	Medium-term	Business case development
Gladstone Port land and sea access upgrade	Gladstone	Medium-term	Preliminary evaluation
Preserve corridor for Salisbury to Beaudesert rail connection	Brisbane–Beaudesert	Near-term	Preliminary evaluation
Lower Fitzroy River water infrastructure development	Central Queensland	Near-term	Business case
Advanced Train Management System (ATMS) implementation on ARTC network	National	Near-term	Business case
Connect gas suppliers to eastern gas markets	National	Near-term	Various

### Notes:

<sup>1</sup> IPL as at February 2017. Includes some national projects which have application in Queensland

<sup>2</sup> For project/initiative summaries visit: [infrastructureaustralia.gov.au/projects/infrastructure-priority-list.aspx](http://infrastructureaustralia.gov.au/projects/infrastructure-priority-list.aspx)

<sup>3</sup> Near-term: within 5 years; medium-term: within 10 years; longer-term: within 15 years

<sup>4</sup> Bruce Highway projects have been funded and are in the 1–4 year program – to be removed from subsequent IPLs.

<sup>5</sup> The pipeline phase is aligned to the Queensland infrastructure pipeline.

# Proposals raised through consultation

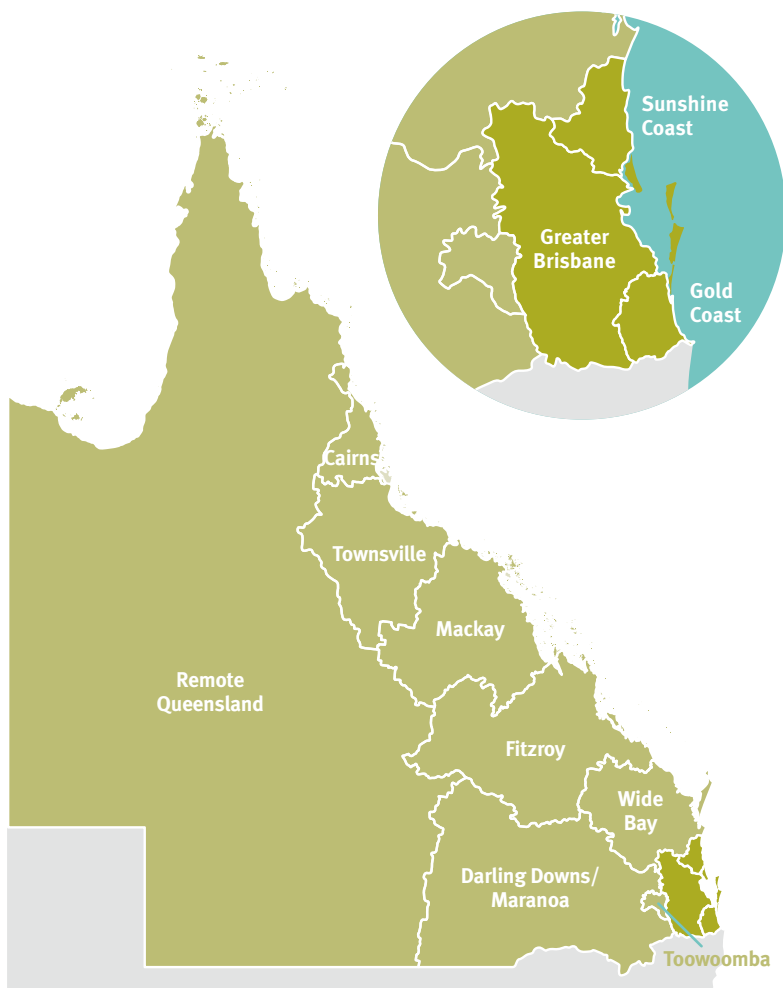
**Queensland communities continue to be strong advocates for investment in their regions, which has helped to secure public and private investment across the state. The Queensland Government supports investigating opportunities to improve liveability and productivity in Queensland's regions.**

In late 2015, the Queensland Government undertook consultation on the draft SIP, which identified 103 Proposals raised through consultation, which were included in the 2016 SIP Part B. These Proposals raised through consultation were raised by various stakeholders, including local governments, communities and industry.

While these Proposals raised through consultation are not necessarily reflective of existing government priorities, it is acknowledged that they are important to local communities. Creative thinking and partnerships will be required to identify how best to assess these priorities as expressed by regional stakeholders and fund solutions where the project proves to be feasible and economically sound. For the private sector, these provide opportunities to be considered by those interested in investing in Queensland and as potential market-led proposals.

An assessment of the maturity of Proposals raised through consultation has been undertaken through the Maturing the Infrastructure Pipeline Program. The outputs of this assessment may inform state and local government infrastructure planning and budgeting processes, future grant applications and attract private investment. Outcomes have been described in terms of the Project Assessment Framework phases or equivalent, and also include non-infrastructure solutions. Some Proposals raised through consultation were found to have a longer-term requirement and may be progressed at a later date.

In late 2016, submissions received from local governments were drawn upon with an additional 48 proposals identified. These proposals have been assessed to determine their maturity and if further planning should be undertaken to develop the proposal. It is expected that these, and new Proposals raised through consultation that emerge, will continue to be assessed in future rounds of the Maturing the Infrastructure Pipeline Program and included in future SIP Part B updates. The Proposals raised through consultation are outlined in this section by region.





# Proposals raised through consultation

## Cairns

#	Project	Status
1	<b>Cairns Active Transport Network extension</b>	This proposal is being progressed through business case phase by Cairns Regional Council. This is supported by the Queensland Government's comprehensive planning and investment framework to deliver cycling infrastructure across the state, delivered in collaboration with local governments, through the Queensland Cycling Strategy, Cycling Infrastructure Policy and Principal Cycle Network Plans.
2	<b>Cairns shipping development project</b>	Preliminary evaluation is being undertaken by Ports North and Building Queensland. The Queensland Government will contribute \$60 million over two years from 2018–19 to widen and deepen Trinity Inlet Channel and swing basin at the Port of Cairns, subject to an Environmental Impact Study and business case approval.
3	<b>Nullinga Dam</b>	Equivalent of a strategic assessment of service requirement completed. A preliminary evaluation is being progressed by Building Queensland.
4	<b>Cairns Airport upgrade</b>	Progressing through concept phase with Cairns Airport Land Use Plan, which is currently being reviewed. The plan will inform the need for further upgrades. Future stages could attract market investment opportunities.
5	<b>Mount Peter water infrastructure</b>	This proposal will be progressed to preliminary evaluation phase (or equivalent) with Cairns Regional Council.
6	<b>Douglas Shire water resilience</b>	This proposal will be progressed to strategic assessment phase (or equivalent) with Douglas Shire Council.
7	<b>Wangetti Trail</b>	This proposal will be progressed to preliminary evaluation phase (or equivalent) with Douglas Shire Council.
8	<b>Ravenshoe water supply scheme</b>	This proposal will be progressed to strategic assessment phase (or equivalent) with Tablelands Regional Council.
9	<b>Mareeba water pressure improvement</b>	This proposal will be progressed to preliminary evaluation phase (or equivalent) with Mareeba Shire Council.



Cairns city (image courtesy Tourism and Events Queensland)

# Proposals raised through consultation

## Townsville

#	Project	Status
1	North Queensland Stadium	In delivery and due for completion in 2020.
2	Infrastructure to support Townsville City Waterfront Priority Development Area	Program of work progressing with specific projects at various levels of maturity. Could attract industry contribution.
3	Development of a Northern Queensland Energy Investment Plan (not mapped)	Under the Powering North Queensland Plan, the Queensland Government is investing \$386 million to strengthen and diversify North Queensland's energy supply and create a North Queensland clean energy hub.
4	Expansion of the Port of Townsville	The channel capacity upgrade project is the first stage of the Port of Townsville expansion project and the completion of a business case for stage 1 is a commitment in the Townsville City Deal. The port expansion has been identified as a future opportunity within the Townsville City Deal and future stages of the expansion have the potential to attract market investment.
5	Long-term water security (Haughton pipeline duplication)	The Townsville Water Security Taskforce formed as part of the Townsville City Deal will consider short, medium and long-term solutions for water security for Townsville, which may include the Haughton pipeline duplication. In the 2017–18 State Budget, \$225 million was committed over four years to assist with water security measures.
6	Lucinda long-term marina access project	This proposal will be progressed to strategic assessment phase (or equivalent) with Hinchinbrook Shire Council.
7	Herbert River intake weir and treatment system	This proposal will be progressed to preliminary evaluation phase (or equivalent) with Hinchinbrook Shire Council.
8	Forrest Beach sewerage scheme – staged approach	This proposal will be progressed to strategic assessment phase (or equivalent) with Hinchinbrook Shire Council.
9	Townsville Entertainment and Convention Centre	This proposal will be progressed to preliminary evaluation phase (or equivalent) with Townsville City Council.



Townsville City Waterfront Priority Development Area



# Proposals raised through consultation

## Mackay

#	Project	Status
1	<b>Mackay to Bowen Basin services corridor including Peak Downs Highway upgrade and Walkerston Bypass</b>	Walkerston Bypass is funded with construction to commence once the Bruce Highway: Mackay Ring Road stage 1 nears completion. Future investment on Peak Downs Highway is at various stages of planning maturity.
2	<b>Whitsunday Coast Airport expansion</b>	The Queensland Government has allocated \$15 million towards this proposal in the 2017–18 State Budget. This project may attract market interest.
3	<b>Connors River Dam and pipelines</b>	Progress is dependent on need, such as industry demand for bulk water storage.



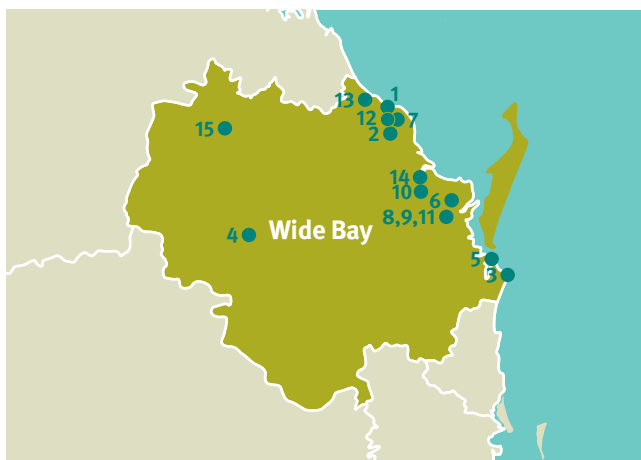
## Fitzroy

#	Project	Status
1	<b>Rockhampton Convention Centre</b>	The equivalent of strategic assessment of service requirement has been completed. Further work on the proposal has been deferred by Rockhampton Regional Council.
2	<b>Rockhampton Hospital carpark</b>	Project being delivered, with construction expected to commence in 2017.
3	<b>Moura Link–Aldoga Rail project</b>	Progress is dependent on coal demand and industry needs. This is an industry-led proposal.
4	<b>Type 1 road vehicle access through Rockhampton</b>	Project is being delivered through Priority Economic Works and Productivity Program and the Northern Australia Roads Programme.
5	<b>Fitzroy to Gladstone pipeline</b>	Project dependent on business case for Lower Fitzroy River water infrastructure, refer to the Infrastructure Priority List.
6	<b>Duplication of Capricorn Highway (Bruce Highway to Gracemere)</b>	The project (also known as Capricorn Highway duplication (Rockhampton – Gracemere)) is funded under the Northern Australia Roads Programme and is in delivery phase.
7	<b>Emerald Entertainment, Events and Evacuation Centre</b>	This proposal will be progressed to strategic assessment phase (or equivalent) with Central Highlands Regional Council.
8	<b>Emerald Saleyards upgrade</b>	This proposal will be progressed to preliminary evaluation phase (or equivalent) with Central Highlands Regional Council.
9	<b>Bedford Weir Crossing</b>	This proposal will be progressed to preliminary evaluation phase (or equivalent) with Central Highlands Regional Council.
10	<b>Causeway Lake revitalisation and development project</b>	This proposal will be progressed to strategic assessment phase (or equivalent) with Livingstone Shire Council.
11	<b>Parkhurst strategic road network</b>	This proposal will be progressed to strategic assessment phase (or equivalent) with Rockhampton Regional Council.
12	<b>Mount Morgan water supply security</b>	This proposal will be progressed to preliminary evaluation phase (or equivalent) with Rockhampton Regional Council.
13	<b>North Rockhampton sewerage treatment plant – stage 1 augmentation</b>	This proposal will be progressed to preliminary evaluation phase (or equivalent) with Rockhampton Regional Council.
14	<b>Rockhampton regional industrial estate and intermodal logistics hub</b>	This proposal will be progressed to strategic assessment phase (or equivalent) with Rockhampton Regional Council.

# Proposals raised through consultation

## Wide Bay

#	Project	Status
1	Mon Repos Turtle Centre expansion	Project is currently being delivered, funded through Significant Regional Infrastructure Projects Program.
2	Flood proofing key community assets such as the hospital	Strategic assessment is being progressed through Queensland Health's Investment Management Framework.
3	Rainbow Beach helipad	Proposal is being progressed by Gympie Regional Council.
4	Boyne River Mundubbera Bridge betterment project	Business case completed in 2012. Investment decision subject to other potential value-for-money options, competing statewide priorities and available funding.
5	Coastal ecotourist drive between Rainbow Beach and the Town of 1770	The Australian and Queensland governments' have committed \$8.5 billion over 10 years (2013–14 to 2022–23) to upgrade capacity, safety and flood immunity on the Bruce Highway (Brisbane – Cairns). Upgrading this national link is a key priority and will improve the drive-tourism experience along Queensland's east coast.
6	Maryborough/Hervey Bay Road upgrade	Progress deferred until link strategies between Hervey Bay and Maryborough are investigated.
7	Port of Bundaberg development	The Bundaberg State Development Area was declared in February 2017 in response to growing demand for port-related and industrial land.
8	Hervey Bay and Maryborough water networks interconnection	A strategic assessment of service requirement will be progressed as part of the Maturing the Infrastructure Pipeline Program. This proposal was nominated by Fraser Coast Regional Council.
9	Upgrade Maryborough Hospital	Emergency department and specialist outpatient refurbishment proposals are funded and being progressed for the Maryborough Hospital through Queensland Health's Investment Management Framework.
10	Howard and Torbanlea to be sewerred	Business case developed for sewerred for Howard. Proposal progressing to investment decision through local government with investment from Building our Regions program and industry.
11	Upgrade Granville Bridge	As planning and development advances and funding options become certain, this proposal will be further considered.
12	LiveFire – Bundaberg Arts and Innovation Hub	This proposal will be progressed to strategic assessment phase (or equivalent) with Bundaberg Regional Council.
13	Bundaberg ANZAC Park precinct redevelopment	This proposal will be progressed to strategic assessment phase (or equivalent) with Bundaberg Regional Council.
14	Burnett River (Paradise Dam) to Howard water supply pipeline – staged approach	This proposal will be progressed to preliminary evaluation phase (or equivalent) with Fraser Coast Regional Council.
15	Monto Biohub Project	This proposal will be progressed to strategic assessment phase (or equivalent) with North Burnett Regional Council.

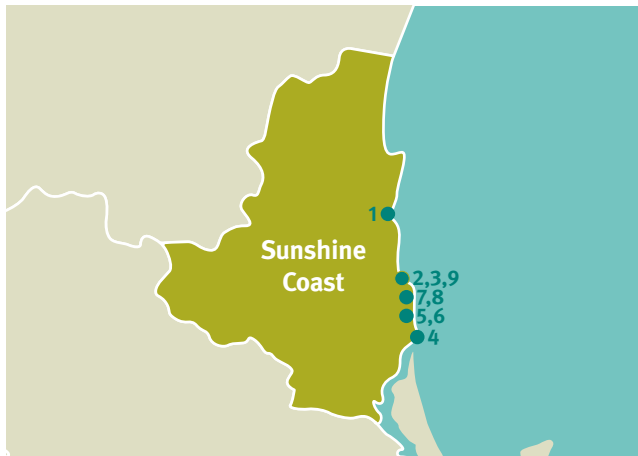


Port of Bundaberg

# Proposals raised through consultation

## Sunshine Coast

#	Project	Status
1	<b>Sunshine Coast Airport expansion</b>	Project construction being progressed with investment from industry and the Australian Government.
2	<b>Convention, exhibition and performing arts centre</b>	Initial planning completed and strategic assessment of service requirement (convention and exhibition centre) to follow as part of the Maturing the Infrastructure Pipeline Program. The project may attract market interest. This proposal was nominated by Sunshine Coast Regional Council.
3	<b>Infrastructure to support the Maroochydore Priority Development Area</b>	Program of work progressing with specific projects at various levels of maturity. May attract market interest.
4	<b>Undersea data cable</b>	Proposal progressing through concept phase to explore opportunities for private sector investment.
5	<b>Sunshine Coast light rail project</b>	Sunshine Coast Regional Council is leading this proposal. The equivalent of preliminary evaluation has been completed. The next step is a business case, which may be supported by market interest.
6	<b>High-quality bus connection between Caloundra and Maroochydore</b>	A comprehensive public transport strategy for the southern Sunshine Coast is under development, including investigation of options for enhanced and/or rapid bus services between Caloundra and Maroochydore through the CoastConnect: Caloundra to Maroochydore Quality Bus Corridor initiative.
7	<b>Sunshine Motorway (Mooloolah River Interchange)</b>	A preliminary evaluation has been completed.
8	<b>Improve transport connections to the Sunshine Coast University Hospital</b>	Road infrastructure to improve access to the Sunshine Coast University Hospital has been completed with Priority Economic Works and Productivity Program funding. Public transport services to the hospital are being addressed. A new bus route and additional services on a number of existing routes were introduced in January 2017 to provide comprehensive public transport connections to the new hospital.
9	<b>Regional library to support the Maroochydore Priority Development Area</b>	This proposal will be progressed to strategic assessment phase (or equivalent) with Sunshine Coast Regional Council.

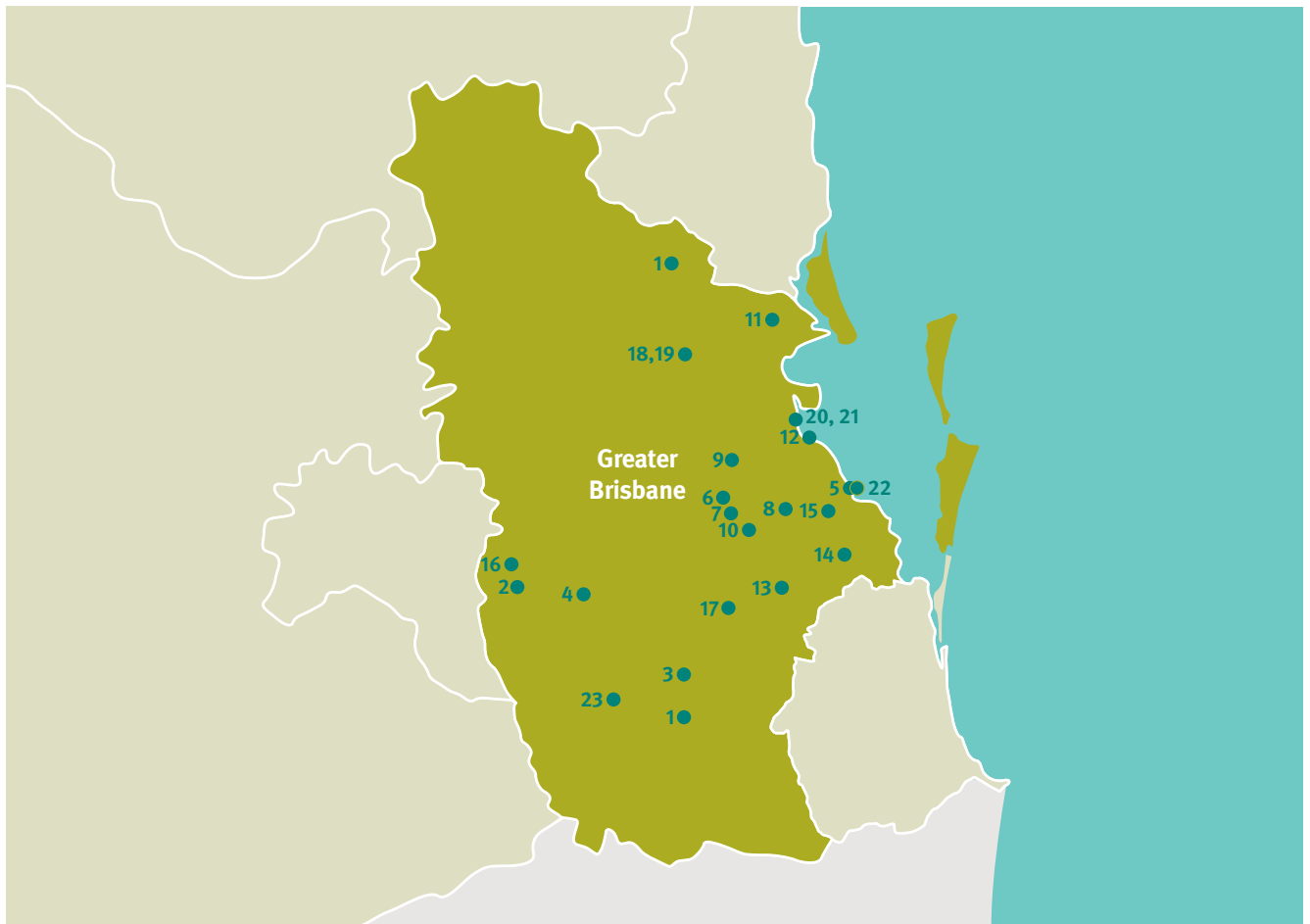


# Proposals raised through consultation

## Greater Brisbane

#	Project	Status
1	Infrastructure to support Flagstone, Caboolture West and other growth areas	Proposals for each area are progressing through a program of work with specific projects at various levels of maturity. The project may attract market interest.
2	Ipswich Performing Arts Centre	The equivalent of strategic assessment of service requirement has been completed. The proposal is being progressed through a preliminary evaluation by the Ipswich City Council.
3	Salisbury to Beaudesert passenger rail	Planning is being undertaken to review the proposed cross-section and alignment, and to preserve the corridor. Refer to <i>ShapingSEQ</i> region-shaping infrastructure on page 19 for details.
4	Springfield to Redbank rail extension	Corridor has been preserved and it is likely to be constructed in stages as the population grows, and after Cross River Rail is constructed.
5	Manly to Cleveland rail duplication	Planning is being undertaken to investigate required rail infrastructure on the Cleveland Line between Park Road and Cleveland.
6	Inner city bus capacity solutions	The proposal is being incorporated in other projects such as Brisbane Metro, including links with Cross River Rail. Refer to <i>ShapingSEQ</i> region-shaping infrastructure on page 19 for details.
7	Upgrade of key bus/rail interchanges	Program is to be developed to investigate and prioritise bus rail interchange projects.
8a	Eastern Busway	Proposal adopted as a region-shaping priority within <i>ShapingSEQ</i> . Refer to <i>ShapingSEQ</i> region-shaping infrastructure on page 19 for details.
8b	Eastern transitway	Preliminary planning has been undertaken for the Eastern transitway proposal.
9a	Northern transitway	Previous stages have been completed connecting the CBD to Kedron.
9b	Northern Busway	Proposal adopted as a region-shaping priority within <i>ShapingSEQ</i> . Refer to <i>ShapingSEQ</i> region-shaping infrastructure on page 19 for details.
10	South East Busway extension	The South East Busway extension forms part of the M1 Pacific Motorway – Gateway to Logan Motorway upgrade (eight laning) project. The project is at preliminary evaluation phase. Refer to <i>ShapingSEQ</i> region-shaping infrastructure on page 19 for details.
11	New rail freight terminal at Elimbah	Progressing through concept phase to identify an appropriate site for a rail freight terminal in the northern area of the region.
12	Brisbane cruise ship terminal	Proposal approved to progress through a market-led proposal process by Queensland Treasury.
13	Pacific Motorway widening through Logan	A strategic assessment of service requirement has been completed and the proposal is progressing through preliminary evaluation by the Department of Transport and Main Roads.
14	Redland City/Gateway Motorway Corridor	Initial planning studies have been completed. The next step is a strategic assessment of service requirement.
15	Tilley Road extension (Redland City to Port of Brisbane)	Brisbane City Council is leading this proposal. The corridor for the Tilley Road extension has been preserved and the proposal is progressing in a staged approach through planning.
16	Warrego Highway/Brisbane Valley Highway (Bayley Road extension)	Proposal is progressing through concept phase subject to Ipswich City Council priorities and available funding.
17	Protection of infrastructure corridors (Southern Infrastructure Corridor and extension of Park Ridge Corridor)	The proposal is in early stages of planning to preserve the corridor for future infrastructure requirements.
18	East Petrie bypass	Planning to preserve a future state-controlled transport corridor is underway and expected to be established by late 2017.
19	Moreton Bay Region University Precinct (Petrie)	Progressing through concept phase as the Moreton Bay campus of the University of the Sunshine Coast. The Queensland Government recently declared The Mill at Moreton Bay Priority Development Area to facilitate this project.
20	Brisbane River access hub	This proposal will be progressed to preliminary evaluation phase (or equivalent) with Brisbane City Council.
21	Brisbane inner city broadband fast track	This proposal will be progressed to strategic assessment phase (or equivalent) with Brisbane City Council.
22	Cleveland Innovation Precinct	This proposal will be progressed to strategic assessment phase (or equivalent) with Redland City Council.
23	Coulson crossing upgrade	This proposal will be progressed to strategic assessment phase (or equivalent) with Scenic Rim Regional Council.

# Proposals raised through consultation



# Proposals raised through consultation

## Gold Coast

#	Project	Status
1	Gold Coast transit/bikeway upgrades	This is a City of Gold Coast proposal. The Queensland Government has a comprehensive planning and investment framework to deliver cycling infrastructure. This is delivered in collaboration with local governments across the state, including the Queensland Cycling Strategy, Cycling Infrastructure Policy and Principal Cycle Network Plans.
2	Gold Coast Light Rail – stage 3 Broadbeach to Burleigh Heads	Proposal adopted as a region-shaping priority within <i>ShapingSEQ</i> , and is being progressed by the Department of Transport and Main Roads in collaboration with the City of Gold Coast. Refer to <i>ShapingSEQ</i> region-shaping infrastructure on page 19 for details.
3	Varsity Lakes to Elanora passenger rail extension	Corridor has been preserved and it is likely to be constructed in stages following construction of Cross River Rail. As planning and development advances and funding options become certain, this proposal will progress.



Gold Coast Light Rail

## Toowoomba

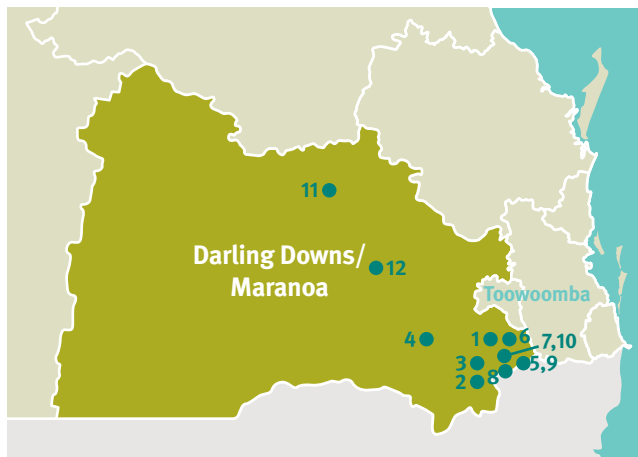
#	Project	Status
1	Bus and passenger rail connection to Brisbane	Toowoomba Regional Council and Lockyer Valley Regional Council, in partnership with the private sector, will continue to advance the proposal for bus services. The rail component of the proposal could attract future private sector interest.
2	Intermodal hubs at Inglewood and Toowoomba	Progress is dependent on the results of the route alignment study for the Queensland portion of the Inland Rail Project.
3	Toowoomba Enterprise Hub central precinct connection project	This proposal will be progressed to strategic assessment phase (or equivalent) with Toowoomba Regional Council.
4	Highfields/Gowrie growth areas (northern communities) connection project	This proposal will be progressed to strategic assessment phase (or equivalent) with Toowoomba Regional Council.
5	Boundary Street (north) Toowoomba Second Range Crossing arterial link project	This proposal will be progressed to strategic assessment phase (or equivalent) with Toowoomba Regional Council.



# Proposals raised through consultation

## Darling Downs

#	Project	Status
1	Energy supply to the Granite Belt – gas plus transmission	Southern Downs Regional Council to progress the natural gas proposal through planning. At present, further investment in power transmission is not required.
2	New England Highway – Warwick to the NSW border	Proposal is being progressed through strategic assessment by the Department of Transport and Main Roads.
3	Warwick heavy vehicle bypass	Planning is underway through the Maturing the Infrastructure Pipeline Program to identify if there is a requirement for a future Warwick Bypass corridor.
4	Gore Highway (Millmerran to Goondiwindi) pavement widening and strengthening	Planning is being undertaken by the Department of Transport and Main Roads to progress through to strategic assessment.
5	Condamine River Road – upgrade of 14 river crossings	This proposal will be progressed to strategic assessment phase (or equivalent) with Southern Downs Regional Council.
6	Allora wastewater project	This proposal will be progressed to strategic assessment phase (or equivalent) with Southern Downs Regional Council.
7	Morgan Park effluent reuse water pipe	This proposal will be progressed to strategic assessment phase (or equivalent) with Southern Downs Regional Council.
8	Building renewable energy capacity in Southern Downs	This proposal will be progressed to strategic assessment phase (or equivalent) with Southern Downs Regional Council.
9	Social Housing Killarney	This proposal will be progressed to strategic assessment phase (or equivalent) with Southern Downs Regional Council.
10	Warwick Show and Rodeo Society indoor conference and exhibition facility	This proposal will be progressed to preliminary evaluation phase (or equivalent) with Southern Downs Regional Council.
11	Prickly Pear Crossing (Old Chinchilla Road bridge)	This proposal will be progressed to strategic assessment phase (or equivalent) with Western Downs Regional Council.
12	Stormwater drainage – Chinchilla	This proposal will be progressed to strategic assessment phase (or equivalent) with Western Downs Regional Council.

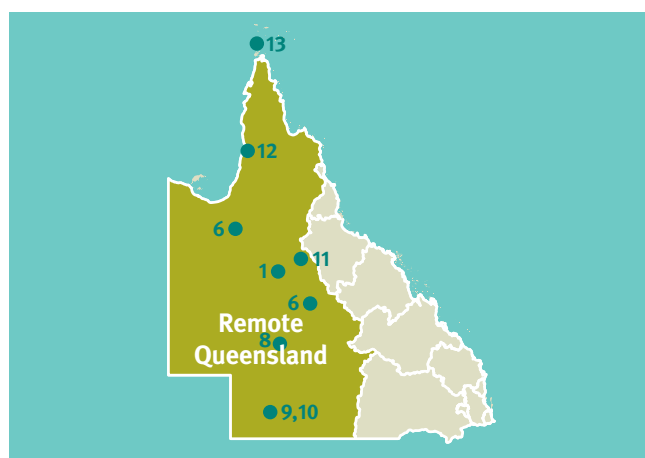




# Proposals raised through consultation

## Remote Queensland

#	Project	Status
1	Kennedy Developmental Road (Hann Highway) sealing	Progressive sealing of the Kennedy Developmental Road (Hann Highway) is being delivered under the Northern Australia Roads Programme.
2	Connecting remote communities through optic fibre technology (various locations – not mapped)	Progressing proposal through concept phase to develop future strategies.
3	Water quality improvements for island-based indigenous communities (various locations – not mapped)	Continuing through concept phase, dependent on preliminary investigation of water quality results.
4	Upgrade of ageing health assets (various locations – not mapped)	Project is being delivered as part of an ongoing program of work.
5	Improve drive tourism support infrastructure (various locations – not mapped)	Program of work is progressing with specific projects at various stages of maturity.
6	New surface water storages (Galilee Basin, Gilbert and Flinders catchments)	Local governments are progressing proposals through concept phase to better understand the regions' need. There are opportunities for market investment.
7	Long distance coach infrastructure improvements (various locations – not mapped)	The Queensland Government will continue to investigate opportunities to improve long distance coach infrastructure as part of urban bus network planning.
8	Geo-thermal power generation concept design	This proposal will be progressed to preliminary evaluation phase (or equivalent) with Blackall-Tambo Regional Council.
9	Thargomindah multipurpose centre	This proposal will be progressed to strategic assessment phase (or equivalent) with Bulloo Shire Council.
10	Pelican Point restoration study	This proposal will be progressed to strategic assessment phase (or equivalent) with Bulloo Shire Council.
11	Porcupine Gorge National Park tourism infrastructure project	This proposal will be progressed to strategic assessment phase (or equivalent) with Flinders Shire Council.
12	Community prioritisation plan	This proposal will be progressed to strategic assessment phase (or equivalent) with Kowanyama Aboriginal Shire Council.
13	Torres Strait regional tourist information and business centre, Thursday Island	This proposal will be progressed to strategic assessment phase (or equivalent) with Torres Shire Council.





# Proposals raised through consultation

## Multi-region

#	Project	Status
1	Public safety regional radio communications network	Building Queensland is developing a detailed business case.
2	North Coast Line upgrades (more/larger passing loops, increased speeds)	Queensland Rail is delivering the project which will identify and implement an optimised mix of capacity-enhancing infrastructure upgrades. The proposal is funded through the Priority Economic Works and Productivity Program. The 2016 SIP included \$100 million towards upgrades on the North Coast Line with priorities to be informed by North Coast Line Action Plan, which is being developed.
3	Transport infrastructure to support development of the Galilee Basin	Activities to support the development of the Galilee Basin are ongoing, with specific projects for road and rail/port progressing at various levels of maturity. Some proposals could attract market interest.
4	Transport infrastructure to support development of the Surat Basin	Activities to support the development of the Surat Basin are ongoing, with specific projects for road and rail/port progressing at various levels of maturity. Some proposals may attract market interest.
5	Increased park 'n' ride capacity	Program of work progressing with specific projects at various stages of maturity.
6	Additional Bruce Highway upgrades (capacity around major centres, flood mitigation)	Program of work progressing with specific projects at various stages of maturity.
7	Upgrades of major arterial roads to allow higher productivity vehicles to be operated (e.g. Type 2 road trains from Clermont to Roma and Type 1 road trains from Gracemere to Rockhampton)	Planning is underway to identify key road freight routes and opportunities to increase high-productivity vehicle access to these routes to reduce road freight costs.
8	Smart Road Infrastructure for South East Queensland – managed motorways	Program of work progressing with specific projects at various stages of maturity.
9	Rail station upgrades	Queensland Rail is delivering a program of works to deliver accessibility upgrades at 14 high-priority stations across South East Queensland. These upgrades will improve access to stations for all customers including those with disabilities, the elderly, and people with prams.
10	Connecting the North Queensland gas pipeline to the Queensland gas pipeline (Wallumbilla to Gladstone/Rockhampton)	This industry-led proposal has been placed on indefinite hold by the proponent.
11	Energy generation in North Queensland to reduce prices and improve reliability/resilience	Under the Powering North Queensland Plan, the Queensland Government is investing \$386 million to strengthen and diversify North Queensland's energy supply and create a North Queensland clean energy hub.
12	Transmission lines – Northern Galilee Basin and Kennedy Energy Park	Project is being progressed by Powerlink Queensland.
13	Nathan Dam and pipelines	Insufficient demand to progress proposal at this time. Likely to be monitored by SunWater.
14	Burdekin Falls Dam safety upgrade	A detailed business case is being progressed through Building Queensland.

These proposals are not mapped.

# Proposals raised through consultation

## Statewide

#	Project	Status
1	Active transport projects (walking/cycling)	The Queensland Government has a comprehensive planning and investment framework to deliver cycling infrastructure across the state, in collaboration with local government. This includes the Queensland Cycling Strategy, Cycling Infrastructure Policy and Principal Cycle Network Plans.
2	Bridge replacement (timber/single lane)	This proposal will be subject to funding and government priority as planning and development advances.
3	Open level crossing elimination in urban areas	Planning is being undertaken to develop an investment strategy to prioritise upgrades to key open level crossings in the Brisbane area.
4	Intermodal hubs	The Queensland Government is completing a statewide freight strategy that will consider this proposal.
5	Wastewater upgrades	Defer progress of the proposal until the problem has been better defined with local government by the Department of Infrastructure, Local government and Planning.
6	Mobile blackspot and broadband improvements	The Mobile Blackspot Program round 2 is being delivered.
7	Next generation ticketing	This project is being delivered by the Department of Transport and Main Roads.
8	Registration and licensing modernisation program	Business case completed and as planning and development advances and funding options become certain, this proposal will progress.
9	Pipeline infrastructure to unlock existing capacity in dams/groundwater	A number of proposals have been identified as continuing through early stages of planning, but progress is dependent on need, such as increased demand for water.

These proposals are not mapped.



Cyclists in Mackay

A series of actions were identified to guide the implementation of the 2016 SIP Part B. These actions are at various stages of completion. The following summary provides a status update for each action.

## Finding the right solutions: Better planning and assessment

### 1 Improved infrastructure and land use planning, coordination and integration

An Infrastructure Portfolio Office will be established to plan and coordinate infrastructure, and integrate the links between economic, regional and infrastructure planning.

**Status: Underway**

The Infrastructure Portfolio Office was established in 2016. Key progress has included:

- ▶ Development of five strategic infrastructure documents – water, energy, digital, transport and social infrastructure – due for release from mid-2017.
- ▶ A pilot infrastructure coordination plan has commenced with Moreton Bay Regional Council.
- ▶ Preliminary scoping work for the strategic corridors plans with development beginning in 2017–18.
- ▶ An ‘infrastructure integration’ state interest has been included in the State Planning Policy, to help ensure planning schemes and processes are integrated to support improved economic, social and environmental outcomes for communities.

### 2 Regional planning committees

Enhance the role of regional planning committees to oversee the alignment of state and local government infrastructure priorities.

**Status: Ongoing**

The role of regional planning committees has been enhanced to better align state and local government priorities. The Queensland Government’s approach of engaging with committees throughout the development of regional plans ensures diverse perspectives and stakeholder interests are considered.

The South East Queensland regional planning committee has agreed to meet twice yearly post release of the final draft *ShapingSEQ* to discuss and monitor actions.

### 3 Infrastructure Designation review

Building on current planning reforms, establish a working group to review the apportionment of infrastructure works and charges for all state infrastructure subject to an Infrastructure Designation.

**Status: Underway**

Through the *Planning Act 2016*, community infrastructure designation powers have been consolidated to the Planning Minister. Designations will be monitored over the next 12 months before this action is completed.

### 4 Establish an Infrastructure Cabinet Committee

The Infrastructure Cabinet Committee will drive and oversee the state’s infrastructure delivery program, ensuring whole-of-government integration in relation to infrastructure matters.

**Status: Completed**

The committee was established in early 2016 and provides direction and advice on infrastructure and priorities to support productivity and liveability.

### 5 Ex-post evaluations

Develop a scope and criteria for ex-post evaluations of significant projects and pilot at least two ex-post evaluations on strategic projects using independent auditors.

**Status: Underway**

Scope and criteria for evaluations is currently in development with a pilot to commence in 2017.

### 6 Integration through the budget process

Government agency proposals submitted through the annual budgeting process will be required to demonstrate that opportunities outlined in the SIP are being addressed.

**Status: Ongoing**

Infrastructure proposals lodged as part of the budget process are considered together with the SIP priorities, objectives and asset class responses.

The alignment between the SIP 1–4 year program tables and Budget Paper 3 has been improved.

# Implementation actions

## 7 Better understanding of project benefits

Queensland Government business cases will include an assessment of who ultimately pays for and benefits from infrastructure project investments over the long-term.

**Status: Completed**

Building Queensland's Business Case Development Framework addresses project benefit assessments.

## 8 Project sequencing and prioritisation

Project sequencing and prioritisation will be improved by developing an infrastructure database that also supports state infrastructure coordination and asset management.

**Status: Underway**

An infrastructure reporting database has been developed and underpins monthly reporting to the Infrastructure Cabinet Committee.

A project sequencing and prioritisation framework is currently being scoped.

## The most effective funding and financing options available

## 9 Value capture and alternative funding and financing

The Queensland Government will enhance its ability to fund and finance infrastructure by establishing a value capture capability and improving alternative funding and financing options.

**Status: Underway**

A Value Sharing Symposium was held in March 2016. It was supported by an independent research paper on alternative infrastructure funding and financing options and their applicability to Queensland.

Innovative financing and value capture opportunities are also being jointly investigated as part of the establishment and delivery of City Deals for Queensland.

Alternative funding and financing considerations have been addressed through Infrastructure Australia and in Building Queensland's Business Case Development Framework.

## 10 Leveraging funding

Secure funds for infrastructure projects from sources including the Northern Australian Infrastructure Facility and the Clean Energy Finance Corporation.

**Status: Underway**

The Queensland Government is continuing to work with the Australian Government in support of Queensland-based proposals.

Support from the Australian Government for investment in major Queensland infrastructure is also leveraged through Infrastructure Australia's Infrastructure Priority List.

## 11 Review grant programs

Review fragmented infrastructure grant programs to local governments to optimise prioritisation, reduce overlap and duplication and improve alignment with the SIP.

**Status: Underway**

Infrastructure grant funding arrangements to local governments have been reviewed. The Queensland Government will consider the findings during 2017.

## 12 Deputy Premier's Infrastructure Innovation Challenge

Challenge industry to put forward innovative solutions to the infrastructure challenges outlined in the SIP.

**Status: Underway**

The Infrastructure Innovation Challenge will seek innovative solutions from industry to address infrastructure challenges.

## 13 Market-led proposals

Continue to use the market-led proposals process to engage with industry in relation to innovative solutions to the state's infrastructure challenges and appropriately manage risk.

**Status: Ongoing**

The market-led proposal guidelines have been improved to build on their success to date. Since the release of the SIP in 2016, six proposals have progressed to stage 2 detailed proposal or beyond. One of these, the Logan Motorway Enhancement Project, has reached contractual close.



## The most efficient procurement and better use of existing assets

### 14 Establish a joint industry-government Infrastructure Innovation Taskforce

The Queensland Government will establish a taskforce to examine and report back to government on a range of matters including: the use of local contractors; whole-of-life costing models; better informing industry of projects and opportunities; improving early market engagement and simplifying procurement; technology and data opportunities and non-asset based solutions.

**Status: Completed**

The Infrastructure Innovation Taskforce was established in June 2017. The taskforce will examine and report back to government on matters associated with infrastructure planning, delivery and utilisation.

Initially the taskforce will focus on more efficient procurement processes, examining the benefits of integrating technological solutions into infrastructure planning and delivery, and whole-of-life cost modelling benefits to improve the use of existing assets.

### 15 Implement Building Information Modelling

The Queensland Government will progressively implement the use of Building Information Modelling into all major state infrastructure projects by 2023.

**Status: Underway**

The draft Building Information Modelling policy and principles statement was released for public consultation in early 2017.

### 16 Sustainability assessments

Queensland Government projects of greater than \$100 million in value will include a sustainability assessment. For projects worth less than \$100 million, assessments will also be encouraged.

**Status: Completed**

The Infrastructure Sustainability Council of Australia is developing the second version of an infrastructure sustainability assessment tool relevant to Queensland. Government agencies will be encouraged to use sustainability assessments for state government projects.

Building Queensland's Business Case Development Framework now addresses sustainability assessments.

### 17 Better asset use

The Queensland Government will improve the use of Queensland's public assets by rolling out strategic asset management plans, undertaking an independent audit of assets to identify underutilised capacity, and partnering with the Local Government Association of Queensland to develop and deliver an education program aimed at building asset management.

**Status: Underway**

The Strategic Asset Management Framework is being developed with proposed implementation across Queensland Government agencies commencing in 2017–18.

Approaches to assessing asset underutilisation and delivering an education program to lift asset management capability are being developed.

### 18 Develop a community needs focus on infrastructure use

Place-based infrastructure planning will be improved by partnering with community groups, industry and all levels of government to facilitate more collaborative and cost-efficient uses of state social infrastructure assets.

**Status: Underway**

A Strategy for Social Infrastructure is being developed to promote multi-sector collaboration and innovation in the planning, design and use of social infrastructure.

Place-based infrastructure planning is being delivered through the Community Hubs and Partnerships program.

# Implementation actions

## Better engagement: understanding needs and setting expectations

### 19 Pursue better community engagement and outcomes in our infrastructure activities

A Community Infrastructure Reference Group will: make recommendations on engagement; determine how to help the community understand infrastructure issues and costs; liaise with universities and peak bodies to establish best practice, pilots and industry champions; assist in developing a program of opportunities for sustainability and social outcomes; and explore the need for a social impact unit to standardise approaches and benchmarks.

**Status: Completed**

The Community Infrastructure Reference Group was established in May 2017 with an initial focus on community attitudes to infrastructure and research into social return on investment has commenced.

## Measuring performance

Infrastructure is often considered to be an enabler of service delivery, and provides benefit to the economy and the community during construction and throughout the life of the asset.

In 2016, the Queensland Government committed to measuring the performance of the SIP and has developed a reporting framework to measure implementation progress.

Over time, progress will be assessed in two parts to align with the review timeframes of the SIP:

- ▶ An annual assessment of the projects and deliverables within the SIP Part B: Program.
- ▶ A five-year report on achieving the longer-term objectives within the SIP Part A: Strategy.

During 2017, a review of the Implementation actions and the programs within the State Infrastructure Fund, and alignment of the 2016 SIP 1–4 year program and Future opportunities against the responses in each asset class has been undertaken.

The results for the State Infrastructure Fund programs are outlined in the Government commitments section.

The annual assessment of these components is essential to ensure infrastructure planning is improving and delivering critical infrastructure for growth.

### Implementation actions



**100%**  
of the 19 actions  
delivered or in delivery

**4** completed  
**15** underway

### State Infrastructure Fund



**\$2.2 billion**  
total fund

**\$1.6 billion**  
committed

### Maturing the Infrastructure Pipeline Program



**243**  
reports of Proposals raised  
through consultation  
and Future opportunities  
completed

### 1–4 year program



**490**  
1–4 year program items



**\$10.2 billion**  
infrastructure investment  
in 2017–18



**117**  
ongoing programs valued at  
**\$2.4 billion**  
in 2017–18

# Cross-government



Rockhampton revitalisation project



**The planning and delivery of infrastructure across Queensland requires a state government-wide approach to enable economic efficiencies, harness opportunities and create sustainable communities. Infrastructure solutions often span across multiple asset classes but also require response from other levels of government, industry and the private sector. A collaborative approach improves infrastructure delivery to support economic development and ensure it is prioritised in areas of high growth and strategic importance.**

The Queensland Government is fostering the establishment of collaborative solutions with the private sector through its market-led proposals framework and its support of the National Public Private Partnership Policy.

The Queensland Government's Priority Development Areas and State Development Areas further support this by allowing government investment to be maximised and providing confidence to project proponents through greater planning and development certainty and integrated infrastructure and land use planning.

Cross-government leadership is essential to drive innovation and identify smarter solutions to infrastructure challenges. Coordination of infrastructure and land use planning across state agencies and all levels of government is critical. This is particularly essential for seaports, airports and cross-border transport networks to ensure the efficient and effective movement of people, goods and services. These facilities and networks, which are critical to the economic prosperity of the state, must be well-planned to provide quality connections.

This leadership can include policy and reform agendas or collaboration across state agencies to develop infrastructure solutions. These can include non-infrastructure solutions such as embracing digital developments in the place of built infrastructure.

The Advancing our cities and regions strategy is an innovative approach to renew and repurpose surplus and underutilised government property to achieve better community outcomes, create jobs and drive economic growth. Through community engagement, sensitive land use planning and strategic development management, the strategy will create iconic projects and diversify Queensland cities and regions.

Meeting the infrastructure needs of emerging and growth sectors, such as resources in the North West Minerals Province, renewable energy, the knowledge economy, an expanding tourism sector and increasing agricultural productivity, will require careful sequencing to ensure new economic opportunities are maximised. For example, supporting infrastructure including freight containerisation at intermodal terminals, ports and airports, and supply chain competitiveness, is vital to ensuring the agricultural sector grows.

Through a range of grant programs and loans in partnership with other levels of government, the Queensland Government supports local government to meet the infrastructure needs of communities, for example, the Natural Disaster Relief and Recovery Arrangements. This supports better places to live, work and play for growing communities and is particularly important for those communities affected by natural disasters, or with a small rate base. This investment can create jobs, boost local economies and build resilience.

Cross-government projects, proposals and Future opportunities are illustrated in the infrastructure pipeline in figure 8.



Bundaberg Multiplex Centre funded through Building our Regions (image courtesy of Bundaberg Regional Council)



## Priority Development Areas (PDAs):

Parcels of land identified for specific accelerated development with a focus on community development and economic growth. 28 PDAs with approximately:

- ▶ 20,000 hectares combined area
- ▶ up to 180,000 dwellings
- ▶ up to 452,000 residents
- ▶ up to 132,000 local jobs.

### PDAs and significant growth areas:

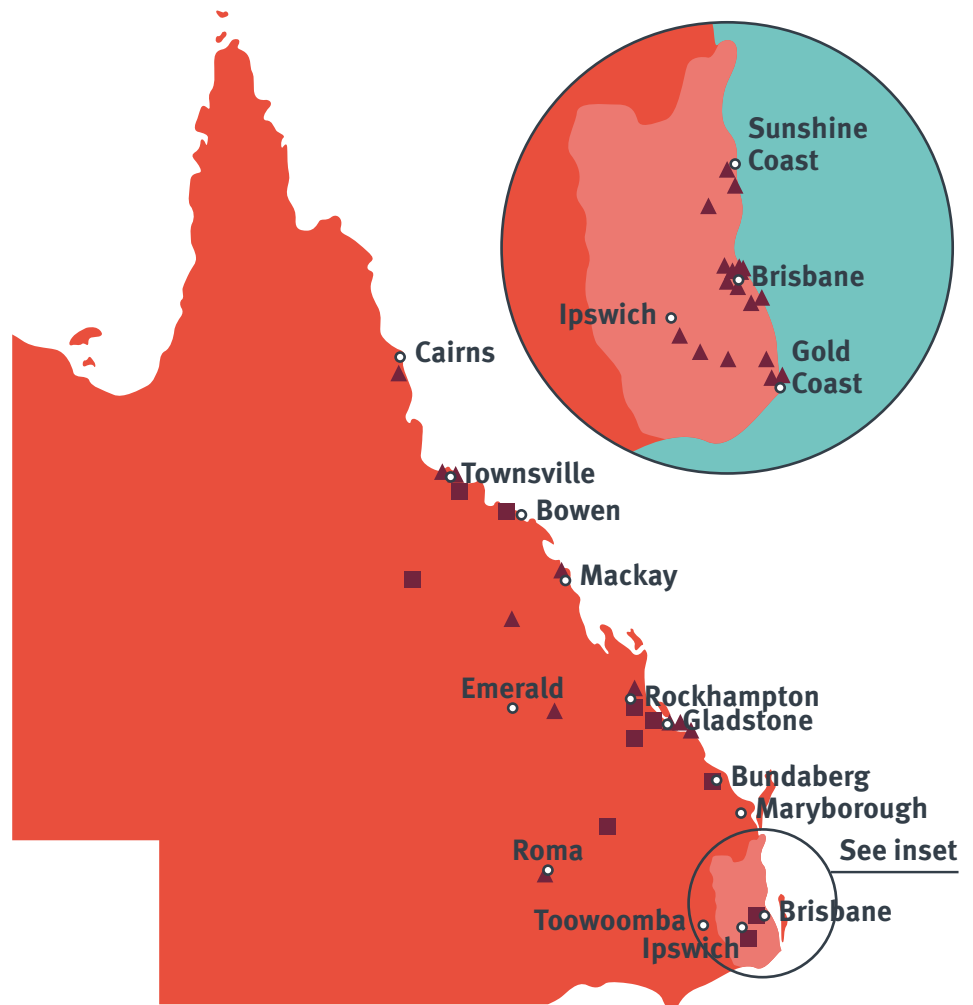
- ▲ Andergrove PDA, Mackay
- ▲ Blackwater PDA
- ▲ Blackwater East PDA
- ▲ Bowen Hills PDA, Brisbane
- ▲ Caboolture West
- ▲ Caloundra South PDA
- ▲ Central Queensland University (CQU) Rockhampton PDA
- ▲ Clinton PDA, Gladstone
- ▲ Coomera Town Centre
- ▲ Fitzgibbon PDA, Brisbane
- ▲ Herston Quarter PDA, Brisbane New
- ▲ Greater Flagstone PDA, Logan
- ▲ Maroochydore City Centre PDA
- ▲ Moranbah PDA
- ▲ Mount Peter, Cairns
- ▲ Northshore Hamilton PDA, Brisbane
- ▲ Oonoonba PDA, Townsville
- ▲ Parklands PDA, Gold Coast
- ▲ Queen's Wharf Brisbane PDA
- ▲ Ripley Valley PDA, Ipswich
- ▲ Roma PDA
- ▲ Southport PDA
- ▲ Tannum Sands PDA
- ▲ The Mill at Moreton Bay PDA New
- ▲ Toolooa PDA
- ▲ Toondah Harbour PDA
- ▲ Toowoomba Railway Parklands PDA
- ▲ Townsville City Waterfront PDA
- ▲ Weinam Creek PDA
- ▲ Woolloongabba PDA, Brisbane
- ▲ Yarrabilba PDA, Logan

## State Development Areas (SDAs)

Defined areas of land established by the Coordinator-General to promote economic development, including industrial hubs for large-scale, heavy industry, multi-user infrastructure corridors and major public infrastructure sites.

There are currently 10 SDAs:

- |   |   |
|---|---|
| ■ Abbot Point   | ■ Queensland Children's Hospital                |
| ■ Bromelton   | ■ Stanwell to Gladstone Infrastructure Corridor |
| ■ Bundaberg <span style="background-color: #f08080; padding: 0 2px;">New</span> | ■ Surat Basin Infrastructure Corridor           |
| ■ Callide Infrastructure Corridor   | ■ Townsville                                    |
| ■ Galilee Basin   |   |
| ■ Gladstone   |   |



## 2016 SIP Part B strategic alignment

In the SIP Part A, the Queensland Government identified strategic directions to address the infrastructure challenges and objectives for each asset class. These strategic directions inform SIP Part B, and allow government to align investments with these strategic directions. The number of 1–4 year program items and Future opportunities from the 2016 SIP which align to each response, are outlined below.

CROSS-GOVERNMENT RESPONSES					
Integrate land use and infrastructure planning to assist major projects and facilitate market-led proposals.	Early definition of infrastructure needs for regions and major projects.	Coordinate infrastructure to support critical domestic and export supply chains, key market sectors and high-growth areas.	A digital-first approach to deliver higher quality services and manage demand.	Cross-government coordination to optimise government investment.	Focus on preserving the existing asset base.
Number of 2016 SIP Part B 1–4 year program items					
15	5	4	–	5	5
Number of 2016 SIP Part B Future opportunities					
2	3	7	2	8	1

### Strategy for Social Infrastructure

The Strategy for Social Infrastructure (SSI) will outline the government's long-term direction for social infrastructure, promoting multi-sector collaboration and innovative approaches to better respond to evolving community needs and challenges. The strategy promotes better use of existing infrastructure and utilising new infrastructure developments to deliver more integrated, accessible, well-located, multi-functional and cost-effective social infrastructure.

The SSI enhances social infrastructure planning by encouraging holistic, cross-service solutions that reflect place-based approaches. The strategy will help inform regional planning to enable more effective positioning and use of social infrastructure within a region or community.

The strategy is focused on the social infrastructure that includes state facilities that support community health and wellbeing including health, education and training, arts and culture, sport and recreation, social housing, legal and public safety and emergency services.

The SSI is one of five strategic infrastructure documents outlined as Implementation action one in the 2016 SIP Part B.



Yeppoon revitalisation project

## 2017 pipeline

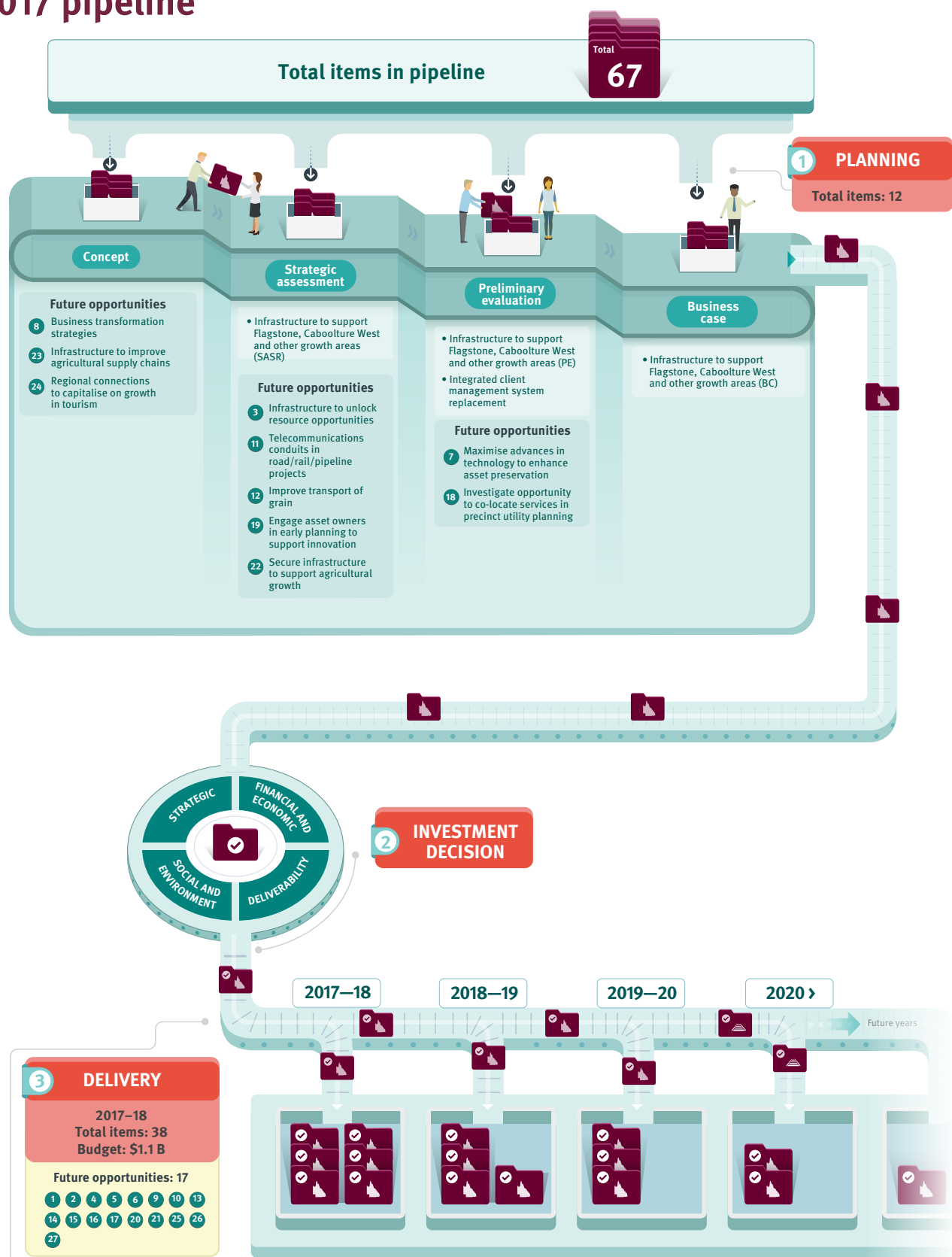


Figure 8: Infrastructure pipeline for Cross-government

Note: Items include: Queensland Government-led Proposals raised through consultation, Building Queensland proposals and proposals from Infrastructure Australia's Infrastructure Priority List.

Note: Items at various planning stages are captured in each phase, however, are only counted once in the total items.

## 1–4 year program

**DELIVERY**

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
							2018–19	2019–20 to 2020–21	Beyond	
South East Queensland										
Morayfield Child Safety Service Centre	1.200		●				1.200			
Neighbourhood, youth and community centres	11.700		●			0.060	2.490	2.410	6.740	
Parliament House – property, plant and equipment	14.085		●			9.491	4.294	0.300		
Carseldine Urban Village	30.536		●				0.878	9.670	8.459 11.529	
Yeerongpilly Green Transit Oriented Development	72.523		●			16.449	31.777	2.068	2.145 20.084	
Willowbank Industrial Development	73.971		●			15.981	1.000	4.590	30.000 22.400	
Northshore Hamilton	350.954		●			61.618	24.829	24.172	27.482 212.853	
Ecosciences and Health and Food Sciences Precincts fitout replacement program	Ongoing		●				0.881			
Library Board of Queensland ongoing programs	Ongoing		●		●		1.934			
Regional Queensland										
Texas Silver Mine state rehabilitation and management	2.000		●			0.400	1.600			
Mica Creek services	5.750		●			0.250	0.500		5.000	
Cape York Peninsula Tenure Resolution Program land acquisitions	6.000		●				6.000			
Salisbury Plains Industrial Precinct, Bowen	6.766		●			1.328	0.500	1.500	1.688 1.750	
Refurbishment of Toowoomba Agriculture Facilities	7.350		●			1.050	3.800	2.500		
Townsville Regional Industrial Estate	9.750		●			4.200	0.500	0.500	4.050 0.500	
Clinton Industrial Estate	11.695		●			0.445	0.500	1.000	7.250 2.500	
Gladstone State Development Area	13.617		●			5.417	0.500	1.150	5.800 0.750	
The Village Residential Estate, Oonoonba, Townsville	136.898		●			86.972	4.246	7.300	19.130 19.249	
Environmental health infrastructure program	15.000		●			3.750	3.750	3.750		

# Cross-government

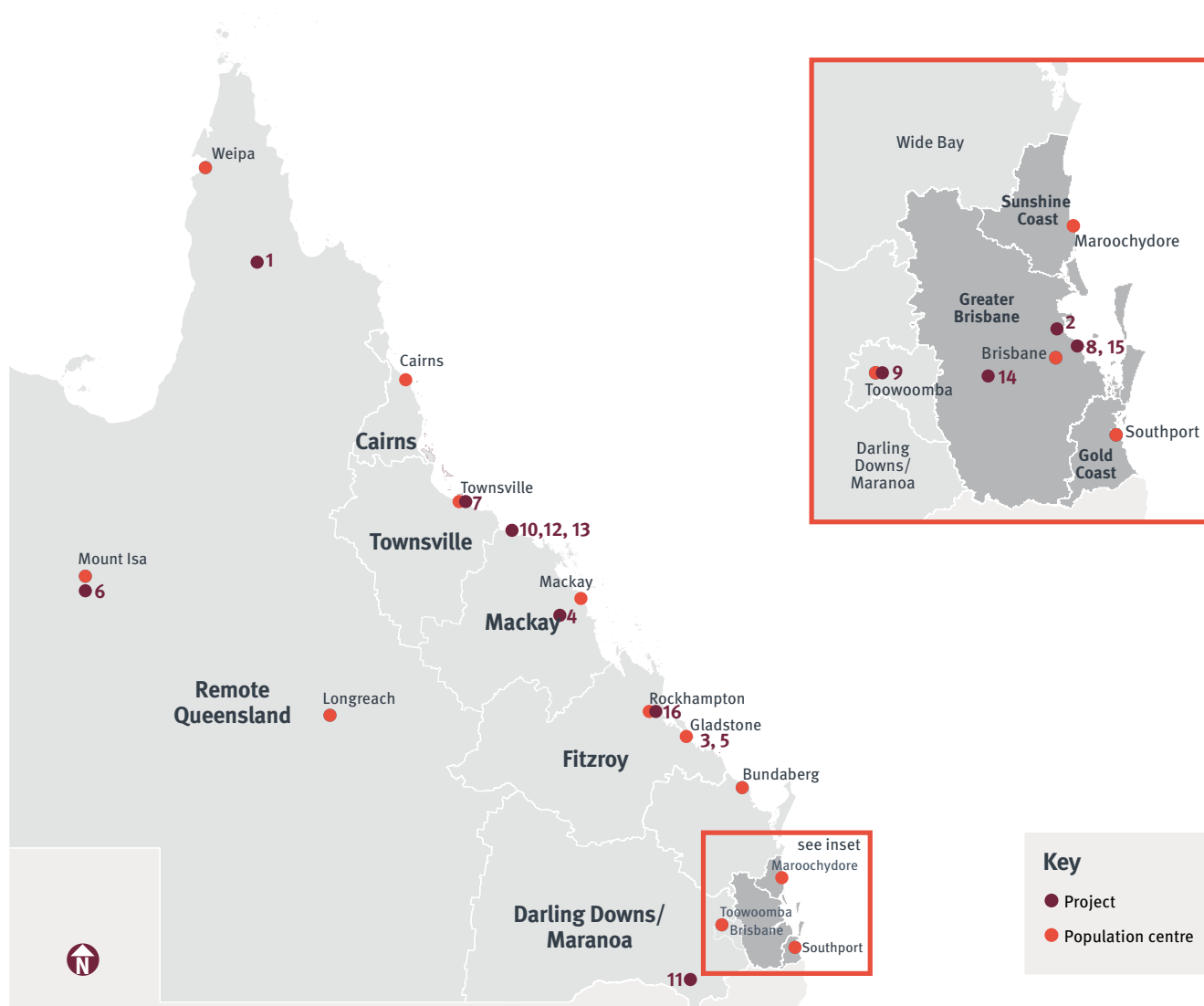
Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 2020–21	Beyond
Statewide										
Ageing in place	2.400		●			0.071	2.329			
RSPCA capital grant	3.000		●			0.244	1.342	1.414		
Strategic Resources Exploration Program	7.125		●				2.595	3.545	0.985	
Neighbourhood, youth and community centres	12.250		●		●	1.052	5.028	2.370	3.800	
Yeppoon and Rockhampton Revitalisation Project	40.000		●			25.666	14.334			
Community Resilience Fund	41.500		●			35.878	5.622			
Natural Disaster Resilience Program	58.830	●	●			38.318	19.169	1.343		
Indigenous State Infrastructure Program	61.022		●			59.137	1.885			
Royalties for the Regions	89.545		●			38.597	28.588	20.360	2.000	
Indigenous land and infrastructure programs	100.318	●	●			91.001	9.317			
Government employee housing	170.373		●			26.169	50.516	47.717	45.971	
Building our Regions	215.406		●			40.951	111.263	33.959	29.233	
Works for Queensland	400.000		●			120.000	180.000	100.000		
Natural Disaster Relief and Recovery Arrangements – local government authorities	1084.429		●			372.611	317.933	278.345	115.540	
Statewide Neighbourhood Centre Renewal Program	Ongoing		●				1.940			
Local Government Grants and Subsidies programs	Ongoing		●				28.953			
Statewide strategic land acquisitions	74.617		●			68.140	1.125	5.352		
Ongoing programs	Ongoing		●				204.222			
Other property, plant and equipment	96.018		●		●	63.365	19.572	5.096	7.208	0.777



## Selected 1–4 year program highlights

DELIVERY

#	PROJECT	#	PROJECT
1	Cape York Peninsula Tenure Resolution Program land acquisitions	9	Refurbishment of Toowoomba Agriculture Facilities
2	Carseldine Urban Village	10	Salisbury Plains Industrial Precinct, Bowen
3	Clinton Industrial Estate	11	Texas Silver Mine state rehabilitation and management
4	Construction of Moranbah Youth and Community Centre	12	The Village Residential Estate, Oonoonba, Townsville
5	Gladstone State Development Area	13	Townsville Regional Industrial Estate
6	Mica Creek services	14	Willowbank Industrial Development
7	North Queensland Stadium	15	Yeerongpilly Green Transit Orientated Development
8	Northshore Hamilton	16	Yeppoon and Rockhampton Revitalisation Project



## Future opportunities – short-term

### Opportunity 1

Sequence infrastructure planning and work with industry to secure critical infrastructure to activate the state's key development and high-growth areas (State Development Areas and Priority Development Areas).

**Status update:** The Department of State Development and Economic Development Queensland continue to plan for State Development Areas and Priority Development Areas respectively through the implementation of development schemes and interim land use plans.

### Opportunity 2

Incentivise the sequencing of the delivery of new growth areas to maximise the use of existing infrastructure and manage capital expenditure on new infrastructure.

**Status update:** The sequencing of infrastructure for new growth areas is delivered through the regional planning program, local government planning schemes, infrastructure funding programs and other mechanisms designed to maximise the effect of capital expenditure on new infrastructure.

### Opportunity 3

Secure transport, port facilities, water infrastructure and community amenities to unlock thermal coal in the Galilee and Surat basins, bauxite deposits near Aurukun and under explored gas reserves in the Cooper Basin.

**Status update:** The Department of State Development and the Department of Transport and Main Roads are progressing various opportunities, which will contribute to the broader transport and supply chain planning landscape.

### Opportunity 4

Investigate the impacts of climate change on existing and proposed state infrastructure and implement appropriate mitigation measures.

**Status update:** This opportunity is being progressed by the Office of Climate Change Queensland through the implementation of the Queensland Climate Adaptation Strategy.

### Opportunity 5

Investigate impacts on the Great Barrier Reef and prioritise infrastructure to support water quality improvements.

**Status update:** The opportunity is being progressed by the Office of Climate Change Queensland through the implementation of the Climate Change Adaptation Strategy.

### Opportunity 6

Implement strategies to protect the heritage values of the state's heritage-listed courthouses, and health and education facilities.

**Status update:** The Department of Environment and Heritage Protection recently amended the *Queensland Heritage Act 1992* and is progressing a coordinated approach utilising the whole-of-government framework for managing heritage assets in Queensland.

### Opportunity 7

Maximise advances in technology to enhance asset preservation.

**Status update:** The opportunity is being progressed through the Building Information Modelling project (Implementation action 15).

### Opportunity 8

Implement business transformation strategies to embed a coordinated cross-agency approach to social infrastructure planning, sequencing and delivery to maximise government investment and community benefit.

**Status update:** The Strategy for Social Infrastructure and best practice guide, which is under development, outlines strategies for social infrastructure planning. This plan provides the basis for a cross-sector integrated approach to infrastructure planning, in accordance with Implementation action 1, and outlines actions to address key challenges.

The Community Hubs and Partnerships program is engaging state agencies, local government, community groups and industry to embed a coordinated cross-agency approach to social infrastructure planning, sequencing and delivery to maximise government investment and community benefit.



## Future opportunities – short-term cont.

### PLANNING

#### Opportunity 9

Explore opportunities to better use assets through co-location, better coordination and joined-up service delivery.

**Status update:** Work is underway through the Community Hubs and Partnerships program to coordinate investment and integrate service delivery in Queensland communities, such as the work undertaken in Priority Development Areas.

Additionally, a pilot infrastructure coordination plan has commenced with Moreton Bay Regional Council, as outlined in Implementation action 1.

#### Opportunity 10

In partnership with industry, build Queensland's public and private sector capability to move towards a mandatory adoption of Building Information Modelling on building projects by 2020 and on major infrastructure by 2023.

**Status update:** The opportunity is being progressed through the Building Information Modelling project. (Implementation action 15).

#### Opportunity 11

Consider the potential to lay telecommunications conduits as part of major new road/rail/pipeline projects on a cost recovery basis from telecommunications carriers.

**Status update:** The opportunity is being progressed as a coordinated approach through the development of the Queensland Digital Infrastructure Plan, and will be addressed through existing opportunity 18 in future SIP updates.

#### Opportunity 12

Improve the transport of grain to port by investigating the suitability of super depots.

**Status update:** This opportunity is being reframed following the investigation of super depots as an idea, which indicated a growing trend towards a decentralisation storage model.

#### Opportunity 13

Partner with the private sector to capitalise on the Northern Australia Infrastructure Facility to deliver economic infrastructure to northern Queensland.

**Status update:** Work is underway to advance suitable opportunities under the *Northern Australian Infrastructure Facility Act 2016*.

#### Opportunity 14

Develop port master plans that integrate with adjoining infrastructure and land use planning documents.

**Status update:** Master planning processes are underway for the four priority ports in accordance with the *Sustainable Ports Development Act 2015*.

#### Opportunity 15

Ensure that business cases for future assets include alternative ways of achieving the outcome using digital means.

**Status update:** This opportunity will be addressed through existing opportunity 19 in future SIP updates.

#### Opportunity 16

Investigate the suitability of a Bundaberg Port State Development Area.

**Status update:** An State Development Area was established around the Port of Bundaberg in February 2017, in response to growing demand for port-related and industrial land. Preparation of a draft development scheme has commenced.

#### Opportunity 17

Plan and deliver infrastructure to service existing Priority Development Areas.

**Status update:** Economic Development Queensland continues to work with government agencies to plan and deliver infrastructure to service Priority Development Areas, with 28 areas under development.



## Opportunity 18

In partnership with utility suppliers, investigate opportunities through precinct utility planning to co-locate services (e.g. water, energy, telecommunication infrastructure).

**Status update:** The Department of Science, Information Technology and Innovation, through the development of the Queensland Digital Infrastructure Plan, sets out an approach for making better use of existing government-owned or controlled digital infrastructure. It ensures when digital infrastructure is being considered, that other forms of infrastructure (water, energy, transport and social) are taken into account.

## Opportunity 19

Engage with asset owners early in the planning process to identify opportunities for innovation (e.g. opportunities for precinct-wide approaches to water recycling or access to transport corridors).

**Status update:** The Queensland Government's approach to infrastructure planning, as outlined in the SIP Part A, recognises there is typically more than one way to solve a problem. This is evident in the Queensland Digital Infrastructure Plan (as outlined in the digital asset class), where a number of opportunities for digital innovation are being explored.

## Opportunity 20

Increase engagement with local government and local service providers in the construction and maintenance of state government infrastructure, such as housing and other government facilities.

**Status update:** The Department of Housing and Public Works is facilitating a coordinated government approach with local government and local service providers to facilitate infrastructure in regional communities.

## Opportunity 21

Engage with Aboriginal and Torres Strait Islander local governments to develop strategies to eliminate the duplication of services and administration provided by the state and Australian Government agencies and non-government organisations.

**Status update:** A services hub or 'one-stop-shop' has been established in Cairns to facilitate standardised service delivery, and provide assistance with grant submissions and development approvals coordination.

## Opportunity 22

Secure transport, port facilities, water infrastructure and other relevant infrastructure to support agricultural growth in northern Queensland.

**Status update:** The need for a more efficient and low-cost supply chain is being explored, and related opportunities will be investigated that have the potential to make northern Queensland agriculture competitive in international markets.

## Opportunity 23

Invest in infrastructure that will improve the efficiency, reliability and flexibility of agricultural supply chains in order to better serve existing and new export markets.

**Status update:** The Australian Export Grains Innovation Centre is currently developing studies on supply chain optimisation. The Department of Agriculture and Fisheries will leverage this research and progress opportunities (as required) focused on improving agricultural supply chains.

## Future opportunities – medium/long-term

### PLANNING

#### Opportunity 24

Secure appropriate infrastructure and develop regional connections to enable Queensland to capitalise on growth in drive, rail, cruise and aviation tourism sectors.

**Status update:** The opportunity has been researched and a cross-government coordinated approach is being defined by the Department of State Development to determine the current state of existing infrastructure, including the identification of future service needs of the relevant sectors.

#### Opportunity 25

Identify catalytic infrastructure to support new agricultural, biowaste and biorefinery hubs across regional Queensland.

**Status update:** The opportunity is being progressed by the Department of State Development working across government to implement the Biofutures 10-year Roadmap and Action Plan.

#### Opportunity 26

Investigate opportunities to improve material, manufacturing and construction practices that reduce energy consumption and greenhouse gas emissions and improve sustainable construction (e.g. the Cement Sustainability Initiative).

**Status update:** Cement Sustainability Initiative research is being leveraged, and a number of Queensland Government agencies are progressing various opportunities, such as the Department of Transport and Main Roads with laboratory stress tests, technology pilots and releasing specifications based on their research.

#### Opportunity 27

Embrace technological advances for improved delivery/use of public services particularly those that decrease demand for investment in hard infrastructure.

**Status update:** The Queensland Government's approach to infrastructure planning, as outlined in the SIP Part A, encourages creative thinking on solutions that reform and reuse infrastructure rather than building new. Technological advances such the Energy Savers Plus Program (funded by the Queensland Government is designed to help farmers identify where they can make significant savings for their on-farm energy use), and ramp metering/variable speed limit signs (which improves the efficiency of existing road infrastructure). More than 500 government services are now available online, up from 390 in the 2016 SIP Part B.

### Infrastructure coordination plans

Quality and cost-efficient infrastructure and land use planning requires coordination between all levels of government. Infrastructure coordination plans will demonstrate a new approach to the coordination and integration of infrastructure, economic and land use planning. The long-term service needs for infrastructure planning, coordination and alignment between state and local government will be the focus of the plans. Developed in collaboration with local governments, the plans will become an important element in the state's infrastructure planning process.

A pilot infrastructure coordination plan has commenced with Moreton Bay Regional Council. It will be used to inform a program of plans across South East Queensland.

## New 2017 Future opportunities

PLANNING

### Opportunity 28

Focus on minor works or upgrade programs that make existing infrastructure fit-for-purpose to meet current standards and accommodate future requirements.

### Case study: City Deals

**Queensland is at the forefront of City Deal development in Australia. City Deals are collective plans for economic growth tailored for a city or region that commit to actions, investments, reforms and the governance needed to implement them.**

City Deals are a core tenet of the Australian Government's Smart Cities Plan, to coordinate and leverage local, state and federal government investment into an agreed set of projects and associated outcomes. Under the Smart Cities Plan, a Memorandum of Understanding (MOU) for developing City Deals between the Australian and Queensland Governments was established in late 2016.

Townsville is Australia's first City Deal between the Australian and Queensland governments, and Townsville City Council.

The 15-year deal includes 16 commitments and nine future opportunities that will drive economic growth, unlock potential in the region and encourage business and industry development.

It will help Townsville become:

- ▶ the economic gateway to Asia and Northern Australia
- ▶ a global leader in tropical and marine research and innovation
- ▶ a prosperous and highly-liveable city for residents and visitors.

South East Queensland is set to become Queensland's second City Deal. The 2017 Federal Budget includes the Australian Government's commitment to working with the Queensland Government and Council of Mayors South East Queensland to develop an South East Queensland City Deals strategy – the first step to a comprehensive City Deal for the South East Queensland region. This represents a unique opportunity to work together to transform the region. This commitment recognises the significant work already undertaken by the Queensland Government and the Council of Mayors South East Queensland over the past two years to identify a series of regional challenges and outcomes.

The Queensland Government is also continuing to work with the Australian Government and local governments to investigate opportunities for further City Deals in Queensland.



Townsville family at The Strand

## Case study: Infrastructure investment strategy supporting jobs

**The Queensland Government is securing long-term job opportunities for people in remote Aboriginal and Torres Strait Islander communities through strategic capital and infrastructure investment.**

The Integrated Capital Works Strategy for Far North Queensland sequences planned Queensland Government capital investment to maximise continuity of work opportunities for local communities.

The Queensland Government works with remote Aboriginal and Torres Strait Islander communities to develop community capacity statements and skill profiles to inform the procurement phase for capital and maintenance projects within communities.

Through this local knowledge the Queensland Government is able to link candidates through the project's Indigenous Economic Opportunity Plan, which is required by the Queensland Building and Construction Training Policy.

For example, in Aurukun there are apprentices at various stages of training who could complete their apprenticeships if continuing work opportunities are made available. The Queensland Government is working with employment and training providers to coordinate these opportunities.

Planned capital programs have also created opportunities for small businesses to make investment decisions that can be incorporated via the Indigenous Economic Opportunity Plan for future projects, including new business development.

Across all remote communities this approach has achieved 261 job placements in 2016–17, including 80 trainees and apprentices.



Bulloo Park redevelopment funded by Building our Regions (image courtesy Quilpie Shire Council)



# Transport



North Brisbane Bikeway

**Queensland's transport system is the government's largest built asset and has experienced substantial growth over the past decade to keep pace with population and economic growth. It connects communities, cities and industries to each other, to the rest of Australia and to the world. The system's roads, railways, airports and ports are critical to moving people and freight throughout Queensland.**

The transport system supports broader statewide objectives, including economic growth and improved liveability across regions by connecting places and communities. Improved coordination between land use planning and transport planning will support employment, economic and population growth, and reduce congestion and travel times. This can achieve efficiencies in the better use or improvement of the existing network, providing an alternative to costly upgrades or new infrastructure.

Delivering an optimised system that balances the needs of commuters, visitors and industry, will present ongoing challenges that will require a tailored approach. To achieve this, the Queensland Government will continue to work collaboratively with local governments on the development of regional transport plans. Regional transport plans articulate the transport system priorities at a regional level to respond to the unique challenges and opportunities of each region. Regional transport plans will consider regional demographic and industry changes, local government land use and transport planning, and respond to regional plans and the SIP. Each region has its own specific challenges, such as a decentralised population, managing impacts from extreme weather events and increasing congestion on roads and passenger transport networks.

Planning and infrastructure must also consider broader challenges such as changing demographics, expanding markets, distances between economic zones and key centres, as well as ageing infrastructure requiring upgrades and repairs.

Future investments will require smarter, value-for-money solutions that enable innovative, cost-effective connections between people and places. Incorporating technology into solutions will provide increased availability of real-time information, greater mode choice through advancements such as ride-share services and environmental benefits such as lower emissions. Finding new ways to plan, fund, build and maintain transport infrastructure, while working with industry and partners across the sector, is critical to achieving this. New technologies will transform transport demand management, better meet customer expectations and improve efficiency and safety.

Investments in safe and efficient active transport infrastructure will help manage congestion and provide health benefits to the community. There are about 802,000 Queenslanders who cycle each week.<sup>i</sup> The Queensland Government is committed to the vision of more cycling, more often and is expanding the state's dedicated cycling network to make it easier and safer for Queenslanders to cycle. Queensland's Cycling Infrastructure Program is a major funding initiative to speed up delivery of the principal cycle network, promoting and supporting collaboration between the state and local governments to achieve a 'one network' outcome for cycling.

Freight access across the state's supply chains will continue to be a priority with a focus on improved safety, increased capacity, transport efficiency and route reliability. Increased movement of freight by sea will also require focus on sustainable development and maintenance of shipping channels and berths, to ensure the safe and efficient operation of ports.

Improving integration between road, rail, air and port systems, which connect major economic zones with interstate and overseas markets, is critical to improving Queensland's global competitiveness and economic performance. This includes taking account of the increase in containerisation and development of multi-modal hubs. The optimisation of port activity at the four priority ports, the Port of Brisbane and airports will support the state's economy through better functioning supply chains and increased productivity; as well as having positive environmental impacts in regional areas.

Transport projects, proposals and Future opportunities are illustrated in the infrastructure pipeline in figure 9.

## 2016–17 DELIVERY HIGHLIGHTS

Townsville Ring Road section 4, Townsville

Coomera Interchange Exit 54 upgrade, Gold Coast

Brigalow to Chinchilla widening, Darling Downs

<sup>i</sup> Austroads 2017 National cycling Participation Survey 2017: Queensland



## 2016 SIP Part B strategic alignment

In the SIP Part A, the Queensland Government identified strategic directions to address the infrastructure challenges and objectives for each asset class. These strategic directions inform SIP Part B, and allow government to align investments with these strategic directions. The number of 1–4 year program items and Future opportunities from the 2016 SIP which align to each response, are outlined below.

TRANSPORT RESPONSES					
Focus on maintenance and rehabilitation of existing infrastructure to reduce the long-term cost of repair and improve network resilience.	Unlock the potential of critical supply chains by identifying and improving the freight network.	Seek innovation and technology solutions to create a better performing and lower emissions transport system.	Seek public transport solutions including demand management to address the strong growth of South East Queensland.	Digitally connected smart infrastructure to improve capacity, safety and security.	Connect regional communities with access to essential services and opportunities.
Number of 2016 SIP Part B 1–4 year program items					
25	16	1	17	9	49
Number of 2016 SIP Part B Future opportunities					
4	13	3	7	4	4

### Queensland Transport Policy

The Queensland Transport Policy (QTP) is being developed as a 30-year strategy to ensure the transport system maximises economic, social and environmental benefits for Queensland in the long-term. The development of the QTP will provide individuals, communities, stakeholders and industry partners with the opportunity to engage in, and influence, the future of transport in Queensland.

Globally, transport systems are undergoing major changes, including increasing ride and vehicle sharing, and vehicle electrification and automation. The QTP will focus on the potential impact of these global, transformative changes on Queensland's transport system. The policy directions and actions of the QTP will inform infrastructure investment priorities, and more detailed transport planning, policy and delivery for the transport system.

The QTP is one of five strategic infrastructure documents outlined as Implementation action one in the 2016 SIP Part B.



Toowoomba Second Range Crossing

## Queensland's state-controlled road network:

spans  
**33,353 km**

carries  
**80%**  
of all road traffic

has a gross replacement  
value of  
**\$83.38 B**  
(as at 30 June 2016)

**QTRIP investment**  
(2017–18 to 2020–21)







**Note:** This is indicative analysis that includes state and federal funds.

*Based on published QTRIP*

**Queensland Transport and Roads  
Investment Program (QTRIP)**  
2017–18 to 2020–21 outlines approx.

**\$21 B**  
of investment in  
transport infrastructure

Queensland has  
**15**  
trading ports  
and  
**4**  
priority ports

  
**Townsville**  
  
**Abbot Point**  
  
**Hay Point  
and Mackay**  
  
**Gladstone**

## Plans and strategies that inform transport infrastructure investment in Queensland:

- ▶ The Department of Transport and Main Roads Strategic Plan 2016–2020
- ▶ Transport Coordination Plan 2017–2027 (draft)
- ▶ Moving Freight
- ▶ National Ports Strategy
- ▶ Queensland Road System Performance Plan
- ▶ Safer Roads, Safer Queensland: Queensland's Road Safety Strategy 2015–2021
- ▶ Safer Roads, Safer Queensland: Queensland's Road Safety Action Plan
- ▶ Queensland Cycle Strategy 2017–2027
- ▶ Cycling Infrastructure Policy
- ▶ Bruce Highway Action Plan
- ▶ Warrego Highway Upgrade Strategy
- ▶ Connecting Brisbane
- ▶ Mackay Isaac Whitsunday Regional Transport Plan (draft)





**11.99 M**

passenger transport  
trips outside of South  
East Queensland in  
2015–16

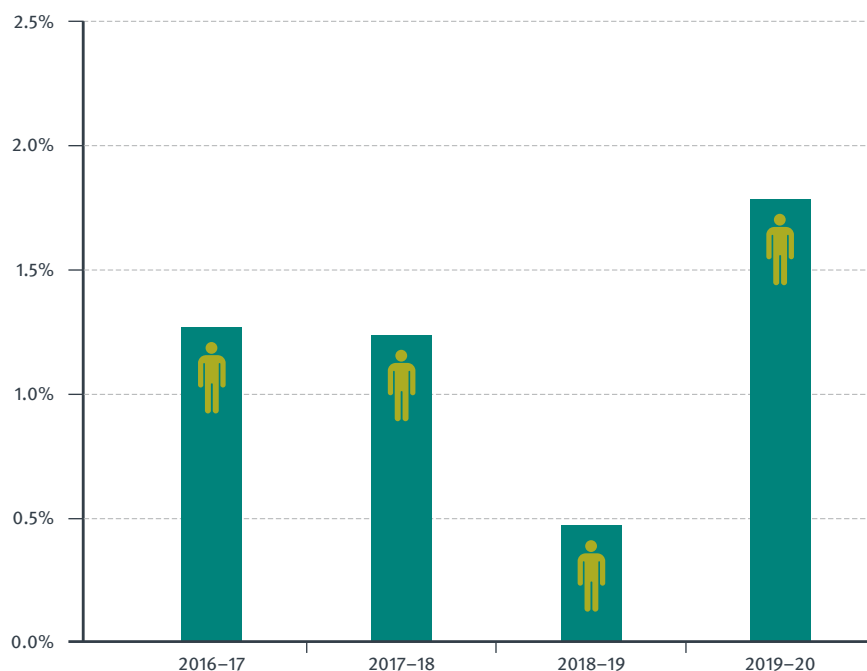


**177.94 M**

trips on bus, rail and  
ferry services within  
South East Queensland  
in 2015–16

**Note:** Estimated Actual from the 2017–18 Queensland State Budget – Service Delivery Statements – Department of Transport and Main Roads

**South East Queensland public transport  
projected patronage growth to 2019–20  
(year-on-year change)**



**Note:** South East Queensland public transport patronage over the next five years is estimated to grow with population growth.

Passenger transport  
services in  
Queensland  
operate across:



**6050 km**  
of rail track



**13 km**  
of light rail track



**29 km**  
of busway

**Queensland Rail operates and manages 7212 km of rail network across the state**



**Privately-owned Aurizon operates and manages access to the 2670 km  
central Queensland coal rail network.**

## 2017 pipeline

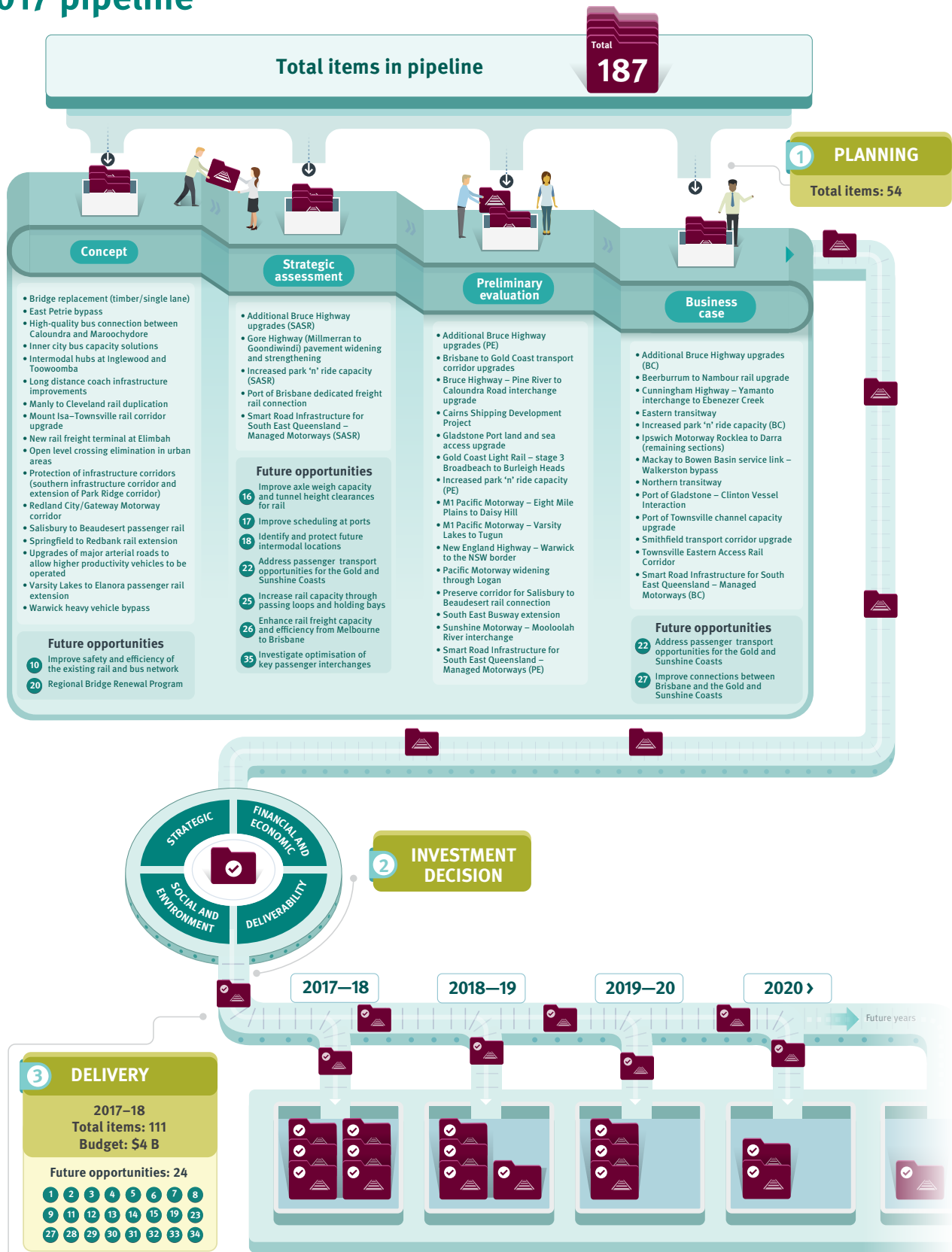


Figure 9: Infrastructure pipeline for Transport

Note: Items include: Queensland Government-led Proposals raised through consultation, Building Queensland proposals and proposals from Infrastructure Australia's Infrastructure Priority List.

Note: Items at various planning stages are captured in each phase, however, are only counted once in the total items.

## 1–4 year program

DELIVERY

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
							2018–19	2019–20 to 20–21	Beyond	
South East Queensland										
Bruce Highway										
Caloundra Road to Sunshine Motorway	929.250	●	●			79.968	120.000	150.000	579.282	
Bruce Highway, Boundary Road Interchange	100.375	●	●			54.555	10.000	2.000	33.820	
Other road network projects										
Cunningham Highway (Ipswich – Warwick), Warrill View pavement rehabilitation	12.500	●	●			8.500	4.000			
Kawana Way (Sunshine Motorway – Nicklin Way), Sunshine Coast University Hospital roundabout upgrades	22.000		●			16.316	5.242	0.442		
Labrador – Carrara Road, Crestwood Drive to Nerang–Southport Road, widen to six lanes	22.500		●			12.348	10.152			
Beaudesert Town Centre Bypass	26.000		●			19.000	7.000			
Waterford–Tamborine Road (Logan Village) upgrade between Anzac Avenue to Hotz Road <sup>1</sup>	39.500				●	4.500	18.000	17.000		
Southport–Burleigh Road, Vespa Crescent to Nerang River Bridge	49.000		●			34.099	14.901			
Pacific Motorway (Rosedale South), Miles Platting Road to Rosedale Road (Gateway merge) <sup>2</sup>	170.000	●	●			3.300	10.000	60.000	96.700	
Pacific Motorway (Mudgeeraba – Varsity Lakes), extra lanes <sup>3</sup>	180.000	●	●			6.467	18.638	70.000	84.895	
Ipswich Motorway, Rocklea to Darra stage 1 upgrade	400.000	●	●			25.401	36.000	90.000	248.599	
Gateway Motorway North, upgrade to six lanes	1142.727	●	●			532.287	236.345	146.203	227.891	
Public and active transport										
North Brisbane Bikeway, stage 2 and 3, Somerset Street to Price Street design and construct	13.180		●			3.176	1.675	6.150	2.179	
Veloway 1, Pacific Motorway Cycleway (stage D)	23.721		●			13.055	3.739	1.465	5.461	

## 1–4 year program

**DELIVERY**

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 20–21	Beyond
South East Queensland										
Rail										
Morayfield Station upgrade	15.000		●			0.705	3.350	7.525	3.420	
Strathpine and Boondall Station upgrades	28.444		●			2.012	6.229	13.203	7.000	
Alderley and Newmarket Station upgrades	29.589		●			24.933	4.656			
Graceville and Dinmore Station upgrades	35.220		●			31.189	4.031			
Central Station upgrades and platform renewal	73.372		●			12.128	35.989	25.256		
North Coast Line Capacity Improvement Project (passing loops)	100.000		●			1.350	16.900	45.000	36.750	
Gold Coast Rail line – Coomera to Helensvale duplication	131.544		●			81.173	23.506	26.864		
Gold Coast Light Rail (stage 2) <sup>4</sup>	420.000	●	●	●		104.246	233.542	30.864	27.864	23.484
European Train Control System level 2 – inner city	634.381		●			15.248	29.654	121.139	310.691	157.649
Cross River Rail <sup>5</sup>	5409.000		●				129.000	733.000	1890.000	2657.000
New Generation Rollingstock <sup>6</sup>	4155.705		●			352.679	406.965	590.386	147.189	2658.486
New Generation Rollingstock operational readiness <sup>6</sup>	12.013		●				12.013			
New Generation Rollingstock power distribution <sup>6</sup>	42.137		●			3.046	23.729	15.362		
New Generation Rollingstock stabling facilities <sup>6</sup>	115.931		●			115.731	0.200			
New Generation Rollingstock business systems <sup>6</sup>	36.143		●			31.980	4.164			
Marine										
Boating Infrastructure Program (Gold Coast Waterways Authority)	4.620		●			1.210	0.630	1.280	1.500	
Navigation access and safety (Gold Coast Waterways Authority)	12.263		●			3.410	5.503	0.800	2.550	
Plant, equipment and minor works	6.455		●			1.910	2.125	0.670	1.750	

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 20–21	Beyond
Regional Queensland										
Bruce Highway										
Bajool widening (Benaraby – Rockhampton)	16.950	●	●			9.338	7.612			
Burdekin River Bridge rehabilitation (Bowen – Ayr) <sup>7</sup>	43.750	●			●	38.733	2.900	2.117		
Rockhampton Northern Access Upgrade stage 1	121.000	●	●			6.400	10.900	70.000	33.700	
Cooroy to Curra section C (Traveston Road – Keefton Road)	384.241	●	●			163.395	40.000	5.000	175.846	
Cattle Creek and Frances Creek upgrade (Townsville – Ingham)	118.900	●	●			21.821	42.800	11.164	43.115	
Formation widening (Innisfail – Cairns)	31.782	●	●			19.273	7.535	4.388	0.585	
Tinana Interchange upgrade	38.000	●	●			20.099	8.000	9.901		
Sandy Gully Bridge upgrade (Bowen – Ayr)	57.500	●	●			15.310	13.119	9.126	19.945	
Bruce Highway, Mackay Ring Road	497.810	●	●			50.426	70.000	141.000	236.384	
Cairns Southern Access Corridor stage 2 (Robert Road – Foster Road), widen to six lanes	58.000	●	●			18.973	9.172	24.455	5.400	
Warrego Highway										
Toowoomba Second Range Crossing <sup>8</sup>	1606.250	●	●			411.503	252.463	531.175	155.199	255.910
Charlton to Kingsthorpe duplication	160.000	●	●			23.216	44.378	11.002	81.404	
Dalby Western access upgrade (stage 1)	59.000	●	●			8.832	17.539	20.468	12.161	
Dalby Eastern access upgrade	56.000	●	●			7.920	18.252	21.944	7.884	
Oakey to Dalby overtaking lanes	44.000	●	●			23.922	8.902	4.076	7.100	
Dalby to Miles overtaking lanes	35.000	●	●			2.037	25.893	3.070	4.000	
Oakey to Miles safety upgrade	40.000	●	●			6.630	11.966	15.405	6.000	
Miles Western Access upgrade	24.000	●	●			1.224	1.164	5.979	15.633	

## 1–4 year program

**DELIVERY**

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 20–21	Beyond
Regional Queensland										
Other road network projects										
Pialba–Burrum Heads Road, Scrub Hill Road and Wide Bay Drive intersection signalisation	26.000		●			4.944	6.500	10.500	4.056	
Mackay–Slade Point Road, Vines Creek Bridges replacement	28.000		●			5.333	6.807	8.013	7.847	
Rockhampton Road Train Access (stage 1)	30.000	●	●			4.000	9.000	17.000		
Bill Fulton Bridge (Freshwater Creek)	34.200		●			6.794	4.971	6.078	16.357	
Gregory Developmental Road, Cape River Bridge replacement	34.600		●			2.325	16.275	8.000	8.000	
Riverway Drive duplication	35.000		●			5.743	14.291	14.967		
Dawson Highway, timber bridge replacement package	40.000		●			7.194	16.806	10.000	6.000	
Gregory Developmental Road, Charters Towers – The Lynd, widening	42.280		●			4.406	10.000	15.000	12.874	
Kennedy Developmental Road (Hann Highway), The Lynd – Hughenden, sealing	50.000	●	●			4.000	16.000	16.000	14.000	
Landsborough Highway (Blackall – Barcaldine), widening	12.500	●	●			5.875	5.625	1.000		
Peak Downs Highway (Nebo – Mackay), timber bridge replacements	70.000	●	●			21.023	21.021	6.534	32.256	
Capricorn Highway duplication (Rockhampton – Gracemere)	74.990	●	●				5.000	40.000	29.990	
Peak Downs Highway – Eton Range realignment	189.200	●	●			53.031	36.388	30.860	68.921	
Ports										
Port of Weipa general development	0.350		●			0.050	0.120	0.070	0.110	
Horn Island Cargo Wharf Access Road	1.700		●				0.300	1.400		
Indigenous land user agreement (North Queensland Bulk Ports Corporation Limited)	3.483		●			0.474	0.580	0.589	1.214	0.625
Port of Cairns – marina reconfiguration and expansion	3.870		●			1.170	0.100	1.500	1.100	

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 20–21	Beyond
Ports										
Port of Hay Point upgrades and development	6.431		●			1.542	3.069	1.220	0.400	0.200
Louisa Creek acquisition program	8.616		●			1.252	1.052	1.052	2.104	3.156
Port of Mackay Wharf 4 and 5 fender upgrade	9.516		●			2.500	7.016			
Barney Point projects	14.320		●			0.026	6.984	3.310	4.000	
Port of Gladstone capacity maximisation	16.800		●			5.648	3.252	2.900	5.000	
Port of Townsville other works and equipment	17.314		●			3.689	5.510	3.815	3.300	1.000
Port of Abbot Point upgrades and development	21.018		●			8.672	5.121	6.325	0.900	
Port of Cairns foreshore development	21.180		●			19.180	1.000		1.000	
Port of Cairns development of Tingira St Precinct	21.290		●			3.140	3.750	3.000	11.400	
Port of Mackay other works	24.479		●			5.716	7.713	5.630	3.150	2.270
Fishermans Landing projects	33.400		●			3.191	5.609	8.000	16.600	
Auckland Point projects	33.800		●				3.000	15.800	15.000	
Port of Townsville Berth 4 upgrade <sup>9</sup>	37.265		●			22.833	14.432			
Port of Gladstone conveyor life extension	50.825		●			8.920	10.155	13.750	18.000	
Port of Gladstone port services projects	63.673		●			17.973	8.801	19.130	17.769	
Port of Gladstone process control systems, stockpile management and upgrades	158.382		●			36.490	36.322	27.845	52.975	4.750
Port of Townsville plant, equipment and minor works	Ongoing		●				3.464			
Port of Cairns other works and equipment	5.258		●			3.988	0.750		0.520	
Port of Gladstone other works and equipment	66.643		●			7.895	24.199	10.432	24.117	
Port of Cairns ongoing programs	Ongoing		●				1.209			
Rail										
Toowoomba Range capacity and clearance upgrades	34.481		●			5.142	24.466	4.873		

## 1–4 year program

**DELIVERY**

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		Indicative			
							2017–18	2018–19	2019–20 to 20–21	Beyond
<b>Statewide</b>										
<b>Other road network projects</b>										
Transport and tourism connections	10.000		●				5.900	4.100		
Regional Roads Infrastructure Package	13.314		●			3.466	3.750	6.098		
Royalties for the Regions	19.541		●			12.594	4.105	2.842		
Cape York Region Package	260.500	●	●			143.850	63.023	51.954	1.672	
Natural disaster recovery and reconstruction works <sup>10</sup>	400.000	●	●				105.000	245.000	50.000	
Bridges Renewal Program	40.161	●				29.274	9.787	1.100		
Transport Infrastructure Development Scheme <sup>11</sup>	Ongoing		●				70.000			
Black Spot Programme <sup>11</sup>	Ongoing	●					12.178			
Transport Corridor Acquisition Fund <sup>11</sup>	Ongoing		●				40.000			
Ongoing programs <sup>11</sup>	Ongoing	●	●				109.564			
Other construction works <sup>11</sup>	Ongoing	●	●				657.273			
<b>Rail</b>										
Rail operations – above rail cost optimisation	Ongoing		●				12.142			
Rail operations – above rail operational performance	Ongoing		●				76.165			
Network – below rail cost optimisation	Ongoing		●				28.871			
Network – below rail operational performance	Ongoing		●				266.338			
Safety program	Ongoing		●				9.857			
Statewide network management and enhancement	Ongoing		●				81.297			
ICT Programs	Ongoing		●				8.087			



Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
							2017–18	2018–19	2019–20 to 20–21	Beyond
Public and Active Transport										
Queensland School Bus Upgrade Program	Ongoing		●				16.572			
Cycling Grants Program	Ongoing		●				21.387			
Passenger Transport Facilities Program <sup>12</sup>	Ongoing		●				24.488			
Marine										
Boating infrastructure minor works	Ongoing		●				8.938			
Maritime safety minor works	Ongoing		●				13.042			

**Notes:**

<sup>1</sup> The majority of funding for this work is provided through developer contributions.

<sup>2</sup> Indicative total project cost to be confirmed through the procurement process. Australian Government contribution capped at \$115 million, with the Queensland Government to fund the balance.

<sup>3</sup> Indicative total project cost to be confirmed through the procurement process. Australian Government contribution capped at \$110 million, with the Queensland Government to fund the balance.

<sup>4</sup> This project is being delivered under a Public Private Partnership (PPP) arrangement.

<sup>5</sup> Project is being delivered by the Cross River Rail Delivery Authority.

<sup>6</sup> Reflects 2017–18 funding allocation only. Ongoing funding allocations are not represented.

<sup>7</sup> Includes an agreed contribution from Queensland Rail of \$18.7 million.

<sup>8</sup> This project is being delivered under a Public Private Partnership (PPP) arrangement.

<sup>9</sup> Total estimated cost has been revised to \$40.5 million.

<sup>10</sup> Represents Capital works in response to the impact of Cyclone Debbie on Queensland transport infrastructure.

<sup>11</sup> Reflects 2017–18 funding allocation only. Ongoing funding allocations are not represented.

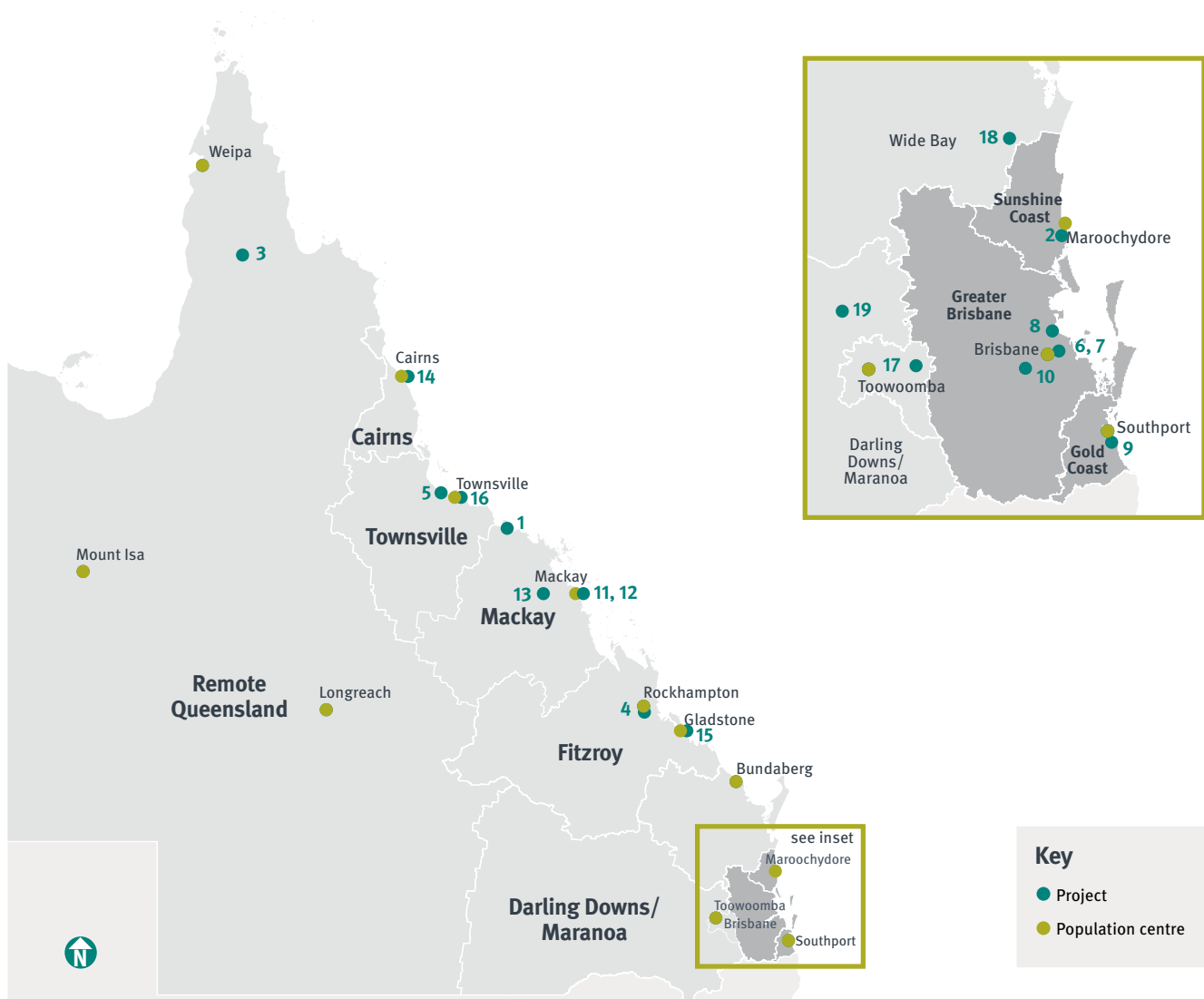
<sup>12</sup> Reflects both Capital grants and Works program.

Tender results have reduced some project budgets

## Selected 1–4 year program highlights

DELIVERY

#	PROJECT	#	PROJECT
1	Port of Abbot Point upgrades and development	11	Bruce Highway, Mackay Ring Road
2	Bruce Highway, Caloundra Road to Sunshine Motorway	12	Mackay Wharf 5 fender upgrade
3	Cape York Region Package	13	Peak Downs Highway, (Nebo – Mackay) timber bridge replacements
4	Capricorn Highway duplication (Rockhampton – Gracemere)	14	Port of Cairns development of Tingira St Precinct
5	Cattle Creek and Frances Creek upgrade (Townsville – Ingham)	15	Port of Gladstone process control systems, stockpile management and upgrades
6	Central Station upgrades and platform renewal	16	Port of Townsville Berth 4 upgrade
7	Cross River Rail	17	Toowoomba Second Range Crossing
8	Gateway Motorway North	18	Cooroy to Curra section C (Traveston Road to Keefton Road)
9	Gold Coast Light Rail (stage 2)	19	Warrego Highway upgrade
10	Ipswich Motorway, Rocklea to Darra stage 1 upgrade		



## Future opportunities – short-term

### Opportunity 1

Focus on innovative infrastructure solutions to relieve capacity constraints in the core inner city rail network to meet the expected passenger demands in South East Queensland.

**Status update:** This opportunity is being investigated and outcomes will inform Cross River Rail and inner city bus solutions.

### Opportunity 2

Improve rail service efficiency and reliability by increasing inner and outer network stabling options.

**Status update:** Additional stabling capacity for new generation rollingstock is under construction, with four sites currently being delivered: Woombye, Elimbah, Robina and Banyo.

### Opportunity 3

Improve service efficiency, reliability and resilience across the bus network through bus priority interventions and busway maintenance.

**Status update:** Program of work being delivered through the 1–4 year program. TransLink is investigating both policy-based and infrastructure solutions.

### Opportunity 4

Delivery of strategic park ‘n’ rides at appropriate network locations to support increases in patronage, manage congestion and improve access to public transport for those with limited alternatives.

**Status update:** The Department of Transport and Main Roads is planning the delivery of park ‘n’ rides including construction of new and upgraded facilities at Mains Road, Murarrie and Cannon Hill (rail station) in 2017–18.

### Opportunity 5

Maximise the use of active and passenger transport infrastructure to manage congestion and maximise the existing infrastructure in the transport network.

**Status update:** The Department of Transport and Main Roads is planning and delivering various active passenger transport projects funded by Queensland Transport and Roads Investment Program, including further stages of the North Brisbane Bikeway and Veloway, and upgrades to the Helensvale, Victoria Point Central and Morayfield bus stations in 2017–18.

### Opportunity 6

Improve regional rail performance, particularly on the North Coast Line, to increase rail freight movements.

**Status update:** The North Coast Line Capacity Improvement Project is being delivered as part of Queensland Rail's capital program.

### Opportunity 7

Respond to growth in population and freight movement by identifying and protecting future transport corridors.

**Status update:** Regional Transport Plans are being developed by the Department of Transport and Main Roads and will consider growth in population and freight movement and planning required to identify and protect future transport corridors.

### Opportunity 8

Continue to address identified safety deficiencies on the transport network and improve safety of vulnerable road users.

**Status update:** The Department of Transport and Main Roads' Targeted Road Safety Program is on track to deliver more than \$300 million worth of road safety infrastructure projects over the life of the 2015–17 Road Safety Action Plan. Initiatives targeting vulnerable road users have been a key priority of the program.

### Opportunity 9

Identify opportunities to enhance regulatory frameworks that optimise efficiency of supply chains and integration of transport modes including coastal shipping.

**Status update:** The Department of Transport and Main Roads is undertaking further investigation of this opportunity.

## Future opportunities – short-term cont.

### PLANNING

#### Opportunity 10

Improve safety, capacity and efficiency of the existing rail and bus network by implementing South East Queensland network-wide signalling upgrades such as European Train Control System Level 2.

**Status update:** The European Train Control System is being delivered over the next five years to improve rail efficiency.

#### Opportunity 11

Utilise the latest and most accessible technology to improve the communication and dissemination of real-time travel data to empower customers to make the best decisions in using the transport system.

**Status update:** Real-time passenger information displays are being rolled out at bus stations across South East Queensland as part of an ongoing Queensland Transport and Roads Investment Program.

#### Opportunity 12

Access the latest and most efficient technology to assist in gathering and analysing travel and freight data, asset condition and to improve resilience, efficiency, safety and operation of Queensland's transport networks.

**Status update:** The Department of Transport and Main Roads has a comprehensive data and modelling program that utilises the latest and most efficient technology to gather and analyse data to improve resilience, efficiency, safety and operation of Queensland's transport networks.

#### Opportunity 13

Increase focus on maintenance of existing infrastructure to realise asset design life and delay the need for costly new infrastructure.

**Status update:** The opportunity is being progressed through a number of channels by the Department of Transport and Main Roads.

#### Opportunity 14

Investigate opportunities to expedite the open level crossing elimination program.

**Status update:** A Level Crossing Prioritisation Project is being undertaken to develop a multi-criteria assessment framework to prioritise level crossings in Brisbane. Road network impacts (safety and efficiency) and economic analysis will be undertaken to determine the ranking of each site considered in the program.

#### Opportunity 15

Investigate cost-effective transport solutions for small volume regional products to access ports.

**Status update:** A proposal is progressing to strategic assessment.

#### Opportunity 16

Improve axle weight capacity and tunnel height clearances as a means of improving rail capacity.

**Status update:** A proposal is progressing to strategic assessment.

#### Opportunity 17

Improve scheduling at ports to increase port efficiencies and reduce offshore queuing.

**Status update:** A proposal is progressing to strategic assessment.

#### Opportunity 18

Identify and protect suitable future intermodal locations that will improve connections with ports and improve supply chain efficiency.

**Status update:** The opportunity is being progressed through a number of channels by the Department of Transport and Main Roads.

#### Opportunity 19

Investigate opportunities to enable appropriate development above urban public transport infrastructure.

**Status update:** A number of site opportunities are being investigated by the Department of Transport and Main Roads.

## Opportunity 20

Initiate a Regional Bridge Renewal Program to replace timber bridges and older concrete and steel structures, which are deteriorating due to age and increased use, and impede the use of freight-efficient vehicles.

**Status update:** Development of the program is in planning phase and is subject to statewide priorities and funding.

## Opportunity 21

Improve transport access to the Port of Townsville.

**Status update:** Channel capacity project progressing through assessment. The Townsville Eastern Access Rail Corridor business case is progressing through Building Queensland.

## Opportunity 22

Continue to address passenger transport opportunities for the Gold and Sunshine Coasts.

**Status update:** Gold Coast Light Rail stage 2 is being delivered, along with additional investment into the supporting bus network, with future stages of light rail being progressed. TransLink, through Queensland Rail, is currently delivering an upgrade to the Helensvale Passenger Interchange.

Further investment in services on the Sunshine Coast has recently been completed to coincide with the opening of the new hospital.

## Opportunity 23

Encourage patronage growth on the South East Queensland passenger transport network during off-peak times to fully utilise existing infrastructure.

**Status update:** The opportunity is being progressed through a number of channels by the Department of Transport and Main Roads. (Opportunity 24 in 2016 SIP Part B).

## Opportunity 24

Investigate opportunities to improve connections between active and public transport modes to increase accessibility and promote patronage growth.

**Status update:** The Department of Transport and Main Roads continues to plan and deliver improved access to public transport via active transport, feeder public transport services, kiss 'n' rides, personalised transport services, and park 'n' rides. These improvements increase the opportunities for interchange between modes and allow more customers to access the public transport system. (Opportunity 33 in 2016 SIP Part B).

## Future opportunities – medium/long-term

### PLANNING

#### Opportunity 25

Increase rail capacity by investing in passing loops and holding bays on the rail network.

**Status update:** Planning is underway to increase rail capacity, with the North Coast Line Capacity Improvement Project (passing loops) in the 1–4 year program.

#### Opportunity 26

Enhance freight capacity and supply chain efficiency by assisting in the delivery of the Melbourne to Brisbane rail solution.

**Status update:** Planning is underway for the Inland Rail Project, in conjunction with the Australian Government.

#### Opportunity 27

Improve passenger and freight movements between Brisbane and the Gold and Sunshine Coasts by increasing capacity and efficiency on roads and public transport services, as well as extending rail linkages.

**Status update:** Road network assessments are being undertaken to identify opportunities to utilise high productivity vehicles to reduce transport costs. Duplication of the Coomera to Helensvale section of the Gold Coast rail line is currently underway, which will allow for an increase in rail passenger services between Brisbane and the Gold Coast. The Beerburum to Nambour business case has been completed and is awaiting government consideration and funding decisions.

#### Opportunity 28

Improve passenger and freight movements between Brisbane and Ipswich by increasing capacity on the Ipswich Motorway and related rail corridors.

**Status update:** Planning is being progressed for proposed future capacity upgrades of the Cunningham Highway south of Warwick Road junction, and construction proceeding on the upgrading of the Ipswich Motorway near Oxley Creek.

#### Opportunity 29

Enhance freight efficiency by removing capacity constraints on key freight routes such as:

- ▶ Bruce Highway
- ▶ Warrego Highway
- ▶ Peak Downs/Gregory highways
- ▶ Flinders/Barkly highways
- ▶ Capricorn Highway.

**Status update:** Various projects within Queensland Transport and Roads Investment Program are underway to improve freight efficiency on key freight routes.

#### Opportunity 30

Prepare the transport network for connected/ autonomous passenger and freight vehicles.

**Status update:** The opportunity is being progressed through a number of channels by the Department of Transport and Main Roads, including the Queensland Transport Policy.

#### Opportunity 31

Enhance inter-regional connections to support regional development such as tourism, maritime and agricultural activities.

**Status update:** Road network assessments are being undertaken to identify opportunities to utilise high productivity vehicles to reduce transport costs for communities and industries.

#### Opportunity 32

Support Queensland's continued economic development through the long-term sustainable development of key ports.

**Status update:** The opportunity is being progressed through a number of channels by the Department of Transport and Main Roads.

#### Opportunity 33

Manage seaside access to support land freight needs.

**Status update:** Ports are progressively considering projects to optimise existing infrastructure and operations.

## Opportunity 34

Investigate ways to better use port facilities in the Gulf of Carpentaria to meet community and industry demand.

**Status update:** Port authorities, Ports North and North Queensland Bulk Ports, are investigating increased opportunities for trade in gulf based ports.

## Opportunity 35

Investigate optimisation/upgrades to key passenger interchanges across the transport network to improve reliability and efficiency and deliver better passenger outcomes.

**Status update:** The Department of Transport and Main Roads will continue to investigate opportunities to improve key passenger interchanges across the transport network as part of urban bus/rail network planning. (Opportunity 3 in 2016 SIP Part B).

## New 2017 Future opportunities

### PLANNING

## Opportunity 36

Provide fit-for-purpose transport infrastructure to support economic productivity and population growth.

### Case study: North Brisbane Bikeway

**The North Brisbane Bikeway is an important strategic link in South East Queensland's cycle network that will connect the Brisbane CBD to Chermside. The project is being delivered in stages with the first stage, completed in 2015, providing a new underpass at Bowen Bridge Road between Gilchrist Avenue, Herston and the Royal National Association showgrounds.**

The \$3.9 million link provides a separated pedestrian and cycling facility, and is a quick, safe alternative to the pedestrian crossing signals on Bowen Bridge Road.

More than 400 cyclists and pedestrians use the bikeway on an average weekday. Future extensions are expected to encourage further use.

Over the next two years, further stages will be constructed culminating in a 4.3 kilometre dedicated cycleway. It is anticipated that more than 5000 people a day will take advantage of the bikeway once it is fully constructed.

Approximately 760,000 Queenslanders ride to work or school each week.<sup>i</sup> Another 1.53 million said they would do so if the conditions were right.<sup>ii</sup>

Cycling reduces congestion and has significant benefits for health, environment and tourism as well as positive local impacts in connecting communities.

<sup>i</sup> Austroads 2015 *National Cycling Participation Survey: Queensland*

<sup>ii</sup> The Department of Transport and Main Roads 2011 *Sustainable Transport Survey Report One – Cycling Brisbane*



North Brisbane Bikeway





Gateway Motorway North



# Energy



Tunnel work at the Wivenhoe Power Station (image courtesy CS Energy)

**The Queensland Government recognises that a reliable and affordable supply of electricity is crucial to the Queensland economy and an essential service for industry, commerce and the community.**

Queensland Government agencies do not plan, design or construct energy (electricity and gas) infrastructure. Their role is setting or contributing to state and national energy policy and regulatory frameworks that provide the stability and certainty private sector investors require to commit to Queensland infrastructure projects.

Queensland Government-owned corporations with energy assets respond to market signals and operate within the national regulatory space.

Australia's energy markets are facing significant challenges relating to electricity and gas prices, system security and gas availability. These challenges are resulting in higher prices for households and businesses, and if left unaddressed may threaten energy security and Australia's ability to meet its emissions reduction targets. The Queensland Government is addressing these challenges with the recently released Powering Queensland Plan (page 78).

The state's electricity generation, transmission and distribution infrastructure will need to keep pace with future demand from industrial and residential growth and be able to respond rapidly to advances in technology, and changes in the market.

Electricity generation in Queensland has historically been heavily reliant on fossil fuels, with renewable sources such as biomass and rooftop solar photovoltaic (PV) systems providing a small percentage of the state's overall generation. While investing in electricity generation (and network) infrastructure has historically been based on growing demand serviced primarily by large-scale generators connected to the transmission system, this approach is changing.

Renewable energy initiatives and new technology are helping to stimulate the economy, create employment opportunities and reduce dependency on coal-fired generation. The Queensland Government is helping to drive this transition with the Powering Queensland Plan and its commitment to a 50 per cent renewable energy target by 2030.

There is also a shift towards distributed generation driven by declining average residential demand, changing consumer behaviour and advances in technology. Some of the technologies used in distributed generation – for example, rooftop PV systems and residential battery storage – can help reduce the overall load on existing network infrastructure and provide a lower cost alternative to major network upgrades in remote areas. By reducing or deferring the need for major infrastructure upgrades, deployment of these technologies will allow investment to be directed at maintaining existing and replacing ageing network assets. Other technologies, such as digital meters and interactive household devices, could transform the network from a one-way conduit to a platform for multilateral trade.

Gas remains a vital energy source for industrial and manufacturing sectors. The private sector has made major investments in supply and pipeline networks in recent years, and the production of liquefied natural gas has become a major new export industry. The Queensland Government will continue to support initiatives aimed at encouraging greater utilisation of this important energy infrastructure. In late 2016, the Queensland Government released the Queensland Gas Supply and Demand Action Plan Discussion Paper for consultation. The feedback received will inform the final action plan that will outline a strategic approach to the gas sector, expected to be completed in mid-2017.

Energy projects, proposals and Future opportunities are illustrated in the infrastructure pipeline in figure 10.

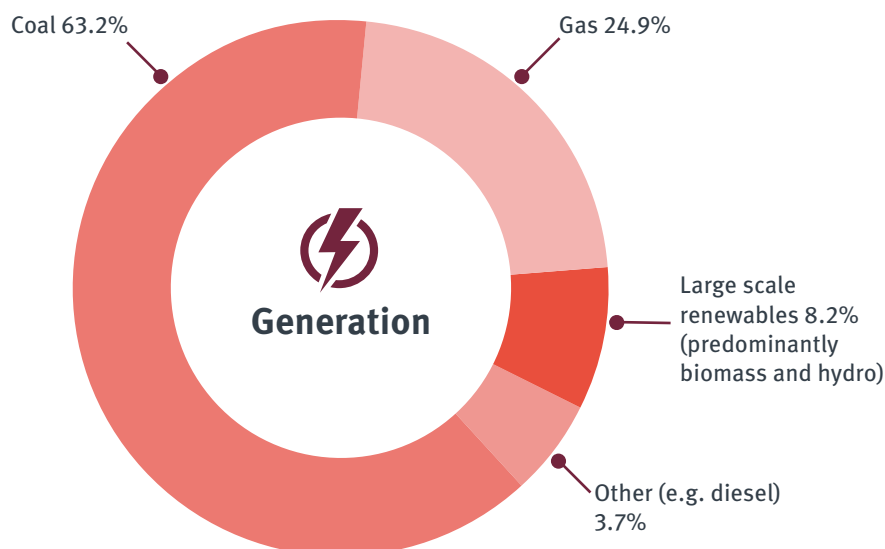
#### 2016–17 DELIVERY HIGHLIGHTS

Boyne Island feeder relocation, Fitzroy

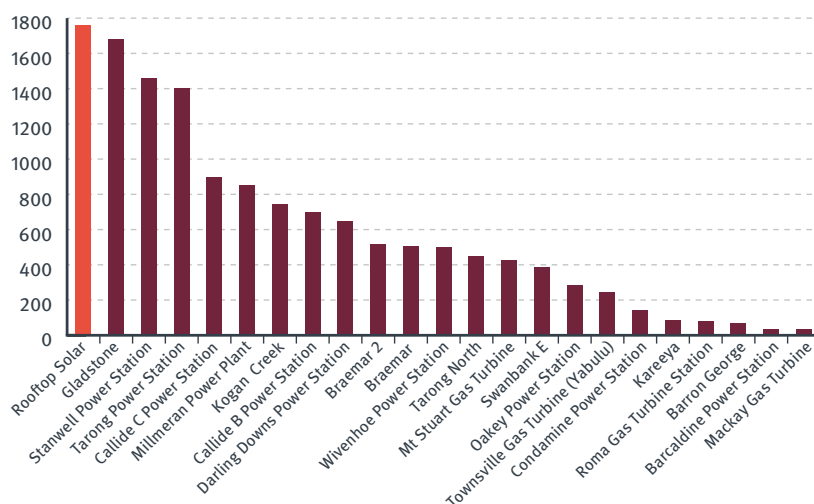


Kearney Springs substation, Toowoomba (image courtesy Ergon Energy)

## Queensland's electricity network



### Rooftop solar capacity



**\$20 B**  
of private sector  
investment in  
the last  
**10 years**

### Gas transmission and distribution

- ▶ 6 high pressure transmission pipelines
- ▶ 15,000 km of gas gathering pipeline
- ▶ 2 underground storage facilities
- ▶ 8 water treatment plants
- ▶ 10 processing hubs

**2.145 M**

residential, business and  
industry customers

**14,246 Mw**

of total generation capacity

**12,940 Mw**

of national grid-connected  
generation capacity

**3 in 10**

detached  
households  
have rooftop  
solar PVs

**2000**

systems are  
connected  
each month

**Highest**

installed capacity  
of rooftop solar  
in Australia

## 2016 SIP Part B strategic alignment

In the SIP Part A, the Queensland Government identified strategic directions to address the infrastructure challenges and objectives for each asset class. These strategic directions inform SIP Part B, and allow government to align investments with these strategic directions. The number of 1–4 year program items and Future opportunities from the 2016 SIP which align to each response, are outlined below.

ENERGY RESPONSES				
Pursue a renewable energy future and continued demand management. Maximise growth opportunities by improving the functioning of the gas market in Queensland.	Improve the efficiency of network businesses. Manage the benefits of new technology and innovation.	Enable an adaptive, resilient and cost-effective energy sector in Queensland. Pursue a renewable energy future and continued demand management.	Maximise growth opportunities by improving the functioning of the gas market in Queensland. Improve the efficiency of network businesses.	Manage the benefits of new technology and innovation. Enable an adaptive, resilient and cost-effective energy sector in Queensland.
Number of 2016 SIP Part B 1–4 year program items				
3	2	28	1	–
Number of 2016 SIP Part B Future opportunities				
6	2	6	1	2

### Powering Queensland Plan

The Powering Queensland Plan is a comprehensive suite of documents setting out the Queensland Government's strategy to guide the state through the short- and long-term challenges occurring in the energy market. The plan aims to deliver stable energy prices, ensure long-term security of electricity supply, lead the transition to a cleaner energy sector and create new investment and jobs.

Under the plan the Queensland Government will:

- ▶ Provide immediate electricity bill relief by investing \$770 million to cover the cost of the Solar Bonus Scheme.
- ▶ Place downward pressure on wholesale prices by returning the Swanbank E gas-fired power station to service, directing Stanwell to alter its bidding strategies, and investigating the restructure of the government-owned generators.
- ▶ The Queensland Government will investigate a restructure of government-owned generators, including considering the establishment of a separate 'CleanCo' generator to operate Queensland's existing renewable and low-emissions energy generation assets and develop new renewable energy projects.

- ▶ Maintain strong growth in the state's renewable sector by reaffirming the government's commitment to a 50 per cent renewable energy target by 2030, and undertaking a reverse auction for up to 400 megawatts of diversified renewable energy capacity.
- ▶ Invest \$386 million to strengthen and diversify North Queensland's energy and water supply including through the development of a clean energy hub and improvements to Burdekin Falls Dam.
- ▶ Ensure Queensland consumers continue to access secure and reliable electricity supply by appointing an Energy Security Taskforce.
- ▶ Increase gas supply in the Australian market through the implementation of the Queensland Gas Action Plan, including the release of land for gas development to supply the east coast Australian market.

By identifying energy infrastructure priorities the Powering Queensland Plan supports the intent of Implementation action one in the 2016 SIP Part B. Work to link the infrastructure components of the Powering Queensland Plan to the SIP and better inform stakeholders will be completed and released by the end of 2017.



## 2017 pipeline

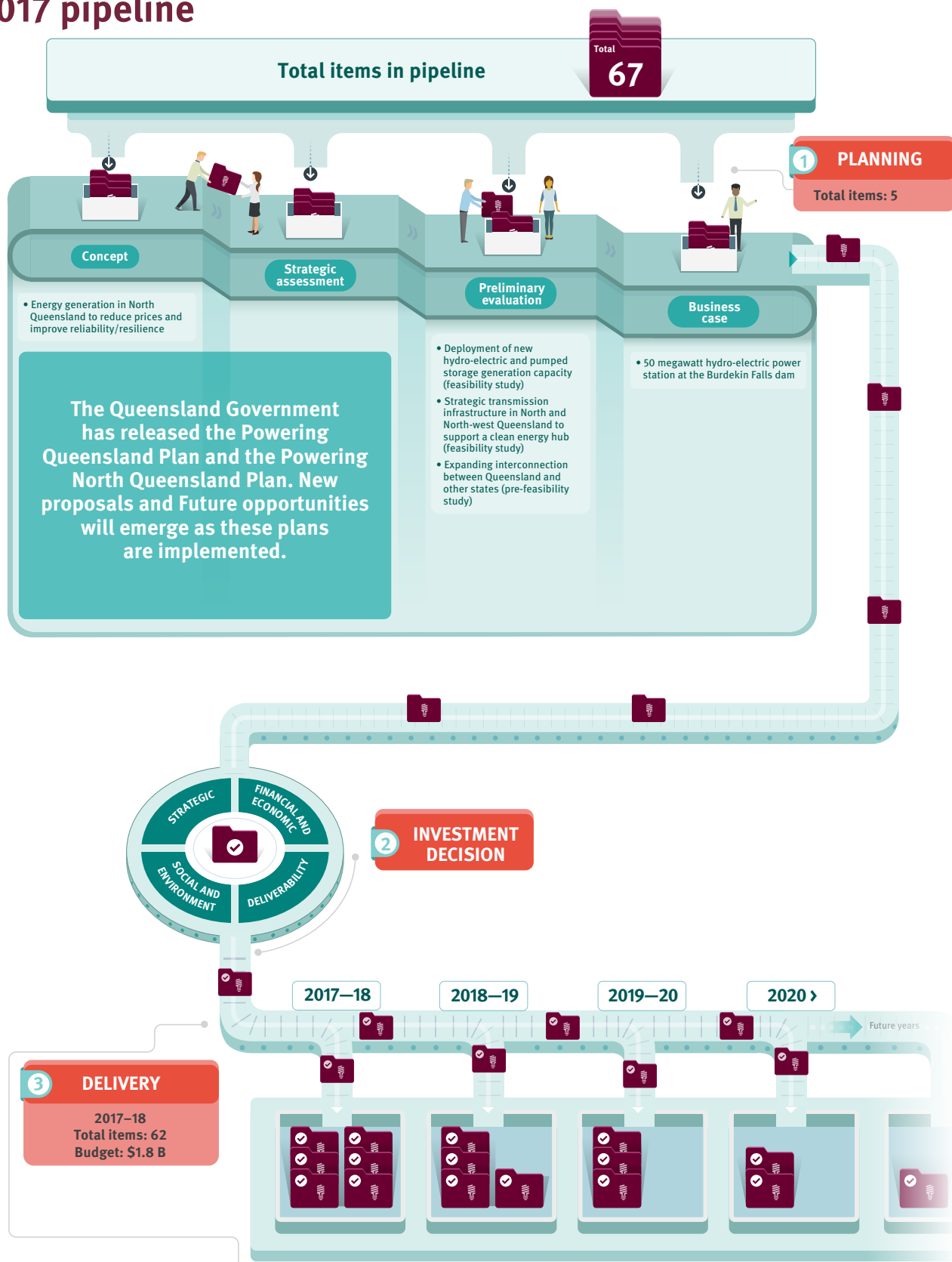


Figure 10: Infrastructure pipeline for Energy

Note: Items include: Queensland Government-led Proposals raised through consultation, Building Queensland proposals and proposals from Infrastructure Australia's Infrastructure Priority List.

Note: Items at various planning stages are captured in each phase, however, are only counted once in the total items.

## 1–4 year program

**DELIVERY**

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 2020–21	Beyond
South East Queensland										
Swanbank Power Station minor works	Ongoing				●		0.473			
Wivenhoe Power Station minor works	0.056				●		0.056			
Power supply upgrade between South Pine and Hays Inlet Substation	4.523		●			1.917	0.099	2.507		
Caboolture West Substation upgrade	10.630		●			7.873	2.297	0.460		
Blackwall Substation secondary systems replacement	33.100		●			28.023	1.800	3.277		
Wivenhoe Power Station overhauls	63.606				●	9.332	12.312	2.662	17.340	21.959
SunCoast powerline project Palmwoods to Maroochydore	89.339		●			19.143	6.897	34.498	28.801	
Rocklea Substation secondary systems replacement	Ongoing		●				6.000			
Other works and equipment	24.614				●	4.285	6.195	5.955	4.370	3.810
Regional Queensland										
Coconut Island solar installation	0.313		●				0.313			
Aurukun generator replacement	1.169		●				1.167	0.002		
Murray Island generator replacement	1.849		●			0.210	1.639			
Mica Creek Power Station overhauls	2.110				●		2.110			
Community based projects	5.999		●			1.963	4.036			
Kogan Creek Mine developments and refurbishment	13.748				●	1.246	8.231	1.529	2.483	0.260
McLeod Street Depot condition upgrade	14.625		●			0.226	5.233	9.166		
Isolated systems capital works Geothermal Plant Birdsville	15.100		●			4.486	7.357	3.257		
Isolated systems capital works Palm Island Power Station upgrade	15.607		●			14.625	0.982			
Moura Switchyard replacement	24.500		●			20.334	1.600	2.566		
Nebo 275/132kV transformer replacement	24.800		●			19.513	3.700	1.587		
Ross Substation secondary systems replacement	27.000		●			19.204	3.600	4.196		
Braemar Substation secondary systems replacement	29.200		●			26.839	1.700	0.661		

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 2020–21	Beyond
Radio communication safety upgrades	30.407		●			6.732	16.348	7.327		
South Street Toowoomba redevelopment	32.178		●			15.865	16.313			
Searle Street Maryborough redevelopment	41.193		●				6.478	15.586	19.129	
Garbutt Depot and Logistics Centre redevelopment stage 2	42.500		●			21.939	20.561			
Kogan Creek Power Station overhauls	167.039				●	4.958	11.799	74.675	8.873	66.734
Callide Power Station overhauls	332.103				●	48.618	55.105	99.595	73.267	55.518
Torres Strait Power Station upgrades	Ongoing		●				1.928			
Callide A/Calvale 132kV network reinvestment	Ongoing		●				7.965			
Collinsville to Proserpine transmission line refit	Ongoing		●				8.281			
Mackay Substation replacement	Ongoing		●				8.600			
Stanwell Substation secondary systems replacement	Ongoing		●				1.500			
Nebo Substation primary plant replacement	Ongoing		●				2.300			
Calvale and Callide B Substation secondary systems replacement	Ongoing		●				4.000			
Nebo Substation secondary systems replacement	Ongoing		●				3.000			
Stanwell Power Station overhauls	Ongoing				●		24.341			
Barron Gorge Power Station minor works	Ongoing				●		0.355			
Kareeya Power Station minor works	Ongoing				●		1.647			
Koombooboomba Power Station minor works	Ongoing				●		0.404			
Mica Creek Power Station works	Ongoing				●		0.868			
Tarong Power Station works	Ongoing				●		6.893			
Tarong Power Station overhauls	Ongoing				●		8.000			
Stanwell Power Station ongoing works	Ongoing				●		7.707			
Meandu Mine development program	Ongoing				●		19.192			
Meandu Mine infrastructure upgrades and replacements	Ongoing				●		31.087			
Stanwell Power Station Works	98.743				●	45.214	21.791	21.642	10.096	
Meandu Mine exploration and evaluation	Ongoing				●		0.250			

## 1–4 year program

**DELIVERY**

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 2020–21	Beyond
Statewide										
Conductor clearance works	27.088		●			0.285	26.803			
Other works and equipment	33.526		●			3.885	29.641			
Substation security upgrades	40.000		●			23.198	16.000	0.802		
Substation upgrades	108.920		●			47.085	42.117	19.718		
Metering Dynamics	Ongoing		●				27.192			
General augmentation and asset replacement at isolated power stations	Ongoing		●				10.153			
Low voltage small copper replacement (stage 2 and 3)	Ongoing		●				39.946			
Capital works to connect new customers	Ongoing		●				247.666			
Other ongoing works	Ongoing		●				272.083			
General augmentation and asset replacement	Ongoing		●				426.062			
Network augmentation and other projects	Ongoing		●				126.464			
Gas Supply Strategy	Ongoing				●		4.694			
Ongoing programs	Ongoing				●		19.205			
Other regulated network initiated capital work	Ongoing		●				198.926			



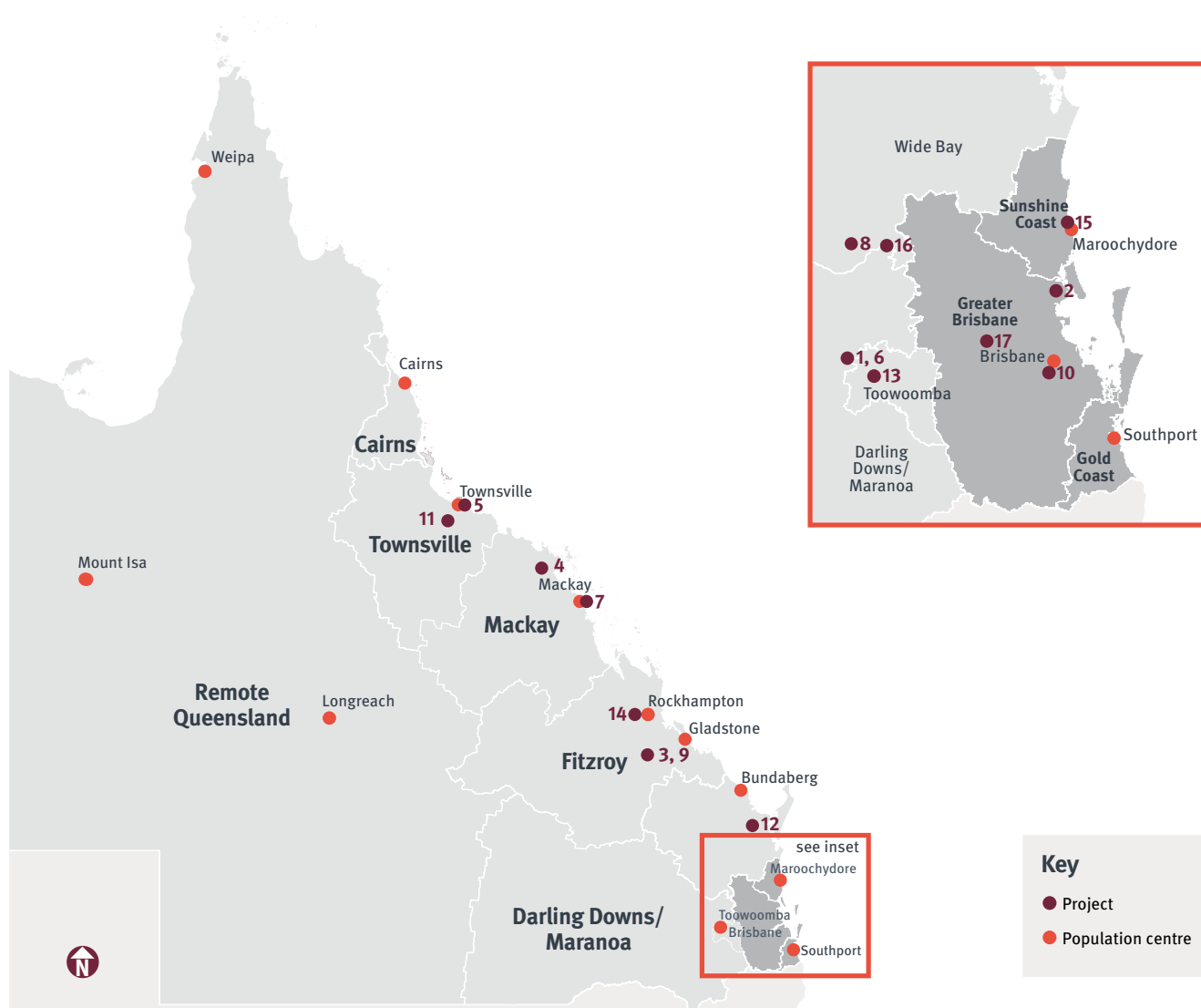
Coopers Gap Wind Farm



## Selected 1–4 year program highlights

DELIVERY

#	PROJECT	#	PROJECT
1	Braemar Substation secondary systems replacement	10	Rocklea Substation secondary systems replacement
2	Caboolture West Substation upgrade	11	Ross Substation secondary systems replacement
3	Callide Power Station overhauls	12	Searle Street Maryborough redevelopment
4	Collinsville to Proserpine transmission line refit	13	South Street Toowoomba redevelopment
5	Garbutt Depot and Logistics Centre redevelopment stage 2	14	Stanwell Power Station works
6	Kogan Creek Power Station overhauls	15	SunCoast powerline project Palmwoods to Maroochydore
7	Mackay Substation Replacement	16	Tarong Power Station overhauls
8	Meandu Mine infrastructure upgrades and replacements	17	Wivenhoe Power Station overhauls
9	Moura Switchyard replacement		



## Future opportunities – short-term

### PLANNING

#### Opportunity 1

Trial Total Energy Planning practices for new residential and commercial developments to deliver lower energy consumption and costs, and reduce infrastructure requirements for developers and utilities.

**Status update:** Following successful trials, Total Energy Planning practices will now be embedded into the design approach for a number of master planned communities in Queensland.

#### Opportunity 2

Implement outcomes from the Gas Supply and Demand Action Plan.

**Status update:** The Gas Action Plan is planned for release mid-2017.

#### Opportunity 3

Explore opportunities to establish research and pre-commercial biorefinery to build on Queensland's competitive advantage in this sector.

**Status update:** The Queensland Biofutures 10-year Roadmap and Action Plan was released in June 2016, and is now being implemented.

#### Opportunity 4

Examine opportunities to improve the energy productivity of the sector in Queensland.

**Status update:** Work is underway to develop energy productivity measures as outlined in the COAG Energy Council National Energy Productivity Plan 2015–2030, such as a trial of LED street lighting undertaken through the Clean Technology Innovation Program trial.

#### Opportunity 5

Develop and leverage intelligence and resilience of the electricity network in relation to severe weather events such as cyclones.

**Status update:** This opportunity will be reassessed given the state disaster planning and recovery arrangements already in place.

#### Opportunity 6

Include renewable energy and gas supply in the planning of new developments, where appropriate.

**Status update:** The opportunity for inclusion of renewable energy in appropriate, new developments will be addressed through opportunity 1 in future SIP updates.

#### Opportunity 7

Implement agreed government actions following the completion of the independent review to consider a credible pathway to achieving a 50 per cent renewable energy target by 2030 for Queensland.

**Status update:** The Department of Energy and Water Supply will progress implementation of recommendations as detailed in their response to the panel, published in June 2017.

#### Opportunity 8

Promote widespread use of energy sourced from renewable energy generation.

**Status update:** A number of projects are underway to promote use of renewable and other new technologies including solar PV, digital meters and energy efficiency across schools, public housing and regional Queensland households.

#### Opportunity 9

Investigate opportunities to incorporate energy efficiency and demand management into major infrastructure projects.

**Status update:** This opportunity will be addressed through opportunity 1 and 4 in future SIP updates.

## Opportunity 10

Facilitate and provide policy settings to accelerate uptake of cost reflective tariffs and advanced metering.

**Status update:** Queensland is implementing national reforms in 2017 that will require broad adoption of these measures and delivering programs to drive take-up in specific customer segments.

## Opportunity 11

Work with Australian Renewable Energy Agency and the Clean Energy Finance Corporation to target renewable energy and distributed energy investment into Queensland.

**Status update:** The Queensland Government has partnered with the Australian Renewable Energy Agency (ARENA) on Solar 150 to successfully commission 148 megawatts of new solar to the Queensland market. The potential future role of Australian Government funding is noted in the Powering North Queensland Plan and Queensland Government's response to the Renewable Energy Expert Panel.

## Future opportunities – medium/long-term

### PLANNING

## Opportunity 12

Examine opportunities for more cost-effective localised solutions for rural and regional communities.

**Status update:** The Department of Energy and Water Supply is developing guidance information aimed at local councils to help them realise these opportunities and Energy Queensland is trialling new approaches to delivering electricity to remote communities to help reduce costs and improve reliability.

## Opportunity 13

Examine opportunities to replace Queensland's 34 isolated power systems, including many diesel systems that service remote communities, with more efficient and sustainable supplies.

**Status update:** The Department of Energy and Water Supply is working with Energy Queensland to trial solar PV and other technologies in isolated communities. This opportunity will be combined with opportunity 12 in future SIP updates.

## Opportunity 14

Examine opportunities for rural and regional communities to be more involved in decision-making regarding energy infrastructure.

**Status update:** This opportunity will be addressed through opportunity 12 in future SIP updates.

## Opportunity 15

Work at regional, state and national level to identify the opportunities and risks with the transformation of the energy sector with respect to distributed generation and battery storage.

**Status update:** The Department of Energy and Water Supply is delivering reform through its leadership of the Energy Council project team focused on emerging technologies, and will assess the role and impact of new technology in the state through the Queensland Energy Security Taskforce.

## Opportunity 16

Investigate how to best utilise Queensland's changing generation mix in a low-cost and sustainable manner.

**Status update:** The Queensland Government has outlined a wide-ranging program of work in the Powering Queensland Plan that will ensure Queensland continues to have access to an affordable, secure and sustainable supply of electricity.

## Opportunity 17

Investigate managing decentralised generation controls in a similar way to demand-side peak management.

**Status update:** This opportunity is being assessed through national reform processes being led by COAG Energy Council, including under the emerging technologies project team.

## Case study: Solar 150 creating renewable energy and jobs

The Queensland Government is committed to supporting 148 megawatts of solar power generation through its Solar 150 program. The program is providing practical assistance for the roll-out of large-scale renewable generation in collaboration with the Australian Renewable Energy Agency (ARENA). Through the Solar 150 program, the Queensland Government provides long-term revenue contracts to recipients of ARENA funding to support large-scale solar growth.

The combination of ARENA funding and Solar 150 support reduces the cost and risk of future renewable energy projects by demonstrating financial and technology feasibility. It also provides tangible learnings across development and supply chains to facilitate future renewable energy developments.

Four Queensland projects have successfully received ARENA funding and Solar 150 program support, these projects are:

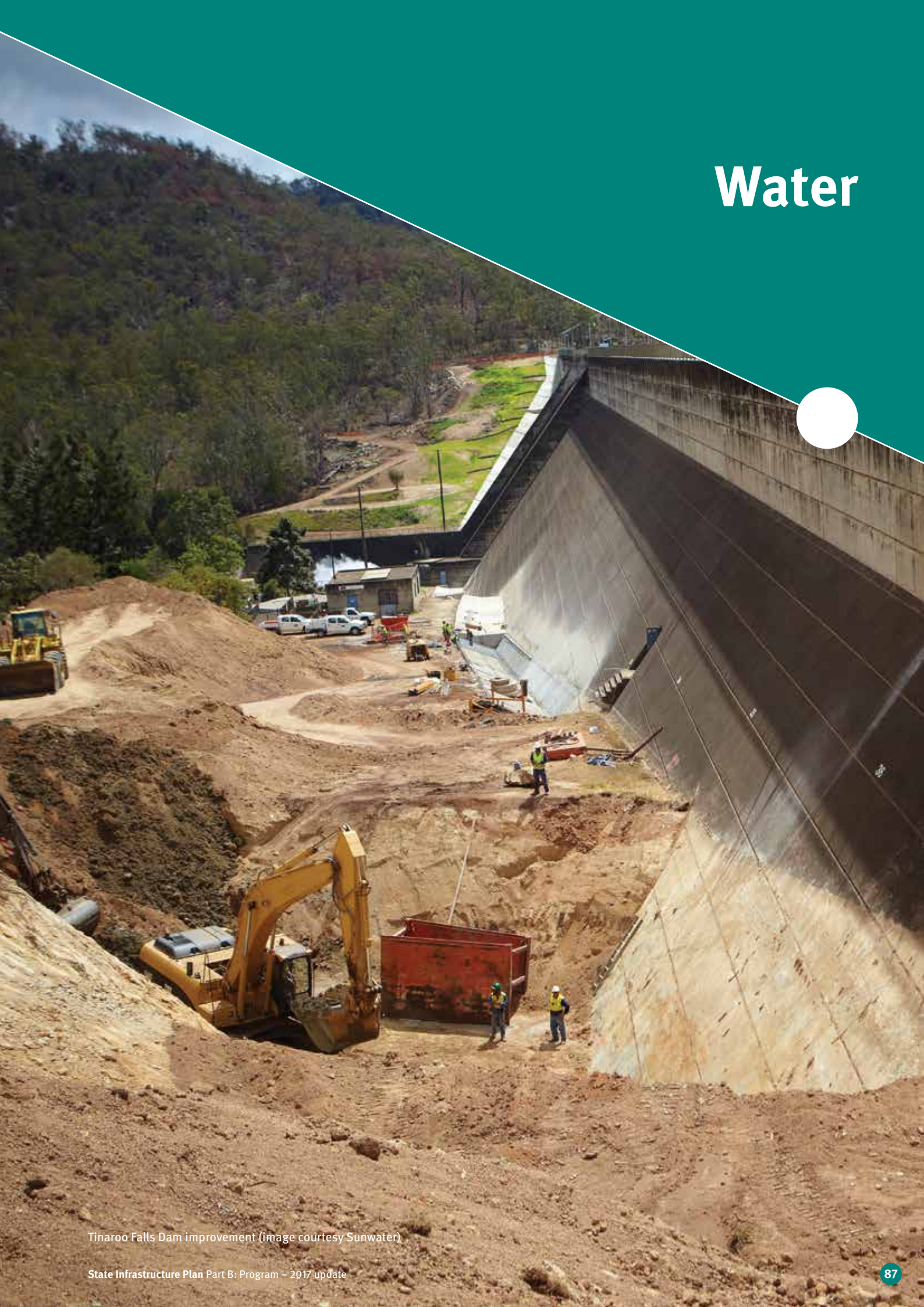
- ▶ Whitsunday Solar Farm – \$122.4 million, 58 megawatt generation capacity, 116 direct jobs
- ▶ Kidston Solar Farm – \$126.2 million, 50 megawatt generation capacity, 100 direct jobs
- ▶ Oakey Solar Farm – \$47.5 million, 25 megawatt generation capacity, 50 direct jobs
- ▶ Longreach Solar Farm – \$28.7 million, 15 megawatt generation capacity, 30 direct jobs.



Solar monitoring at Kidston



# Water



Tinaroo Falls Dam improvement (image courtesy Sunwater)



**As one of the most precious resources globally, water must be used sustainably and secured for future generations. It is critical to agriculture, business and industry, as well as everyday living. Infrastructure that is affordable and delivers a clean, secure and accessible water supply helps maximise Queensland's economic development potential. Water infrastructure also provides an essential environmental service by enabling stormwater, sewerage management and dam releases.**

Communities across Queensland are reliant on the availability of a secure water supply. Water supplies, particularly those used for agricultural purposes, are regularly threatened. Currently, more than 70 per cent of Queensland is drought declared and widespread droughts are occurring more frequently.

Water infrastructure involves both water supply and wastewater treatment. As water is heavy and expensive to transport, it is more efficient to connect isolated urban centres with nearby water sources. This continues to be the Queensland Government's preferred approach for supply of water and wastewater infrastructure.

Queensland's vast geography and diverse climate can make it challenging to manage a secure water supply. While much of the state can be affected by extended periods of drought, seasonal rains can quickly bring flooding and inundation to both coastal and inland communities. As demands on resources increase, rigorous assessment and planning will be essential to ensure sustainable and cost-effective access to water.

Effective water supply planning and viable funding models are essential to provide appropriate water solutions in the future. Effective water planning also ensures traditional sources of water, such as rivers, lakes and springs, are managed to safeguard the health of the water source for long-term supply and ecological sustainability.

Smarter water supply solutions can help overcome challenges including climate change, population growth and a constrained fiscal environment. In some situations, modular, mobile and low-cost water infrastructure may be an appropriate response to such challenges. Adaptive infrastructure will be required to keep pace with demand and ensure greater value is extracted from water infrastructure, which will mean greater efficiency and less cost for consumers.

Innovative technology has the ability to improve water efficiency in homes, farms and industries and allow customers to make better decisions about how and when they use this valuable resource.

Water projects, proposals and Future opportunities are illustrated in the infrastructure pipeline in figure 11.

## 2016–17 DELIVERY HIGHLIGHTS

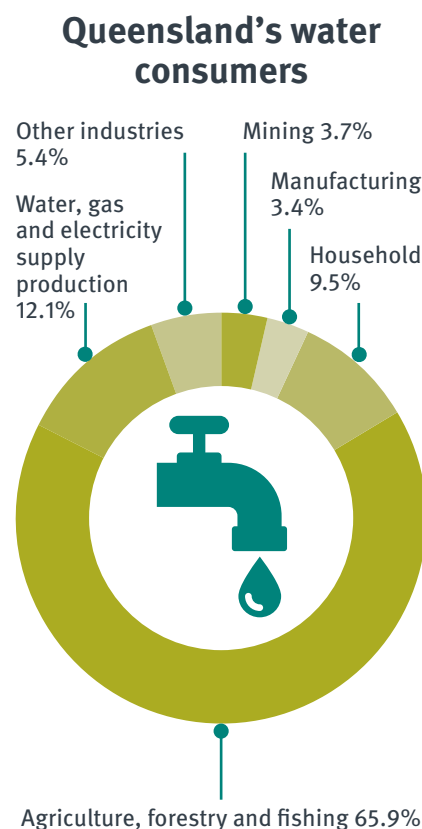
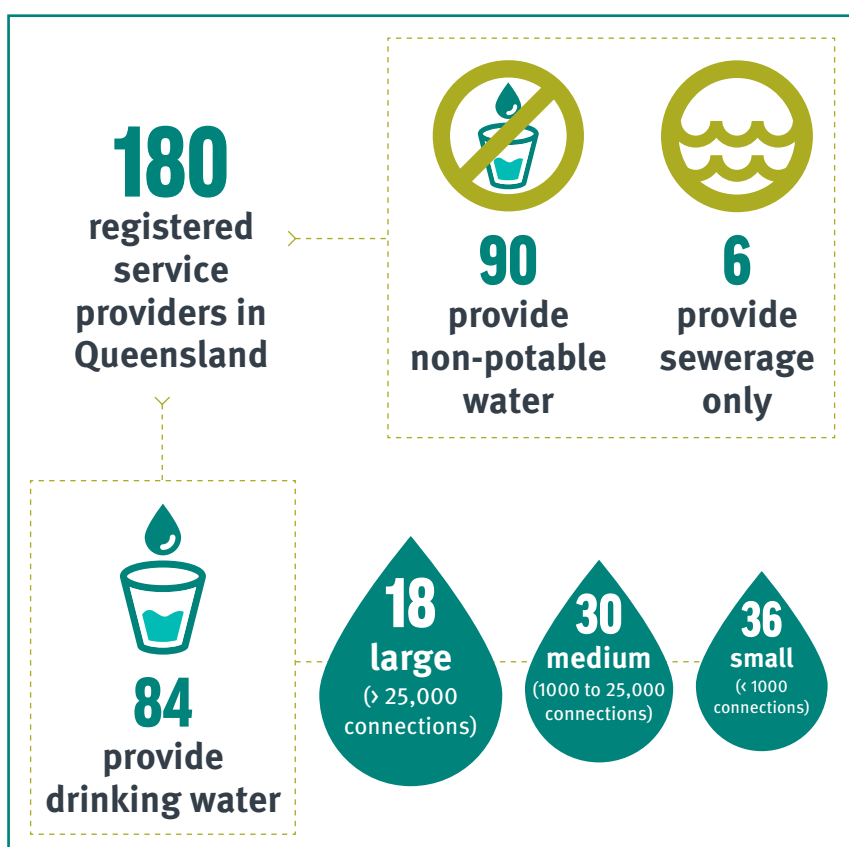
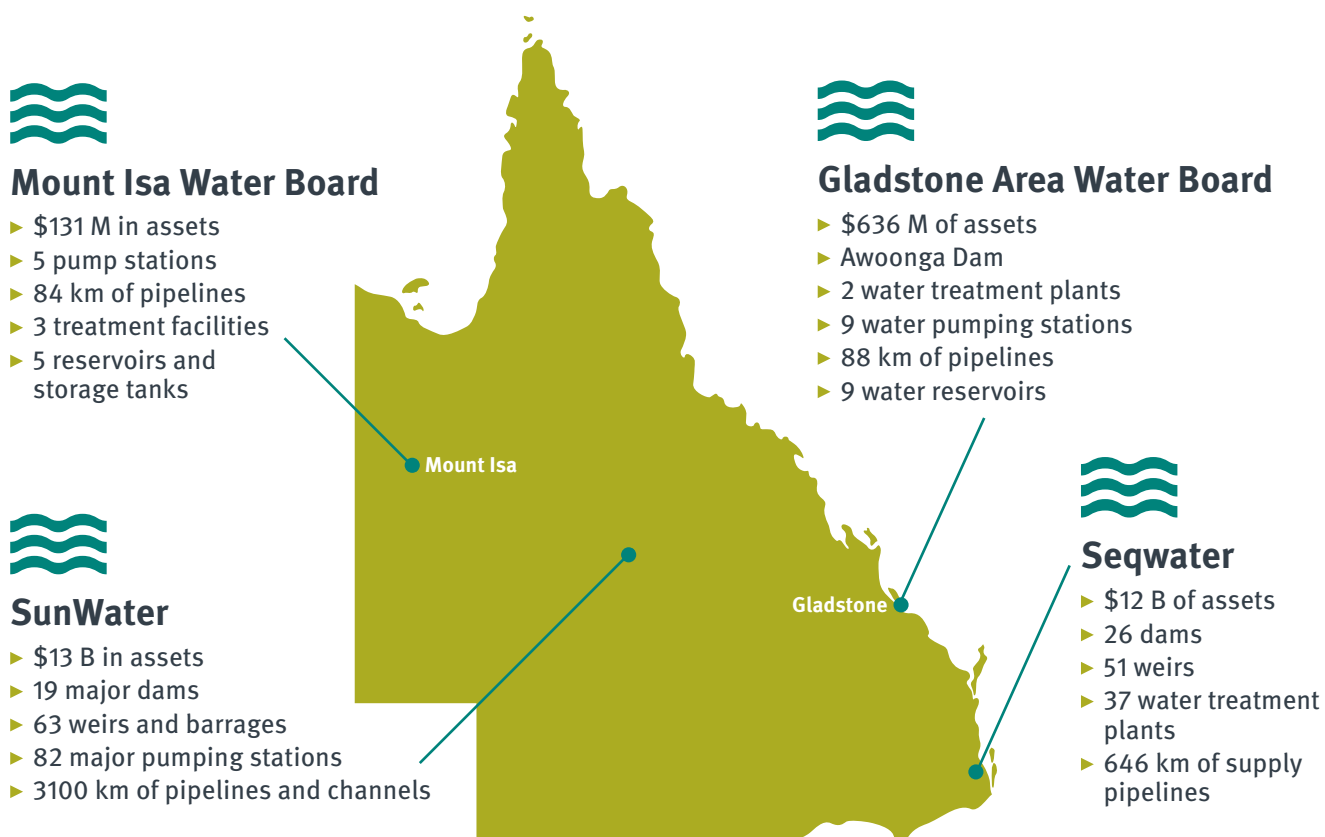
Gladstone Water Treatment Plant/Yarwun Water Treatment Plant System interconnection project, Fitzroy

Awoonga Dam Variable Frequency Drives replacement, Fitzroy



Woleebee Creek to Glebe weir pipeline (image courtesy SunWater)

## Queensland's water supply network



## 2016 SIP Part B strategic alignment

In the SIP Part A, the Queensland Government identified strategic directions to address the infrastructure challenges and objectives for each asset class. These strategic directions inform SIP Part B, and allow government to align investments with these strategic directions. The number of 1–4 year program items and Future opportunities from the 2016 SIP which align to each response, are outlined below.

WATER RESPONSES					
Working with customers and providers, identify potential infrastructure to support future water needs and economic opportunities.	Delay the need for new infrastructure by being more efficient and using alternative water sources.	Progress dam safety and capacity upgrades.	Encourage technologies in homes, farms, businesses and communities to reduce water use, improve water quality and communicate flood risks.	Use scientific-based water planning to support infrastructure decision-making.	Strengthen the coordination and planning of water infrastructure.
Number of 2016 SIP Part B 1–4 year program items					
24	–	7	–	–	–
Number of 2016 SIP Part B Future opportunities					
2	3	1	2	1	1

### Case study: Townsville Water Security Taskforce

The Townsville Water Security Taskforce is a vital element of the Townsville City Deal. A Townsville water security, supply and use strategy is a key component of the Enabling Infrastructure Initiative within the City Deal and seeks to ensure a sustainable, secure long-term water supply for Townsville to support future population and industry growth.

In March 2017, an independently-chaired intergovernmental taskforce was appointed to investigate short, medium and long-term solutions to water security, considering investment in water supply infrastructure and management of demand.

The taskforce is engaging with community, industry and other relevant stakeholders to identify preferred options to improve Townsville's water security and support the city's future growth. These will include options to improve the security of water supply and amend water service standards and pricing. This will be complemented by local water efficiency programs and new technologies that will support Townsville residents and businesses to save water.

The taskforce released an interim report on 30 June 2017 which recommends a suite of infrastructure and non-infrastructure measures over the short, medium and long-term to improve Townsville's water supply security. The taskforce is due to deliver a final report by the 30 September 2018 to the Prime Minister and the Premier for the Australian and Queensland governments' further consideration.

The Queensland Government has committed \$225 million over four years to ensure the state is prepared to act on the findings of the taskforce and support sustainable and secure long-term water supply and create jobs for Townsville.

Further information on the taskforce is available at [watersecuritytownsville.org.au](http://watersecuritytownsville.org.au) and information on the Townsville City Deal is available at: [cities.dpmmc.gov.au/townsville-city-deal](http://cities.dpmmc.gov.au/townsville-city-deal)



## 2017 pipeline

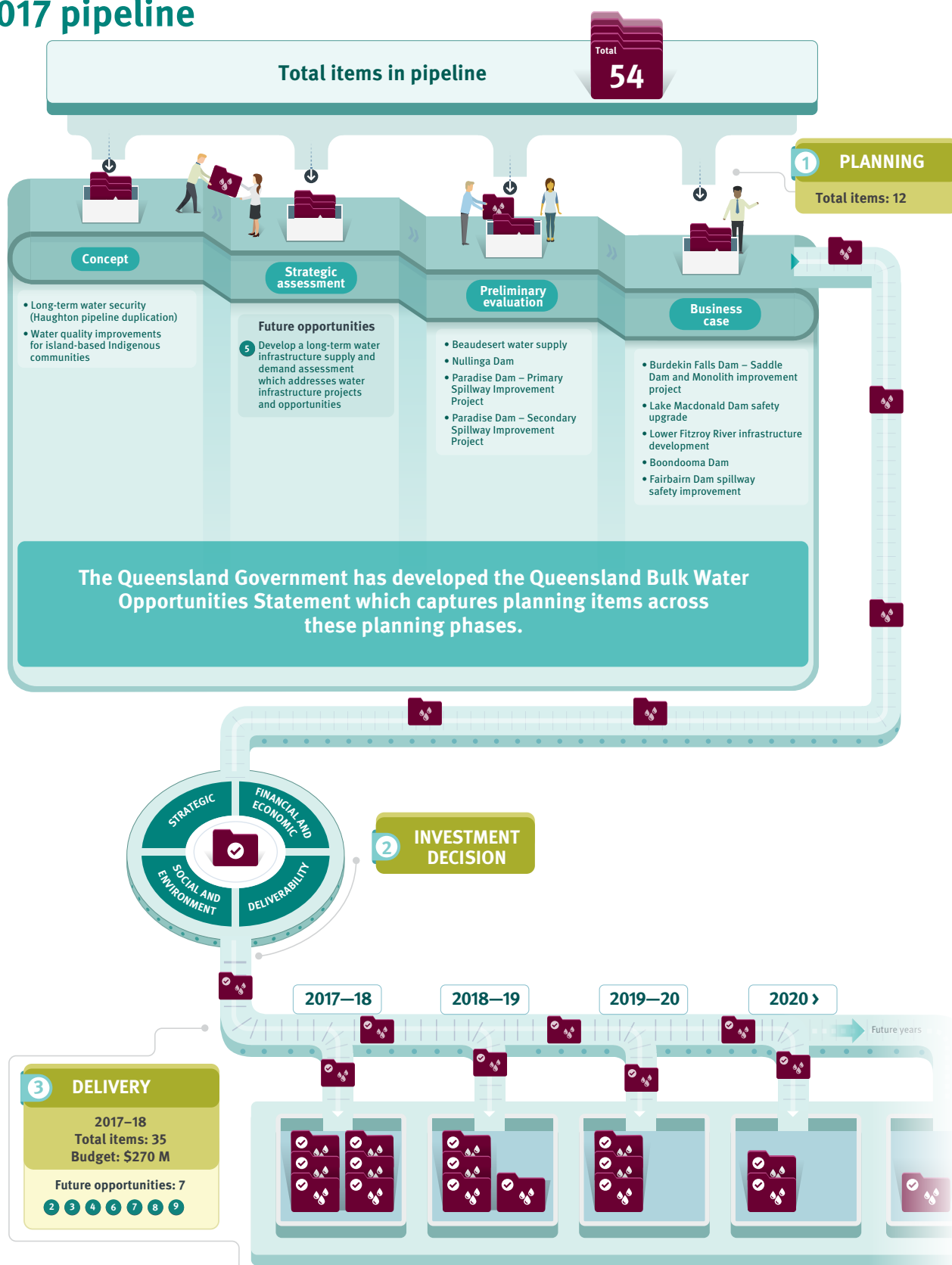


Figure 11: Infrastructure pipeline for Water

Note: Items include: Queensland Government-led Proposals raised through consultation, Building Queensland proposals and proposals from Infrastructure Australia's Infrastructure Priority List.

Note: Items at various planning stages are captured in each phase, however, are only counted once in the total items.

## 1–4 year program

**DELIVERY**

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
							2018–19	2019–20 to 20–21	Beyond	
South East Queensland										
Petrie new water supply connection	9.959		●			6.015	3.945			
North Pine Water Treatment Plant sludge handling upgrade	10.165		●			3.665	6.000	0.500		
Somerset Hydro refurbishment	12.083		●			11.083	1.000			
Lowood Water Treatment Plant stage 1 upgrade	17.094		●			2.094	2.000	10.000	3.000	
Sideling Creek Dam safety upgrade stage 1	18.000		●			1.456	2.000	12.700	1.844	
Mount Crosby East Bank Water Pump Station flood resilience works	31.610		●				1.800	10.000	19.810	
Mount Crosby East Bank Water Treatment Plant filtration upgrade	34.000		●			0.837	1.775	12.500	18.888	
Beaudesert Water Supply zone upgrade	80.083		●			0.034	0.269	1.012	40.497 38.270	
Lake McDonald Dam upgrade stage 2	88.521		●			2.321	2.000	2.400	75.000 6.800	
Seqwater capital works	Ongoing		●				14.079			
Seqwater ongoing programs	Ongoing		●				83.634			
Regional Queensland										
Gladstone Area Water Board – Moura rail line crossing	1.069		●			0.669	0.400			
Gladstone Area Water Board – water treatment plant upgrades	1.550		●			1.450	0.100			
Moondarra power reliability improvements	1.733		●			0.334	1.399			
Mount Isa Terminal Reservoir storage tanks	1.919		●			0.150	1.769			
Palm Island wastewater infrastructure	5.476		●			2.940	2.536			
Gladstone to Fitzroy Pipeline Project	5.685		●			5.635	0.050			
Awoonga Dam spillway upgrades	8.592		●			8.392	0.200			
Burdekin Falls Dam – Dam Safety Improvement Program	10.059				●	2.699	4.569	2.791		
Cherbourg wastewater infrastructure	14.900		●			3.511	11.389			
Supply reliability – Clear Water Lagoon to Mount Isa Terminal Reservoir	17.450		●				7.948	9.502		
Gladstone Area Water Board offline storage and repump station	29.952		●			7.608	20.183	2.161		

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017-18	2018-19	Indicative 2019-20 to 20-21	Beyond
Paradise Dam – Dam Safety Improvement Program, project 2	36.666				●	26.500	2.431	7.735		
Boondooma Dam spillway and side wall repair	46.159				●	25.197	12.937	8.025		
Townsville water security measures	225.000		●				10.000	15.000	200.000	
Lake Julius power pole replacement	Ongoing		●				0.580			
Lake Julius solar power supply	Ongoing		●				1.000			
<b>Statewide</b>										
Pormpuraaw Drinking Water Security Project	2.400		●			0.200	2.200			
Fluoridation Infrastructure Grants Program	5.000		●				2.500	2.500		
Indigenous Water Infrastructure Program	120.000		●			30.000	30.000	30.000	30.000	
Emergency management response plan	Ongoing				●		4.046			
SunWater various programs	Ongoing				●		24.720			
Gladstone Area Water Board various projects	15.019		●			7.646	6.199	0.587	0.587	
Mount Isa Water Board various projects	Ongoing		●				3.253			
Mount Isa Water Board various projects	3.976		●				1.243	2.000	0.733	

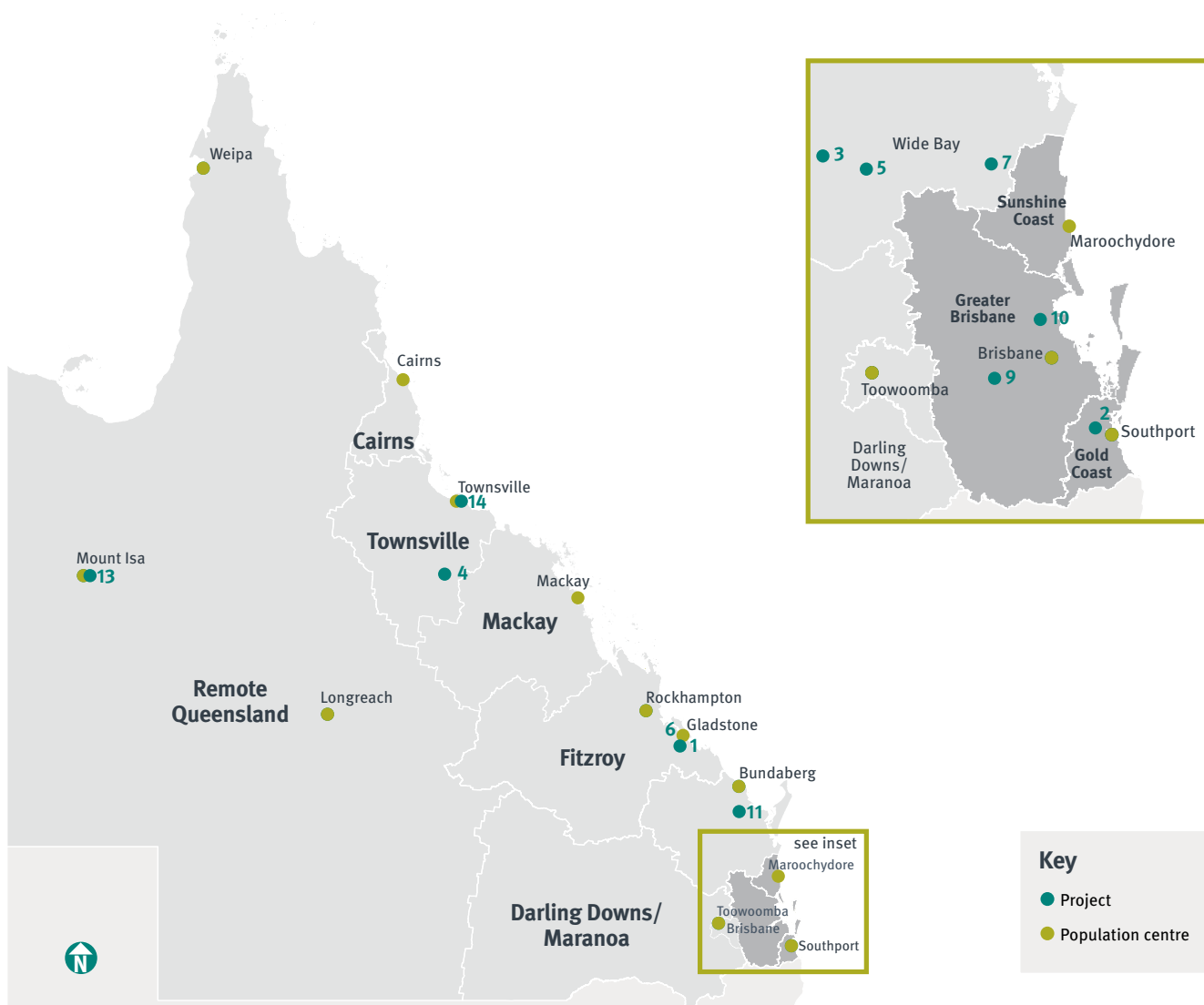


Burdekin Falls Dam

## Selected 1–4 year program highlights

**DELIVERY**

#	PROJECT	#	PROJECT
1	Awoonga Dam spillway upgrades	8	Lowood Water Treatment Plant stage 1 upgrade
2	Beaudesert Water Supply zone upgrade	9	Mount Crosby East Bank Water Treatment Plant filtration upgrade and Pump Station flood resilience works
3	Boondooma Dam spillway and side wall repair	10	North Pine Water Treatment Plant sludge handling upgrade
4	Burdekin Falls Dam – Dam Safety Improvement Program	11	Paradise Dam – Dam Safety Improvement Program, project 2
5	Cherbourg wastewater infrastructure	12	Somerset Hydro refurbishment
6	Gladstone Area Water Board offline storage and repump station	13	Supply reliability – Clear Water Lagoon to Mount Isa Terminal Reservoir
7	Lake McDonald Dam upgrade stage 2	14	Townsville water security measures



## Future opportunities – short-term

### Opportunity 1

Provide clear, transparent and science-based mechanisms to identify and make available water resources to support resource, agricultural and industrial expansion and development.

**Status update:** A range of solutions have been investigated, and the opportunity will be progressed through a number of channels. For example, there is significant potential to continue to use the water planning and water allocation framework under the Water Act to make water available, informed by robust science and community consultation. Operational and policy innovations are being investigated to more readily support development opportunities.

### Opportunity 2

Work with local government on water supply solutions for communities with projected water supply shortfalls resulting from increased growth or drought.

**Status update:** Eleven regional water supply security assessments have been finalised and nine are underway. The Department of State Development is working with local government, industry and other partners to identify and facilitate water supply opportunities to support economic growth (e.g. Rookwood Weir and Port of Abbott Point). This has occurred through use and application of the Coordinator-General's powers under the *State Development and Public Works Organisation Act 1971*.

### Opportunity 3

Support and encourage innovative water efficient and waterless technology for domestic, industrial and agricultural use to delay or avoid the need to construct costly additional water infrastructure.

**Status update:** This proposal has encouraged innovative water solutions, such as the smart metering technology, which is being utilised by local governments and service providers.

### Opportunity 4

Maintain water supplies to meet requirements, minimise flood risks and keep dams safe.

**Status update:** SunWater and Seqwater maintain dams through dam safety improvement programs. A number of dams will be improved in the longer-term, some have been completed such as Wappa Dam and others are commencing improvement, for example, Burdekin Falls Dam and Paradise Dam. Recent dam safety legislative amendments improve the way dam owners manage dam safety and reduce regulatory burden.

### Opportunity 5

Develop a long-term water infrastructure supply and demand assessment which addresses water infrastructure projects and opportunities.

**Status update:** The Queensland Bulk Water Opportunities Statement, developed as the future water security strategy for Queensland, identifies new water infrastructure projects currently under investigation and considers the better use of existing infrastructure.

### Opportunity 6

In partnership with local governments and water utilities, assess options to provide new water sources to the northern part of South East Queensland where demand is forecast to exceed supply beyond 2030.

**Status update:** South East Queensland's Water Security Program 2016–2046 (Water for Life) was released in March 2017. It has assessed demand, supply, operation of the grid, and future water security options to secure the region's future water supply, with the next new source expected in the region's north.

## Future opportunities – medium/long-term

### PLANNING

#### Opportunity 7

Facilitate more efficient use of existing water resources and infrastructure assets and optimise access through continued expansion of water trading and flexible water sharing arrangements across the state.

**Status update:** The Queensland Bulk Water Opportunities Statement contains initiatives to drive more efficient use of resources and assets. While the state's water planning has established tradeable water allocations, there are opportunities to create greater flexibility in the market and trading rules that would drive further efficiency of use.

#### Opportunity 8

Leverage infrastructure innovation and water conservation by encouraging the take-up of technology such as:

- ▶ alternative water use technologies for stormwater and water recycling, including smart systems that prevent run-off and treat water for fit-for-purpose reuse opportunities
- ▶ advanced water technologies to recycle and reuse water locally, and reduce the energy used to transport water
- ▶ solutions for sewage treatment plants to generate energy, rather than just using it
- ▶ water supply to on-site energy generation solutions
- ▶ modular, mobile and low-cost water supply and sewage management infrastructure.

**Status update:** This opportunity will be addressed through opportunity 10 in future SIP updates.

## New 2017 Future opportunities

#### Opportunity 10

Maximise the use of alternative water sources and advanced water technologies to recycle and reuse water, and leverage innovation such as modular, mobile, and low-cost infrastructure.

**Status update:** Five regional alliances have been formed under the Queensland Water Regional Alliance Program, encompassing approximately 30 local governments, to investigate a range of alternative and collaborative arrangements for managing urban water and sewerage services. Potential alternative water sources for the bulk water sector are being considered as part of the Queensland Bulk Water Opportunities Statement.

#### Opportunity 9

Maximise the use of alternative water sources and supplies, such as treated industrial water.

**Status update:** This opportunity is being progressed through the Queensland Bulk Water Opportunities Statement and will now be addressed through opportunity 10 in future SIP updates.

### Queensland Bulk Water Opportunities Statement

The Queensland Bulk Water Opportunities Statement (QBWOS) is the 'future water security strategy' for Queensland. It provides the opportunity for broad discussion with community and the water sector on bulk water issues. The QBWOS provides a framework through which the Queensland Government can support and contribute to sustainable regional economic development. QBWOS presents a framework and actions for achieving a balance between better using existing assets and considering future projects.

The QBWOS provides a clear statement of the Queensland Government's objectives for bulk water supply. To support these objectives, clear principles are outlined for considering state investment in bulk water supply infrastructure.

The focus is on reducing the barriers to using available water within existing bulk water supply infrastructure and considering new projects with demonstrable economic benefits within the context of all competing budget constraints.

The QBWOS identifies new water infrastructure projects that are currently under investigation and considers the better use of existing infrastructure. It also includes initiatives aimed at enhancing transparency of bulk water market information and provides direction and context for the development of bulk water supply infrastructure in Queensland.

The QBWOS is one of five strategic infrastructure documents outlined as Implementation action one in the 2016 SIP Part B.



# Health



**Queensland's population is changing, and community expectations are increasing around improved and timely access to health services. A sustainable health system needs to embrace new and emerging technology, innovative thinking and new models of care through evidence and best practice. Understanding the current clinical capability, demography, epidemiology and fiscal constraints will allow for optimisation and transformation of current services, and inform infrastructure and technology investment.**

Providing sustainable health services will be impacted by a number of pressures. These include a growing and ageing population, rising obesity rates and increasing rates of chronic disease. The delivery of sustainable, high-quality healthcare will require flexible infrastructure which meets the future demands of Queensland communities. There will be a continued focus on mitigating growing demand for healthcare while providing equitable access and improved health outcomes. This will require balancing intensive capital investments with capitalising on emerging technology, new models of care and untapped workforce skills.

Responsible and high-value investment in health services and infrastructure will be targeted at reforming, making better use of, and improving existing delivery models and assets. Many health buildings are more than 30 years old and will require ongoing upgrade, and where appropriate replacement, to effectively support health service delivery.

Integrated planning is being undertaken across workforce, infrastructure, e-health and service delivery, to better respond to demand and inform directions in innovation both locally and statewide. Investment in innovation can transform health systems through integrated models of care, telehealth expansion and digital health, which will create an interconnected network of public and private health services. Opportunities for further innovation also exist through partnerships with non-government organisations and the private sector to improve the use of existing facilities and cooperatively deliver new assets.

There will be opportunities to maximise health outcomes through innovative solutions. This can be harnessed by identifying advancements in service delivery, adopting new technologies, increasing interconnectedness of information and facilitating digital capability. As new technology is adopted, existing resources can be used more efficiently, clinicians can be provided with better access to patient information and patient outcomes will be improved.

Advances in technology and the benefits of alternative service delivery will support the efficient delivery of health services across Queensland. However, it is important to note that additional built infrastructure will still be required to effectively meet the challenges of increasing population growth and rising demand for health services.

Health projects, proposals and Future opportunities are illustrated in the infrastructure pipeline in figure 12.



Quality nursing care

## 2016–17 DELIVERY HIGHLIGHTS

Sunshine Coast University Hospital, Sunshine Coast

Mount Isa Hospital redevelopment, Remote Queensland

Rockhampton Hospital Intensive Care Unit, Fitzroy

Caboolture Hospital 32-bed ward stage 2, Greater Brisbane

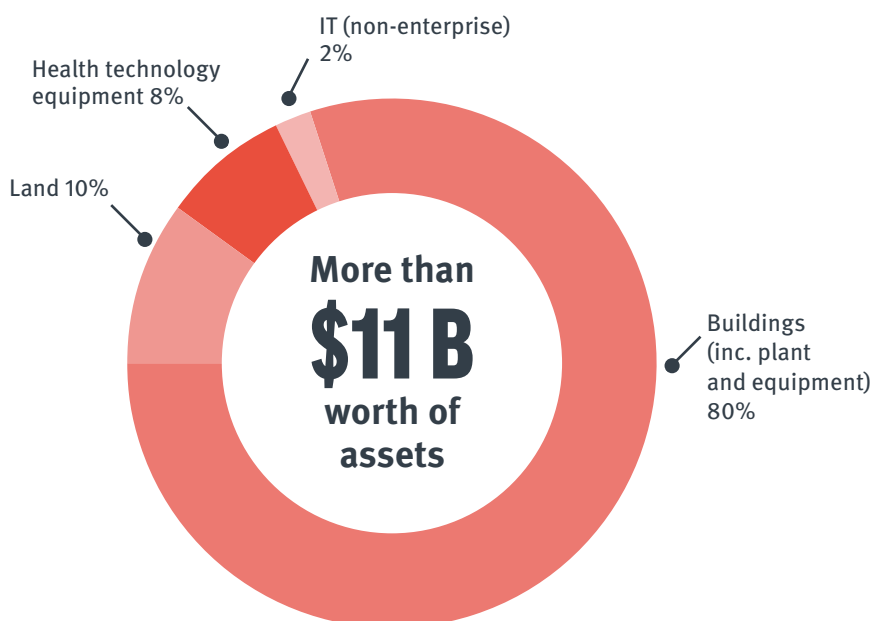


## Queensland's public health system



**95,573**

full-time and part-time  
health and ambulance  
personnel



**123**

hospitals



**70**

primary  
healthcare  
centres



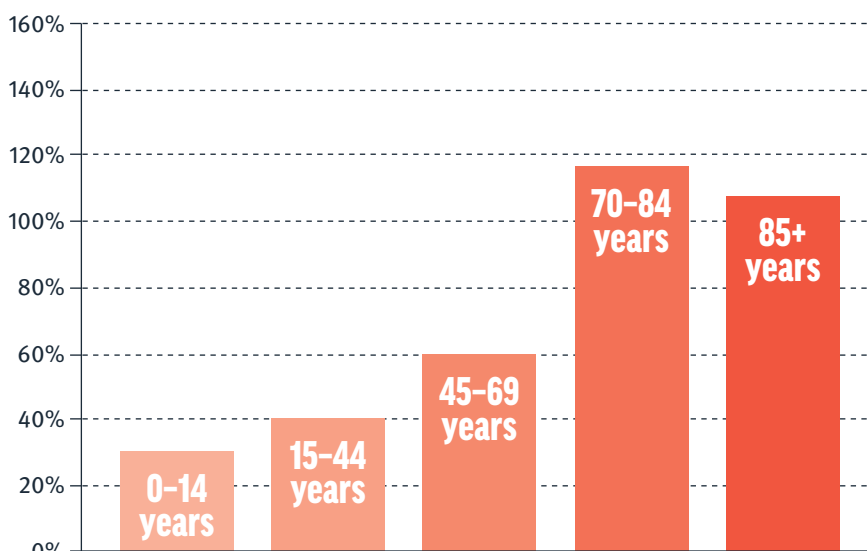
**7**

ambulance  
communication  
centres and 290  
response locations

Overall demand for  
acute public hospital  
services is predicted  
to grow by

**64%**

to 2026–27



Projected growth in demand for acute admitted public hospital services from 2012–13 to 2026–27 by age group

## 2016 SIP Part B strategic alignment

In the SIP Part A, the Queensland Government identified strategic directions to address the infrastructure challenges and objectives for each asset class. These strategic directions inform SIP Part B, and allow government to align investments with these strategic directions. The number of 1–4 year program items and Future opportunities from the 2016 SIP which align to each response, are outlined below.

HEALTH RESPONSES				
Focus more on prevention to reduce demand on strained resources.	Employ more alternative service delivery models to improve access and patient experience and delay the need for new infrastructure.	Seek innovative partnerships with industry to deliver health services and fit-for-purpose health facilities.	Use new digital infrastructure that improves efficiency and the patient experience.	Deliver adaptive infrastructure that flexibly responds to changing service needs.
Number of 2016 SIP Part B 1–4 year program items				
1	2	3	3	53
Number of 2016 SIP Part B Future opportunities				
1	2	2	1	3

### Case study: Herston Quarter redevelopment

**Herston Quarter is a five hectare site adjacent to the Royal Brisbane and Women's Hospital that became available for redevelopment following the relocation of children's health services to the Lady Cilento Children's Hospital. After a competitive procurement process, Australian Unity was engaged as the master developer for the redevelopment of Herston Quarter.**

The project will see Herston Quarter developed into a \$1.1 billion mixed-use precinct for health, residential, commercial and recreational activity.

The master planned project will be delivered in stages over 10 years and will include a new 132-bed public health facility. Stage 1 site preparation works are underway.

The project will deliver a private hospital, aged care, retirement living, residential accommodation, and public space. The heritage buildings on the site, which are an important part of Brisbane's health heritage, will undergo a multi-million dollar refurbishment to support their adaptive reuse.

The new public health facility will comprise 100 rehabilitation support areas and a surgical inpatient unit, seven operating theatres, three endoscopy rooms and recovery spaces. The construction of the new public health facility is anticipated to commence in early 2018 and be completed in late 2020. Herston Quarter has been declared a Priority Development Area to enable streamlined development.



Herston Quarter redevelopment artist impression (image courtesy Hassell)

## 2017 pipeline

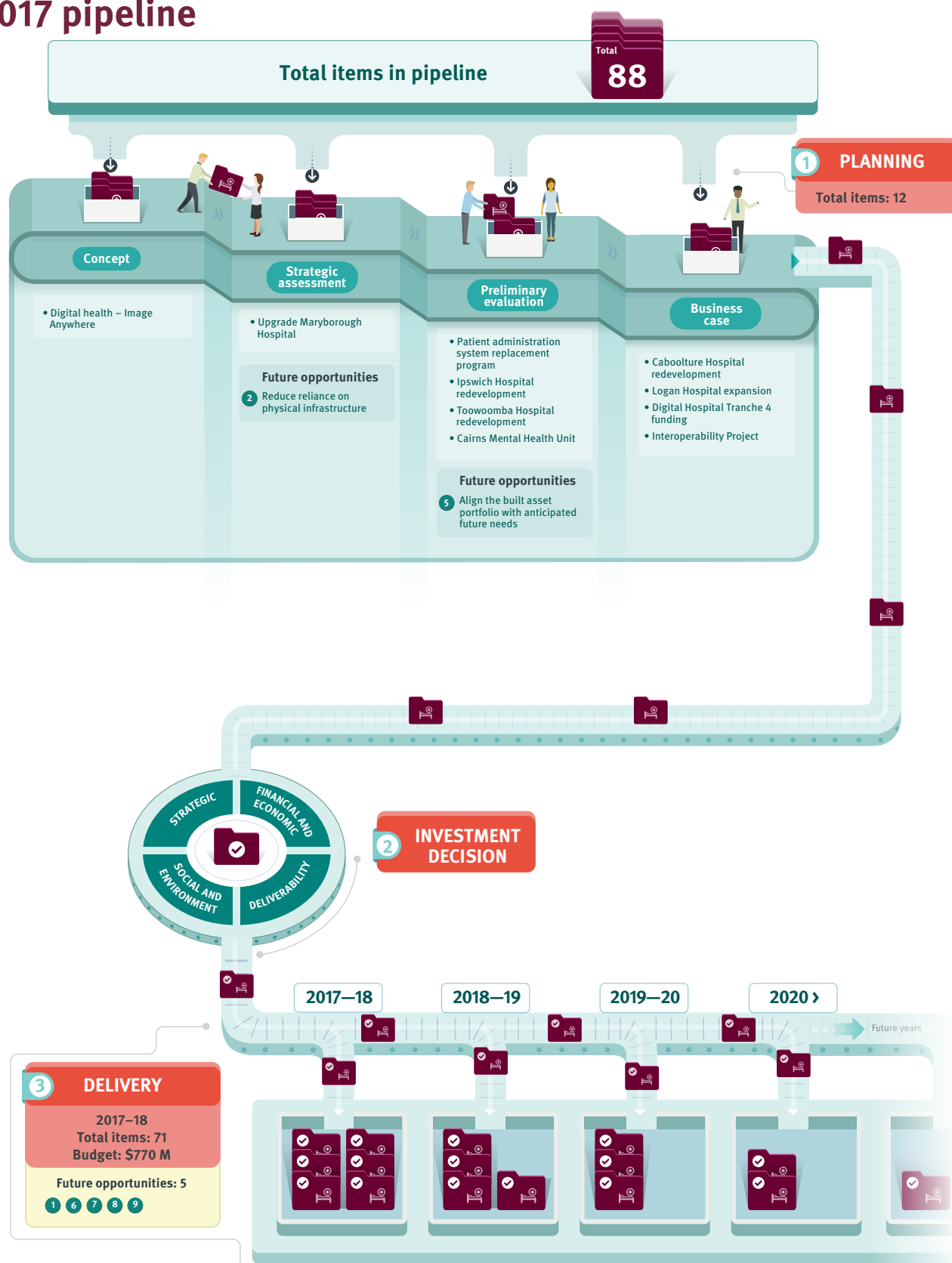


Figure 12: Infrastructure pipeline for Health

Note: Items include: Queensland Government-led Proposals raised through consultation, Building Queensland proposals and proposals from Infrastructure Australia's Infrastructure Priority List.

Note: Items at various planning stages are captured in each phase, however, are only counted once in the total items.

## 1–4 year program

**DELIVERY**

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 2020–21	Beyond
South East Queensland										
Royal Brisbane Women's Hospital capital works	6.110		●			0.649	5.279	0.182		
Children's Health Queensland HHS various projects	8.647		●			1.729	6.918			
Lady Cilento Children's Hospital completion	1433.145		●			1381.179	10.000	41.966		
Sunshine Coast University Hospital	1872.151		●			1725.948	64.737	22.511	46.238 12.717	
Adolescent mental health facilities	68.237		●			0.958	8.713	45.320	13.246	
Sunshine Coast HHS various projects	29.850		●			18.236	5.311	6.303		
Sunshine Coast HHS ongoing programs	Ongoing		●				9.639			
West Moreton HHS ongoing programs	Ongoing		●				5.397			
Metro South HHS various projects	23.835		●			19.314	4.521			
Metro South HHS ongoing programs	Ongoing		●				31.015			
Metro North HHS various projects	83.430		●			30.796	47.982	4.652		
Metro North HHS ongoing programs	Ongoing		●				35.141			
Gold Coast HHS ongoing programs	Ongoing		●				4.496			
Queensland Ambulance Service										
Kenilworth Station upgrade	1.866		●			0.367	1.499			
Birtinya Station	4.396		●			2.734	1.662			
Wynnum Station replacement	4.600		●			0.050	4.550			
Coral Gardens Station replacement	4.700		●			0.209	4.491			
Regional Queensland										
Kowanyama – staff accommodation	3.404		●			0.118	3.286			
Mackay Adult Step-Up Step-Down Facility	4.000		●			0.465	3.535			
Mer (Murray) Island Primary Health Care Centre replacement	7.000		●				1.000	2.500	3.500	
McKinlay Multi Purpose Health Service refurbishment	5.000		●			0.230	4.770			
Sarina Hospital redevelopment	16.500		●				1.000	4.000	11.500	
Staff accommodation program	13.000		●				13.000			

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017-18	2018-19	2019-20 to 2020-21	Beyond
Palm Island Primary Care Centre	16.500		●			0.800	7.700	8.000		
Blackall Hospital redevelopment	17.900		●				5.000	10.000	2.900	
Rockhampton Hospital carpark	25.500		●			0.500	6.580	18.420		
Kingaroy Hospital redevelopment	62.000		●				8.000	20.000	34.000	
Rockhampton Hospital expansion	178.364	●	●			175.400	2.964			
Cairns Hospital redevelopment	446.300		●			436.800	9.500			
Aurukun Primary Health Care Centre redevelopment	6.653		●			1.413	5.240			
Townsville Hospital expansion	334.000	●	●			325.416	8.584			
Mackay HHS various projects	7.600		●			4.148	3.452			
Mackay HHS ongoing programs	Ongoing		●				3.901			
Townsville HHS various projects	18.600		●			3.982	9.218	5.400		
Townsville HHS ongoing programs	Ongoing		●				11.540			
Cairns and Hinterland HHS various projects	74.453		●			1.569	5.884	10.000	57.000	
Cairns and Hinterland HHS ongoing programs	Ongoing		●				9.866			
Wide Bay HHS various projects	14.000		●			0.465	13.535			
Wide Bay HHS ongoing programs	Ongoing		●				4.545			
Central West HHS various projects	5.045		●			1.907	3.138			
Central West HHS ongoing programs	Ongoing		●				1.196			
North West HHS ongoing programs	Ongoing		●				1.554			
Torres and Cape HHS ongoing programs	Ongoing		●				2.601			
Central Queensland HHS various projects	4.000		●			0.465	3.535			
Central Queensland HHS ongoing programs	Ongoing		●				6.572			
Darling Downs HHS ongoing programs	Ongoing		●				8.002			
South West HHS various projects	0.950		●			0.610	0.340			
South West HHS ongoing programs	Ongoing		●				1.378			

## 1–4 year program

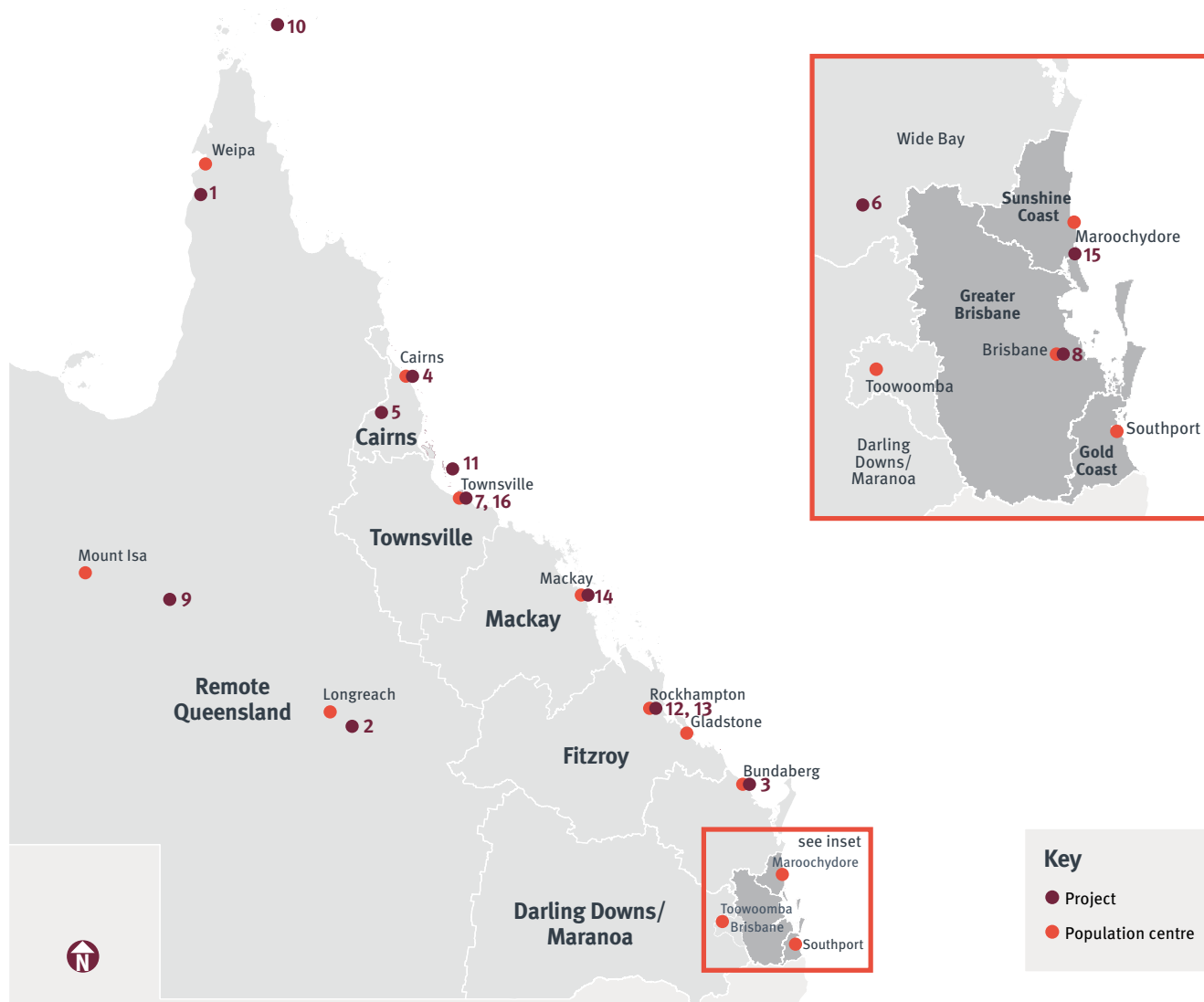
**DELIVERY**

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 2020–21	Beyond
Regional Queensland										
Queensland Ambulance Service										
Thursday Island Station replacement	2.814		●			0.260	2.554			
New Hervey Bay Station	3.500		●				0.100	3.400		
New Drayton Station	4.000		●				0.100	1.800	2.100	
Rockhampton Station and Operations Centre redevelopment	5.000		●				0.500	2.200	2.300	
Kirwan Station replacement	5.000		●				0.200	3.800	1.000	
Bundaberg Station replacement	5.150		●			4.115	1.035			
Cairns Station and Operations Centre redevelopment	5.600		●				0.200	2.000	3.400	
Statewide										
Telehealth (revitalisation of regional, rural and remote health services)	2.000		●			1.280	0.360	0.360		
Community Mental Health Program	5.151		●			1.957	3.194			
Laboratory information system	60.905		●			5.500	20.500	24.300	10.605	
Business cases and preparatory work	112.163		●				9.000	10.000	93.163	
Enhancing Regional Hospitals Program	180.000		●			5.648	61.091	39.574	70.130	3.557
Advancing Queensland Health Infrastructure Program	230.000		●			8.381	24.814	76.201	120.604	
Financial systems replacement	105.000		●			15.000	65.000	25.000		
Building works capital project management	Ongoing		●				1.460			
Priority capital program	Ongoing		●				80.000			
Master planning studies	Ongoing		●				2.379			
Building works	Ongoing		●				0.850			
Children's Health Queensland HHS ongoing programs	Ongoing		●				4.827			
Ongoing programs	Ongoing		●				18.384			
Queensland Ambulance Service										
Ongoing programs	Ongoing		●				41.712			
Statewide strategic land acquisitions	Ongoing		●				4.000			
Minor works	Ongoing		●				6.433			

## Selected 1–4 year program highlights

DELIVERY

#	PROJECT	#	PROJECT
1	Aurukun Primary Health Care Centre redevelopment	9	McKinlay Multi-Purpose Health Service refurbishment
2	Blackall Hospital redevelopment	10	Mer (Murray) Island Primary Health Care Centre replacement
3	Bundaberg Ambulance Station replacement	11	Palm Island Primary Care Centre
4	Cairns Ambulance Station and Operations Centre redevelopment	12	Rockhampton Ambulance Station and Operations Centre redevelopment
5	Atherton Hospital emergency department and operating theatre redevelopment	13	Rockhampton Hospital carpark
6	Kingaroy Hospital redevelopment	14	Sarina Hospital redevelopment
7	Kirwan Ambulance Station replacement	15	Caloundra Health Service redevelopment
8	Adolescent Extended Treatment Facility	16	Townsville Hospital expansion





## Future opportunities – short-term

### PLANNING

#### Opportunity 1

Work with primary healthcare networks, primary care providers and the non-government sector to promote health, wellbeing and disease prevention to reduce hospital admissions.

**Status update:** Queensland Health is managing growth in health service needs and demands by investigating and implementing changing models of care, changing locations of care, new service delivery models with partners, and renewal of essential ageing infrastructure. This will be addressed through opportunity 10 in future SIP updates.

#### Opportunity 2

Reduce reliance on physical infrastructure through increased use of alternative service delivery models or locations that support provision of healthcare in non-hospital settings. This may include community-based solutions, increased use of day services and ‘virtual’ models of care including ‘hospital in the home’.

**Status update:** A coordinated program of work is being developed to implement alternative models of care, partnering with primary health networks and other organisations. This will be addressed through opportunity 12 in future SIP updates.

#### Opportunity 3

Leverage current and future capacity in the private health sector for treating public patients through the measured use of private sector service agreements.

**Status update:** Regional planning will consider localised challenges and opportunities and reform for collaborative service provision. This will be addressed through opportunity 10 in future SIP updates.

#### Opportunity 4

Improve health outcomes for people in rural and remote Queensland through telehealth services that improve access and quality of clinical services.

**Status update:** Work continues to be delivered under the telehealth program to maximise the delivery of rural and remote health services and this will continue to be addressed through opportunity 12 in future SIP updates.

#### Opportunity 5

Align the current built asset portfolio with anticipated future asset needs by developing maintenance, refurbishment and renewal plans that assist in repurposing, multi-use or sharing of facilities.

**Status update:** Regional planning will consider community infrastructure opportunities through the Community Hubs and Partnership program. This will be addressed through opportunity 11 in future SIP updates.



Physiotherapy patient in hospital



## Future opportunities – medium/long-term

PLANNING

### Opportunity 6

Create integrated care models by utilising aged care facilities, working with private hospitals and mobile delivery services to meet changing demographic needs such as an ageing population.

**Status update:** A number of projects are underway, and a coordinated program of work is being developed to implement alternative models of care, partnering with primary health networks and other organisations. This will be addressed through opportunity 12 in future SIP updates.

### Opportunity 7

Develop a broad range of approaches to address high levels of anticipated growth in South East Queensland.

**Status update:** Queensland Health is managing growth in health service needs and demands by investigating and implementing changing models of care, changing locations of care, new service delivery models with partners, and renewal of essential ageing infrastructure. This will be addressed through opportunity 10 in future SIP updates.

### Opportunity 8

Increase the use of mobile delivery models, personal health devices and remote monitoring technology to support efficient and effective health service delivery.

**Status update:** Queensland Health is advancing integration through the digital hospitals initiative that will provide a platform for more innovative and integrated models of care. This will continue to be addressed through opportunity 12 in future SIP updates.

### Opportunity 9

Collaborate with other government agencies to deliver agile infrastructure solutions to meet growth and changing health demands across Queensland.

**Status update:** Regional planning will consider community infrastructure opportunities through the Community Hubs and Partnership program. This will be addressed through opportunity 11 in future SIP updates.

### Case study: Digital Hospital Program

**The Queensland Government has made significant advances in the provision of improved healthcare through its investment in the Digital Hospital Program, which has delivered digital capability to five public hospitals to date.**

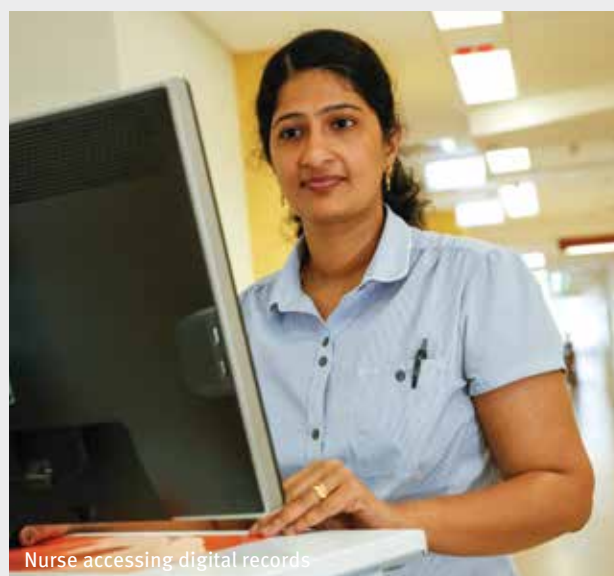
A key component of the eHealth Investment Strategy is the integrated electronic Medical Record (ieMR) Program which is addressing the limitations of the current paper-based medical record system.

In Queensland public hospitals, patient medical records largely exist as a paper medical chart, often duplicated by different facilities, with limited information sharing. This creates a range of risks, for example, availability and accessibility of the record, currency, incorrect details and illegible information.

In November 2015, Brisbane's Princess Alexandra Hospital rolled out the ieMR solution and in doing so became Australia's first large-scale digital hospital, heralding a revolution in the way healthcare will be delivered in Queensland. Rollout of the project required training nearly 6000 staff and integrating more than 1600 new digital devices across the hospital.

Mackay Base, Townsville, Logan, QEII, Redlands, Royal Brisbane and Women's and Lady Cilento Children's hospitals have also commenced their digital hospital journeys.

Twenty-four hospitals across Queensland's 16 Hospital and Health Services, covering around 80 per cent of acute patient activity, will have full digital hospital capability by June 2020.



Nurse accessing digital records

## New 2017 Future opportunities

PLANNING

### Opportunity 10

Strategically respond to the increasing demand for healthcare services (10-year horizon) through delivery of efficient healthcare infrastructure involving better use and reuse of facilities and changing models of care.

**Status update:** Regional planning will consider localised challenges and opportunities and reform for collaborative service provision with a focus on optimising current services, improving use of emerging technology and implementing new models of care.

### Opportunity 11

Renewal and utilisation of the ageing health asset base over a 10-year horizon through investment in renewing an ageing asset base to promote performance and reduce operating costs.

**Status update:** The renewal of Queensland Health Infrastructure will be guided by regional planning and the Total Asset Management Planning process.

### Opportunity 12

To achieve innovation in delivery of health infrastructure solutions through smart infrastructure and new models of service to future proof healthcare provision in Queensland.

**Status update:** Queensland Health is developing a coordinated program of work to implement alternative models of care, partnering with primary health networks and other organisations. For example, Queensland Health is working collaboratively with stakeholders to deliver:

- ▶ a statewide network of telehealth enabled facilities (delivery of health services and information using telecommunication technology)
- ▶ an increase in the scope of hospital in the home (providing care in the community for acute conditions requiring medical governance, and input/monitoring that would otherwise require inpatient bed care)
- ▶ integration through the digital hospitals initiative that will provide a platform for new and more innovative and integrated models of care.

# Education and training



Kirwan State High School's upgraded arts building



## **More than half a million Queensland students attend early childhood programs, primary and secondary schooling, and vocational training at government education and training facilities.**

Queensland continues to experience increased demand for education services in line with population growth. Other factors include an increase in the number of children participating in kindergarten, higher Year 12 completion rates, compulsory prep enrolment, as well as increases in special school enrolments and the number of students accessing special education programs and services.

The high levels of investment in education and training infrastructure to support the delivery of services continues, with \$702 million committed in 2017–18 across multiple Queensland Government agencies.

To address current and future education challenges, assets need to be high-quality, flexible and future focused. This will require ongoing investment in renewal of education assets as many of Queensland's education facilities are ageing, affecting overall quality and suitability to respond to the future of education. This includes flexible learning areas and other specialist spaces to support the delivery of curriculum such as science, technology, engineering and mathematics (STEM) and support Queensland Government programs such as Advance Queensland.

The Queensland Government's investment in education infrastructure will include innovative, alternate models that are cost effective and support the education needs of all Queenslanders. Infrastructure solutions will continue to be planned and prioritised according to the highest need in consideration of statewide priorities.

The adoption of innovative solutions such as public private partnerships, community partnerships, co-investment and co-location opportunities, will provide opportunities for greater investment to meet demand. Through public private partnerships, nine new schools have been constructed and opened between 2015 and 2017.

In addition, innovative asset management arrangements will deliver priority access to state-owned training assets by TAFE Queensland, to support quality training.

The Queensland Government has expanded and strengthened the Building and Construction Training Policy to maximise apprenticeship and traineeship opportunities, and increased economic benefits for Aboriginal and Torres Strait Islander people. The policy represents a partnership between the building and construction industry and the Queensland Government to develop the industry's skills base and future workforce capability on government construction projects.

As well as delivery of new assets, the Queensland Government is taking a long-term approach to maintenance. More than 500 schools and state-owned training sites have undergone lifecycle assessments. The assessments will support future maintenance planning over the next 10 years, informing future investment decisions. Specialist maintenance needs are also being addressed through such programs as the asbestos removal program and swimming pool maintenance program.

The Queensland Government continues to support the provision of early childhood education and care services, tertiary institutions, training facilities, and agricultural training colleges, with delivery predominantly undertaken by the private and not-for-profit sectors.

Education and training projects, proposals and Future opportunities are illustrated in the infrastructure pipeline in figure 13.

### 2016–17 DELIVERY HIGHLIGHTS

Cairns Special School, Cairns

Pumicestone State School, Greater Brisbane

Fernbrooke State School, Greater Brisbane

Bellbird Park Secondary College, Greater Brisbane



Fernbrooke State School

# Education and training

**92**  
combined  
schools



**174**  
early  
childhood



**\$18 B**  
total of  
education  
and training  
assets



**917**  
primary  
schools



**46**  
special  
schools



**1239**  
state schools  
in Queensland

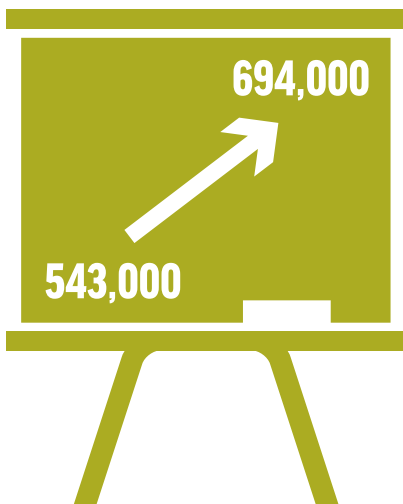


**184**  
secondary  
schools



Over the next  
**15 years**,  
state school  
enrollments  
will increase by  
around

**28%**



**643**  
training buildings

An additional  
**60 to 70**  
new schools  
may be required  
over the next

**20**  
years



**\$500 M**  
Building Future  
Schools Fund



## 2016 SIP Part B strategic alignment

In the SIP Part A, the Queensland Government identified strategic directions to address the infrastructure challenges and objectives for each asset class. These strategic directions inform SIP Part B, and allow government to align investments with these strategic directions. The number of 1–4 year program items and Future opportunities from the 2016 SIP which align to each response, are outlined below.

EDUCATION AND TRAINING RESPONSES					
Create knowledge precincts on the sites we control by co-locating education with industry and local communities.	Provide fit-for-purpose and future focused infrastructure that maximises educational outcomes.	Support infrastructure that maximises export earnings from education.	Increase the use of digital service delivery to delay the need for new infrastructure.	Adopt a ‘renew before new’ approach to infrastructure to meet the demand for education.	Protect Queensland’s education heritage.
Number of 2016 SIP Part B 1–4 year program items					
–	12	1	–	3	–
Number of 2016 SIP Part B Future opportunities					
3	4	–	1	1	1

### Advancing Queensland State Schools program

The Queensland Government is committed to building fit-for-purpose learning environments that support educational outcomes. The Advancing Queensland State Schools program is an additional capital investment of \$200 million which includes land acquisitions for new schools, new and refurbished school halls and accelerated capital projects including administration and special education upgrades. This program will see projects delivered in over 90 schools.

Over \$100 million will be invested in new school halls and upgrading existing halls at 30 state schools. Over 60 additional schools will benefit from a range of capital works including upgrades to existing classrooms, administration facilities, special education facilities and new shade structures or covered learning areas.



Griffin State School

## 2017 pipeline

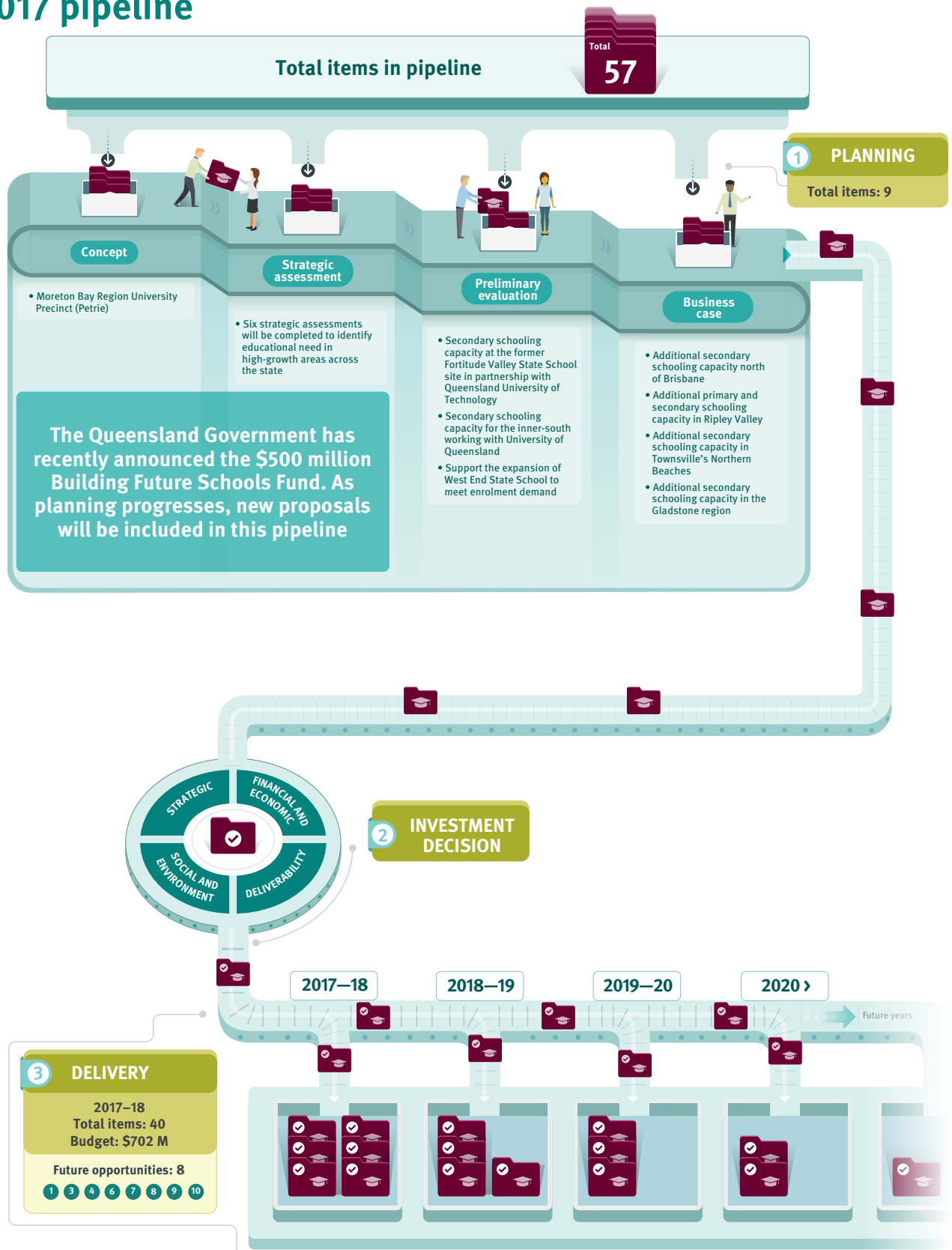


Figure 13: Infrastructure pipeline for Education and training

Note: Items include: Queensland Government-led Proposals raised through consultation, Building Queensland proposals and proposals from Infrastructure Australia's Infrastructure Priority List, and other Queensland Government initiatives.

Note: Items at various planning stages are captured in each phase, however, are only counted once in the total items.

Note: The items identified in each planning stage indicate where the project will progress to in the 2017 calendar year.

## 1–4 year program

**DELIVERY**

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 2020–21	Beyond
South East Queensland										
Capalaba State College	1.554		●			0.127	1.427			
Redcliffe State High School	6.008		●			1.403	4.605			
Redcliffe Special School	6.012		●			1.465	4.547			
Caboolture Special School	6.994		●			2.697	4.297			
Southport Special School	7.207		●			4.376	2.830			
Kelvin Grove State College	7.235		●			5.827	1.408			
Ipswich West Special School	7.440		●			1.156	6.272	0.012		
Claremont Special School	8.174		●			2.755	5.419			
Currimundi Special School	9.486		●			0.316	6.584	2.586		
West End State School	9.525		●			5.616	3.909			
North Lakes State College	13.950		●			0.513	8.969	4.467		
New primary school Caloundra South	31.953		●			8.818	11.907	2.847	8.381	
New primary school Coomera East	32.742		●			8.862	11.780	3.644	8.457	
New primary school Yarrabilba	36.024		●			6.459	14.044	5.097	10.424	
Regional Queensland										
Cairns engineering laboratories	1.000		●		●	0.520	0.451	0.029		
Tara Shire State College	1.907		●				1.342	0.565		
Eimeo Road State School	6.650		●			0.496	5.867	0.286		
Mackay Northern Beaches State High School	6.696		●				1.116	5.580		
Gympie Special School	7.440		●			1.314	6.126			
Centenary Heights State High School	9.765		●			0.465	0.930	8.370		
Highfields State Secondary College	11.160		●				1.860	9.300		
New primary school Burdell	43.226		●			6.287	21.312	6.505	9.122	



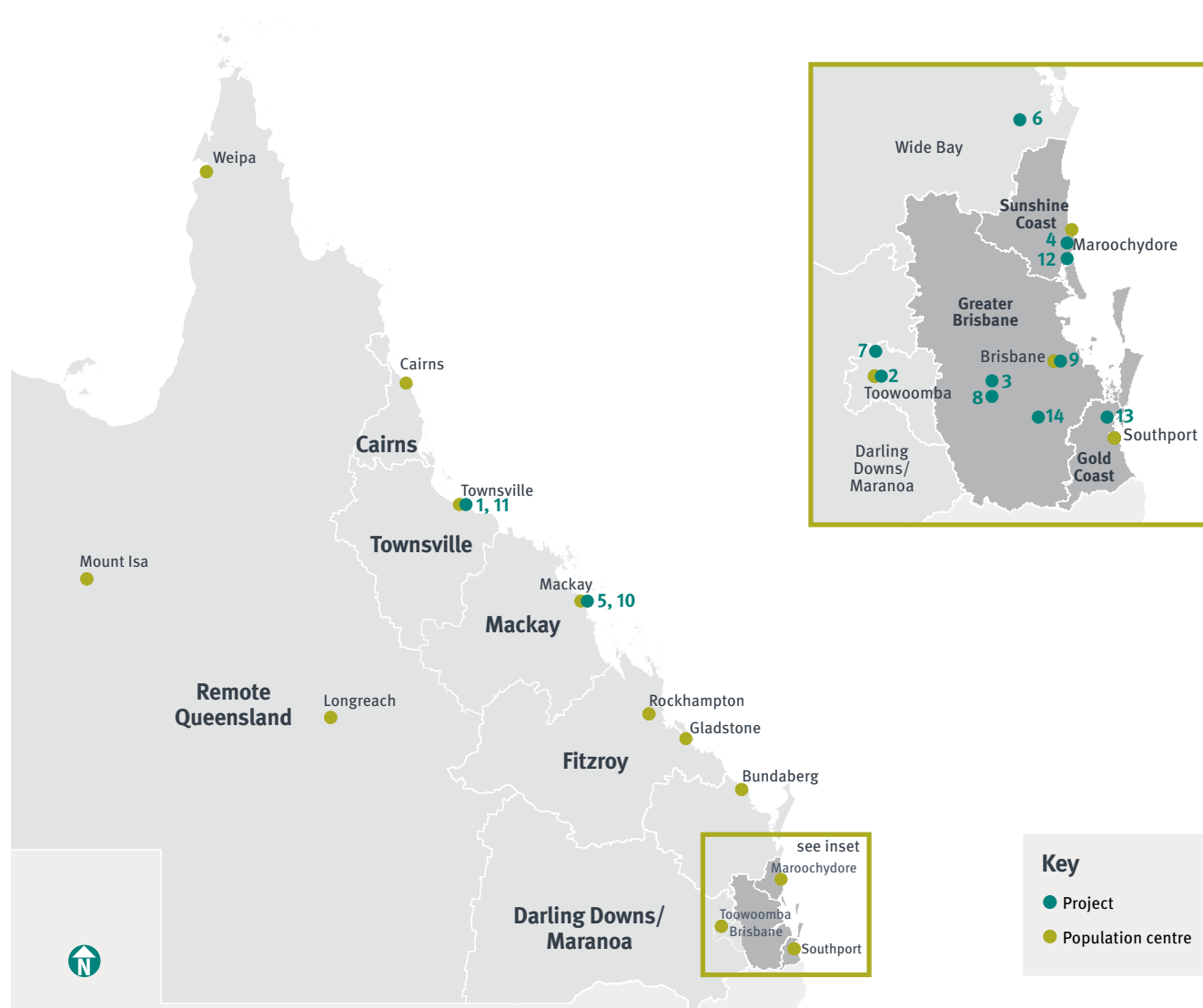
# Education and training

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 2020–21	Beyond
Statewide										
Australian Institute of Tropical Health and Medicine capital grant	34.320		●		●	32.320	2.000			
Statewide school capital works	Ongoing		●				173.124			
Building Future Schools Fund	500.000		●				28.000	75.000	215.000	182.000
Capital grants non-state schools	Ongoing		●				92.675			
Statewide school general and minor works	Ongoing		●				42.447			
Statewide early childhood education and care general and minor works	Ongoing		●				1.486			
Statewide strategic land acquisitions	Ongoing		●				69.019			
Public private partnerships	Ongoing		●				44.011			
School infrastructure enhancement capital contribution	Ongoing		●				11.000			
School subsidy scheme	Ongoing		●				4.650			
Significant Regional Infrastructure Projects Program	Ongoing		●				19.023			
Training assets – asset replacement program	Ongoing		●				5.500			
Training assets – emergent replacement	Ongoing		●				1.000			
Training assets – property management program	Ongoing		●				1.500			
Training assets – renewal and reinvigoration	Ongoing		●				9.250			
Other property, plant and equipment	Ongoing		●				24.015			
Queensland Agricultural Training Colleges ongoing programs	Ongoing		●				2.342			
Ongoing programs	Ongoing		●				44.028			

## Selected 1–4 year program highlights

DELIVERY

#	PROJECT	#	PROJECT
1	Australian Institute of Tropical Health and Medicine capital grant	8	Ipswich West Special School
2	Centenary Heights State High School	9	Kelvin Grove State College
3	Claremont Special School	10	Mackay Northern Beaches State High School
4	Currimundi Special School	11	New primary school Burdell
5	Eimeo Road State School	12	New primary school Caloundra South
6	Gympie Special School	13	New primary school Coomera East
7	Highfields State Secondary College	14	New primary school Yarrabilba



## Future opportunities – short-term

### Opportunity 1

Employ non-infrastructure solutions to improve the management of over and underutilised education and training facilities.

**Status update:** The Department of Education and Training continues to manage and optimise asset utilisation through effective demand management, increased community use of facilities and leasing and hire of underutilised facilities. For example, demand management through implementation of school Enrolment Management Plans enables schools to meet their in-catchment enrolment demand in high-growth communities, minimising the need to invest in additional built infrastructure.

### Opportunity 2

Increase third party, including community, use of existing buildings and facilities by examining and challenging traditional operating models, including the use of sports and recreation facilities at state schools.

**Status update:** The community use of school facilities policy outlines the administration and management requirements for access to state school facilities. The policy provides opportunities for organisations and individuals in the local community to access school buildings and sport and recreation facilities outside school hours for appropriate purposes.

### Opportunity 3

Implement asset lifecycle assessment programs for state schools and training sites, providing information to support long-term maintenance planning.

**Status update:** The asset life cycle assessment program is progressively being implemented to all active state-owned education and training sites. More than 500 schools and 40 training sites are scheduled to complete their assessment by the end of 2017. The assessment provides maintenance planning information over 10 years to support future investment in asset renewal and maintenance. All sites are scheduled to complete their assessment by the end of 2018.

### Opportunity 4

Investigate the feasibility of sharing surplus or underutilised education and training facilities with other government departments.

**Status update:** Education and training assets play an important part, and are being used to, support the delivery of Queensland Government services. For example, the underutilised Ashmore TAFE campus is currently being used by the Gold Coast 2018 Commonwealth Games Corporation.

### Opportunity 5

Support schools to establish strategic infrastructure plans that align curriculum and education outcomes to future school infrastructure needs.

**Status update:** The Strategic School Infrastructure Plan initiative which commenced in 2015, provides a framework for schools and regional educational planners to use when considering the future infrastructure needs of the school to meet their changing curriculum requirements. Over 520 schools have completed their plan. This important planning process enables schools to identify and prioritise their asset need to support curriculum delivery and future investment decisions for provision of priority education investments.

### Building Future Schools Fund

The \$500 million Building Future Schools Fund is a record funding program to build new schools and classrooms in Queensland over the next five years. Through the fund, the Advancing Inner City Schools initiative will see the construction of the first inner-Brisbane high school since 1963. The initiative will include a new secondary school at the former Fortitude Valley State School, a new high school in the inner-south, and expansion of the West End State School.

## Future opportunities – medium/long-term

### PLANNING

#### Opportunity 6

Focus on minor works or upgrade programs that make existing infrastructure fit-for-purpose to meet current and future teaching requirements, including incorporating new technologies.

**Status update:** Investment planning to facilitate the upgrade of education and training assets to ensure they are fit-for-purpose is being supported through the implementation of the School Strategic Infrastructure Plans and asset life cycle assessments. This approach enables education and training providers to identify and prioritise their future asset investment needs to meet changing curriculum directions.

#### Opportunity 7

Ensure all education facilities identified as being of historical significance or heritage value are appropriately used and protected.

**Status update:** Protecting educational facilities of historical significance is being managed through the implementation of a Schools Heritage Strategy, to ensure both protection and appropriate use of these facilities, with over 100 sites of historical significance identified for inclusion in the Queensland Heritage Register.

#### Opportunity 8

Work with local government, developers and other government agencies to collaboratively plan to meet the needs of growing and changing communities by delivering agile shared infrastructure solutions.

**Status update:** Approaches for co-location, shared-use and place-based planning to meet community needs are being investigated through the Strategy for Social Infrastructure. Planning with the Community Hubs and Partnerships program is underway to deliver more integrated planning for educational facilities in collaboration with local and state government agencies.

#### Opportunity 9

Encourage alternative capital investment mechanisms to support growth and service demand pressures impacting on the education and training sectors.

**Status update:** Through the Queensland Schools Public Private Partnership, nine new schools have been constructed and opened between 2015 and 2017 across Queensland. Three new state schools opened in South East Queensland at the start of 2017.

#### Opportunity 10

Partner with other education providers to meet the education and training needs of communities through co-sharing or co-location of facilities.

**Status update:** The Community Hubs and Partnerships program is facilitating partnership opportunities with non-government education sectors, state government agencies and local governments through the Non-Government Education Sector Partnerships Project. Through this project, models for facilities sharing and construction partnerships are being analysed, with a view to piloting in growth areas.



Gordonvale Early Years Centre



## Case study: Bellbird Park State Secondary College

**Queensland continues to experience significant growth of state school enrolments. The Queensland Government ensures that all students have access to high-quality educational facilities, and is building new schools and educational facilities where they are most needed. To help achieve this, the Queensland Government is delivering 10 new schools under public private partnerships arrangements.**

The Queensland Government's investment through the Queensland Schools Public Private Partnership has seen two schools open in 2015, four schools open in 2016, and three schools open in 2017.

One of these new schools, Bellbird Park State Secondary College (stage 1), opened in Ipswich at the beginning of 2017. Bellbird Park State Secondary College is a Year 7–12 school and will expand a year level at a time until year 12 is implemented in 2022. The school has enrolment capacity for 1900 students and the location of the school will also help relieve existing schools in the Ipswich area.

The decision to build the school is part of the Queensland Government's response to anticipated population growth over the next 10 to 20 years.



Bellbird Park State Secondary College

# Digital



Digital hub on the Sunshine Coast

State Infrastructure Plan Part B: Program – 2017 update



**Secure, reliable and cost-effective digital infrastructure and services are essential to connect communities, access information and for business to access markets, exchange information, and operate efficiently.**

The digital economy – representing all of those activities that rely on digital technology in its various forms – offers opportunities for all Queenslanders to benefit from improved government services and innovation, and productivity gains across the economy.

While telecommunication networks are regulated by the Australian Government and delivered largely by the private sector, the Queensland Government plays a vital role in ensuring the state has access to world-class digital infrastructure. This is fundamental to achieving the government’s Advance Queensland vision to create the knowledge-based jobs of the future and build a strong innovation and entrepreneurial culture.

Governments at all levels are increasingly adopting a ‘digital first’ approach to the design and delivery of future infrastructure and services. In a decentralised state like Queensland, there is enormous potential to improve service delivery by optimising the use of existing technology. Initiatives such as the Queensland Government’s One-Stop Shop approach will provide Queenslanders with simple, consistent access to a host of government services, regardless of where they live.

The state is also leveraging the potential of digital technology to transform operations across a broad range of sectors. Public safety agencies and frontline police and emergency services personnel are benefiting from more reliable and secure communications through the rollout of the Government Wireless Network in South East Queensland. Opportunities to provide critical information to officers in the field are also being explored.

In addition, the Queensland Government has developed a Queensland Digital Infrastructure Plan to identify gaps in critical digital infrastructure, so it can work with service providers and the Australian Government to improve digital services and reduce blackspots.

The coordination and leverage of government networks and investments has the potential to reduce costs and increase benefits for the public. In sectors, such as health and education, more reliable and accessible digital infrastructure is helping to improve outcomes and reduce costs. Students can access more digital learning resources and greater collaboration is enabled between schools, teachers and students. Services such as telehealth can be used to deliver more care and treatment within the home, and digital health tools can help patients self-manage their conditions.

Digital projects, proposals and Future opportunities are illustrated in the infrastructure pipeline in figure 14.

## 2016–17 DELIVERY HIGHLIGHTS

**Mobile Blackspot Program: 38 base stations co-funded, Multi-region**

**Whole-of-government digital identity rolled out to over 270,000 Queenslanders, Statewide**



Mobile Blackspot Program improving digital connections in rural areas





Visits to [qld.gov.au](http://qld.gov.au) increased  
from 24.2 M in 2014–15 to

**41.2 M**  
in 2015–16



Businesses with  
advanced digital  
engagement are

**8 times**

more likely to create  
jobs and have

**20%**

higher growth for  
each step up the  
digital engagement  
ladder

Source: Connected Small Business 2016,  
Deloitte Access Economics



More than

**500**

Queensland  
Government services  
can be accessed via  
[qld.gov.au](http://qld.gov.au)

Australia's digital  
economy is worth around

**\$79 B**

it is forecast to grow to

**\$139 B**  
by 2020

Source: CCIQ Digital Readiness Study 2016,  
Chamber of Commerce and Industry Queensland  
(CCIQ)

In April 2017, NBN services  
were available to almost

**974,000**

premises in Queensland



The number of households with  
access to the internet reached

**7.7 M (86%)**

in 2014–15 up  
from 83% in 2012–13

By 2020, it is predicted that:



video traffic  
will be

**82%**

of all internet  
traffic



nearly

**1 M**  
**minutes**

of video content  
will cross  
the network  
per second



Wi-Fi and  
smartphones  
will be  
responsible for

**60%**

of IP traffic



global fixed  
broadband  
speeds will nearly  
double to

**47.7 Mbps,**

up from 24.7 Mbps  
in 2015

## 2016 SIP Part B strategic alignment

In the SIP Part A, the Queensland Government identified strategic directions to address the infrastructure challenges and objectives for each asset class. These strategic directions inform SIP Part B, and allow government to align investments with these strategic directions. The number of 1–4 year program items and Future opportunities from the 2016 SIP which align to each response, are outlined below.

DIGITAL RESPONSES		
Work with providers and the Australian Government to improve digital infrastructure.	Develop infrastructure in regions that promotes digital inclusion.	Use government's purchasing power to drive digital transformations across all asset classes.
Number of 2016 SIP Part B 1–4 year program items		
1	2	1
Number of 2016 SIP Part B Future opportunities		
4	3	6

### Queensland Digital Infrastructure Plan

The Queensland Digital Infrastructure Plan (QDIP) assesses the current capability of Queensland's digital infrastructure to support digital service delivery for communities, industry and business. The QDIP also identifies opportunities to enhance digital infrastructure to further drive the digital economy, increase productivity, and create jobs and growth.

The QDIP outlines the Queensland Government's willingness to work across state agencies, with telecommunication providers, other levels of government, industry and the Queensland community – to better coordinate the state's digital infrastructure and position Queensland to meet its future digital needs.

The QDIP is one of five strategic infrastructure documents outlined as Implementation action one in 2016 SIP Part B.



Myraid Festival 2017 fostering digital innovation

## 2017 pipeline

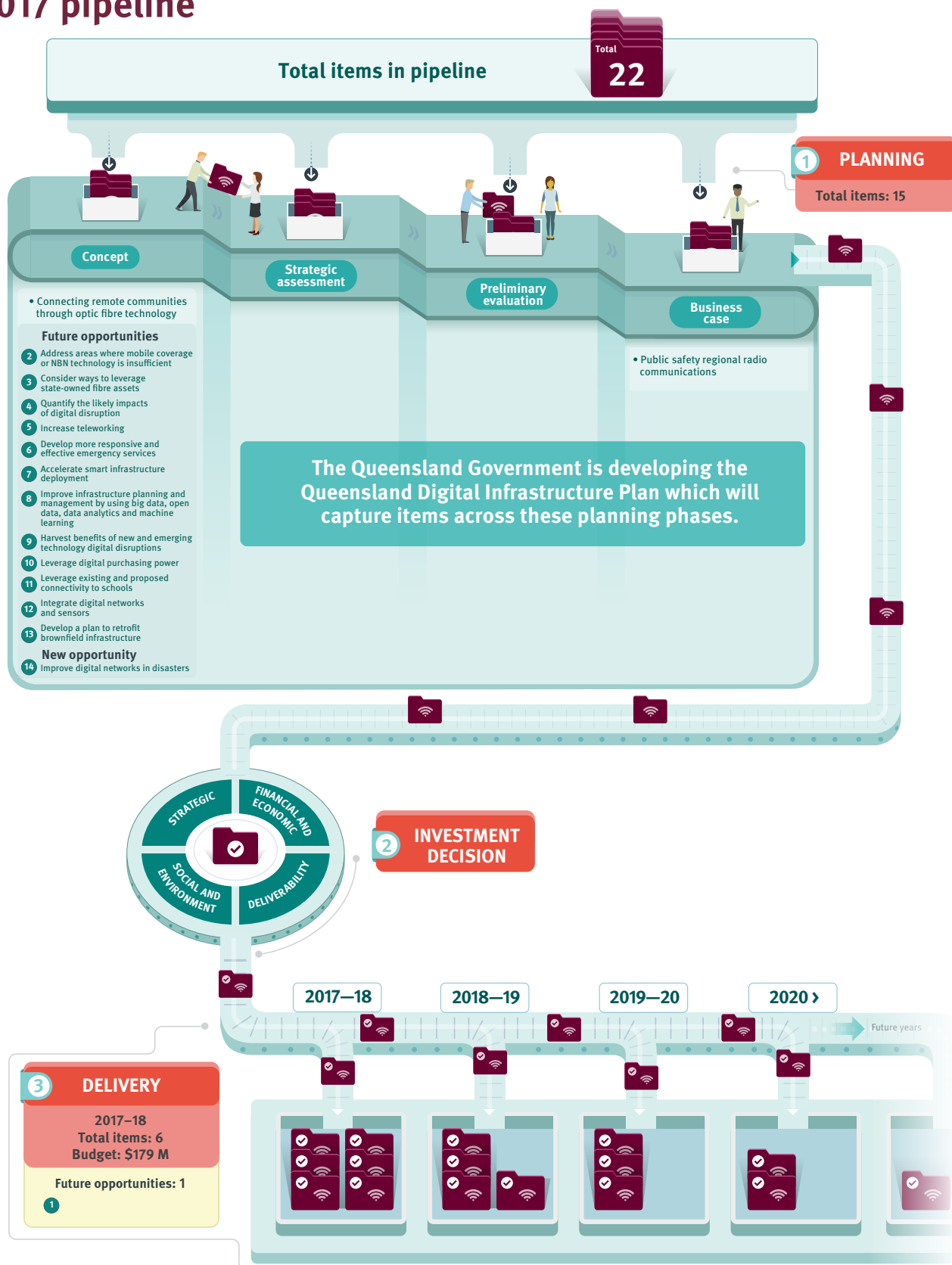


Figure 14: Infrastructure pipeline for Digital

Note: Items include: Queensland Government-led Proposals raised through consultation, Building Queensland proposals and proposals from Infrastructure Australia's Infrastructure Priority List.

Note: Items at various planning stages are captured in each phase, however, are only counted once in the total items.

## 1–4 year program

**DELIVERY**

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		Indicative			
							2017–18	2018–19	2019–20 to 2020–21	Beyond
<b>South East Queensland</b>										
Office of State Revenue Transformation Program	17.739		●				11.699	5.479	0.561	
Council of the Queensland Institute of Medical Research	Ongoing		●				11.963			
<b>Statewide</b>										
Our Child – Missing child interagency ICT system	2.620		●				0.786	1.834		
Strategic Election Management Systems Replacement project	6.306		●				6.306			
Health information communications, technology and equipment	354.502		●				135.402	72.650	146.450	
Regional eHealth Project	34.950	●				5.250	12.765	15.935	1.000	

### Case study: Screen Queensland app

**The new Screen Queensland Location, Crew and Facilities app is an excellent example of how an app can provide global reach.**

The app allows local governments and individuals to promote unique landscapes they have to offer for filmmakers, by uploading their own amateur photos with a basic description. It also allows local governments to promote their ability to support the filmmaker supply chain by highlighting their local capabilities.

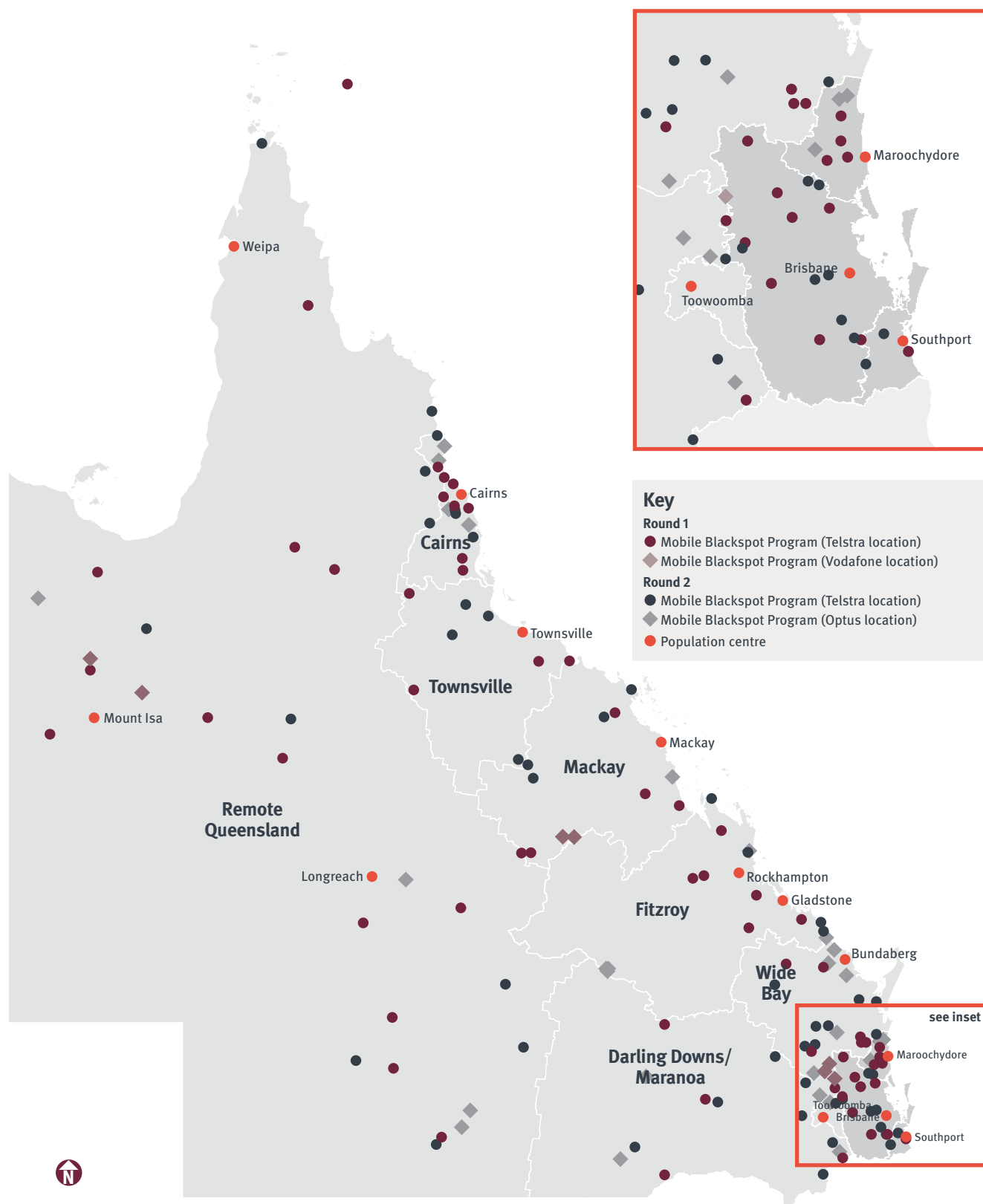
Active promotion by Screen Queensland provides a global reach to international filmmakers. The unique landscapes of regional Queensland can be very attractive to film-makers and the benefit to the local economy is significant. This app is enabled by widely available mobile broadband data services with high download and upload speeds.



Screen Queensland app

## Mobile Blackspot Program selected locations

DELIVERY



Note: Funding for the Mobile Blackspot Program continues to be allocated by the Queensland Government, co-funded with the Australian Government, but does not appear in the SIP 1–4 year program or Budget Paper 3

## Future opportunities – short-term

### PLANNING

#### Opportunity 1

Engage with the Australian Government and telecommunications providers to improve digital inclusion in rural and remote parts of Queensland, including optimum coverage of the National Broadband Network (NBN).

**Status update:** The Queensland Government is actively engaged with the NBN Co to optimise the coverage and roll out of the NBN.

#### Opportunity 2

Identify opportunities to address areas where mobile coverage or NBN technology is insufficient to meet community needs, particularly in public buildings like schools, health facilities and libraries.

**Status update:** The Queensland Government is actively engaged with the NBN Co and the Australian Government to improve mobile and NBN coverage.

#### Opportunity 3

Consider ways to leverage state-owned fibre assets for broader community and economic benefit.

**Status update:** This opportunity is addressed in the Queensland Digital Infrastructure Plan.

#### Opportunity 4

Quantify the likely impacts of digital disruption on future demand for government infrastructure and services, in collaboration with academia.

**Status update:** This opportunity is addressed in the Queensland Digital Infrastructure Plan.

#### Opportunity 5

Identify opportunities to increase teleworking in the public and private sectors as a means of reducing congestion on transport networks in Queensland's cities.

**Status update:** An approach is being defined to progress this opportunity.

#### Opportunity 6

Develop more responsive and effective emergency services through improved technology, coverage, security and interoperability for public safety communications in Queensland.

**Status update:** This opportunity is addressed in the Queensland Digital Infrastructure Plan.

#### Opportunity 7

Accelerate smart infrastructure deployment with sensor and Wi-Fi networks to improve efficiency, safety and liveability, with real-time information to enable better management and use of infrastructure.

**Status update:** This opportunity is addressed in the Queensland Digital Infrastructure Plan.

#### Opportunity 8

Improve infrastructure planning and management by using big data, open data, data analytics and machine learning.

**Status update:** This opportunity is addressed in the Queensland Digital Infrastructure Plan.

## Future opportunities – medium/long-term

### Opportunity 9

Harvest the benefits of new and emerging technology digital disruptions that may reduce the demand for future infrastructure (e.g. autonomous vehicles, solar battery storage and telehealth).

**Status update:** This opportunity is addressed in the Queensland Digital Infrastructure Plan.

### Opportunity 10

Leverage Queensland Government's digital purchasing power to improve digital outcomes for the state.

**Status update:** This opportunity is addressed in the Queensland Digital Infrastructure Plan.

### Opportunity 11

Identify opportunities to leverage existing and proposed connectivity into Queensland's schools for broader community and government benefit.

**Status update:** The opportunity is being investigated to determine community demand for leveraging Queensland school connectivity.

### Opportunity 12

Integrate digital networks and sensors into all new infrastructure projects as standard.

**Status update:** This opportunity is addressed in the Queensland Digital Infrastructure Plan.

### Opportunity 13

Develop a plan to retrofit brownfield infrastructure with digital networks and sensors, focusing on key pieces of infrastructure.

**Status update:** This opportunity is addressed in the Queensland Digital Infrastructure Plan.

## New 2017 Future opportunity

### Opportunity 14

Improve the reliability, availability, and maintainability of Queensland's digital networks in the face of disasters and other extreme events.

**Status update:** An approach is being defined to progress this opportunity.



### Case study: Digital Scorecard

**The Queensland Government's Digital Scorecard is helping businesses identify ways to improve their digital capability and be more competitive in a global digital economy.**

The Digital Scorecard is an online assessment and benchmarking tool to help businesses improve their digital capability and be more competitive in a global digital economy. It can support business to adopt technology to enhance their productivity and profitability, with the potential of transforming them into nationally and globally competitive enterprises.

Businesses that complete their Digital Scorecard will be invited to Digital Business Workshops to focus on areas where they can improve their level of digital capability and develop a digital action plan.

The Digital Scorecard was developed by the Department of Science, Information Technology and Innovation in collaboration with Regional Development Australia Sunshine Coast.

Businesses can access the Digital Scorecard on the Business Queensland website at [business.qld.gov.au/digitalscorecard](https://business.qld.gov.au/digitalscorecard)



Building digital business capability



# Justice and public safety



**The safety and wellbeing of Queenslanders is a key priority for the Queensland Government. This is achieved with the provision of quality police, emergency response and disaster management services.**

Infrastructure assets that support the delivery of Queensland's justice and public safety include police and emergency service stations, courts, prisons, youth detention centres, training facilities and extensive information and communication technology (ICT) networks. Through these networks, the Queensland Government provides effective, fair and timely justice services, safe, humane and secure custodial detention and correctional facilities.

A growing and ageing population, an increase in the frequency and severity of natural disasters and growing community expectation of government services influence demand for public safety services and facilities. Similarly, crime and anti-social behaviour continue to generate a greater need for these services.

An increasing rate of social issues creates further demand on the system. It is vital that these challenges are tackled through prevention strategies. These challenges include mental health issues, domestic and family violence, substance abuse issues, as well as the threat of terrorism and cyber-crime. Safety investment is targeted to locations and initiatives that will enable improved response times.

Continuing significant growth in prisoner numbers is also driving demand for infrastructure with all secure correctional centres in Queensland operating at over 100 per cent capacity. This increased demand is coupled with changing prisoner demographics including an ageing prisoner profile, significant growth in female and male prisoners and detainees with mental illness or complex needs that may require special purpose infrastructure.

Further, the changing profile of young people in youth detention facilities also highlights the need to provide appropriate infrastructure to keep the community safe while also providing programs and services to address complex needs. A renewed focus on crime prevention such as the comprehensive overhaul of the state's parole system and investment in early intervention strategies may help slow growth in demand on judicial services and facilities over the longer-term. A renewed focus on crime prevention such as the comprehensive overhaul of the state's parole system can help reduce demand on judicial services and facilities over time.

Investment in digital technology presents opportunities to efficiently manage the justice and public safety system through initiatives such as the implementation of the geographic information system (GIS) to enhance electronic monitoring capabilities and electronic communication such as videoconferencing. These initiatives can present cost and time efficiencies and the opportunity to optimise existing infrastructure before building new facilities. High-quality and robust communication networks are also critical in establishing resilient communities that can respond to, and recover from, extreme weather events. These communication networks also support public safety agencies to deliver high-quality and effective response to the community through initiatives such as the Government Wireless Network.

Justice and public safety projects, proposals and Future opportunities are illustrated in the infrastructure pipeline in figure 15.

## 2016–17 DELIVERY HIGHLIGHTS

Cunnamulla Fire Station, Remote Queensland

Kingaroy replacement station and watch-house, Wide Bay

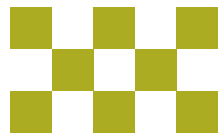


Browns Plains Police Station



## Queensland's justice and public safety assets

**60**  
police  
watch-houses



**Queensland  
Police Service**

**43**  
police beat  
shopfronts



**Queensland Fire and  
Emergency Services**

**335**  
police  
stations

**2**  
police  
hubs

**49**  
neighbourhood  
police beats

**242**  
stations

**465**  
rural  
stations



**Courthouses**

**87**

courthouses

**4**

community  
justice centres



**Youth detention**

**2**

centres



**Correctional services**

**11**

high security  
correctional  
centres

**6**

low security  
correctional  
centres

**13**

work  
camps

Between June 2015  
and June 2017, Queensland  
experienced a

**17%  
increase**

in prisoner numbers  
(7292 to 8504 prisoners)



In 2016–17,  
high security centres  
were operating at:



**121%**

built cell capacity  
for male  
prisoners

**132%**

built cell capacity  
for female  
prisoners



Between June 2015  
and June 2017,  
Queensland experienced

**1%  
reduction**

in average daily prisoner  
population for women  
(713 to 704 prisoners)



## 2016 SIP Part B strategic alignment

In the SIP Part A, the Queensland Government identified strategic directions to address the infrastructure challenges and objectives for each asset class. These strategic directions inform SIP Part B, and allow government to align investments with these strategic directions. The number of 1–4 year program items and Future opportunities from the 2016 SIP which align to each response, are outlined below.

JUSTICE AND PUBLIC SAFETY RESPONSES			
Innovatively manage the need for new infrastructure using demand management strategies.	Increase the use of technology to integrate services.	Rationalise underutilised facilities and those that are no longer fit-for-purpose.	Enhance community safety through digital capabilities.
Number of 2016 SIP Part B 1–4 year program items			
20	–	15	1
Number of 2016 SIP Part B Future opportunities			
4	2	4	1

### Case study: Audio visual technology improves court processes

**Investments in audio visual technology to improve court processes continue to enable more efficient delivery of justice services. Audio visual technologies encompass a range of capabilities, including videoconferencing and telephone conferencing, electronic evidence presentation, pre-recording evidence, hearing assistance, sound amplification and recording of audio from court hearings.**

Some courtrooms also have the ability to conduct fully paperless trials, making large and complex hearings up to 20 per cent shorter. Using videoconferencing can reduce the risk to the community and save costs of prisoner transfers.

The Integrated Criminal Justice videoconferencing program focuses on improving end-to-end processes and removing any barriers to increase the number of in-custody defendants appearing at court hearings without leaving prison. The number of matters completed by videoconference for in-custody adult defendants has risen to 70 per cent during 2016–17.

Over time, investment in videoconferencing and other technologies is expected to reduce exclusive reliance on built infrastructure and transport activities, and to meet future demand.

### Case study: Counter-Terrorism and Community Safety Centre

**Queensland's frontline police officers are expected to have the skills and capabilities to enable them to operate effectively as first responders in a complex and ever-changing environment. Increasingly, situations that previously would have been resolved by specialist teams are now being handled by frontline first response police officers.**

In order to meet this challenge the Queensland Government has committed to the construction of a contemporary Counter-Terrorism and Community Safety Centre at the Westgate Police Academy. This facility will be a purpose built training centre and will include an indoor firearms range, a simunition training area, scenario village, and office accommodation.

The facility will bring Queensland in line with other Australian policing jurisdictions, many of which have dedicated firearms and use of force training facilities. Westgate will also incorporate the Police Driving Skills Centre, enabling training for contemporary and emerging issues including weaponised vehicle attacks.

Westgate will provide an integrated and co-located facility which will support flexible and innovative skills development.

## 2017 pipeline

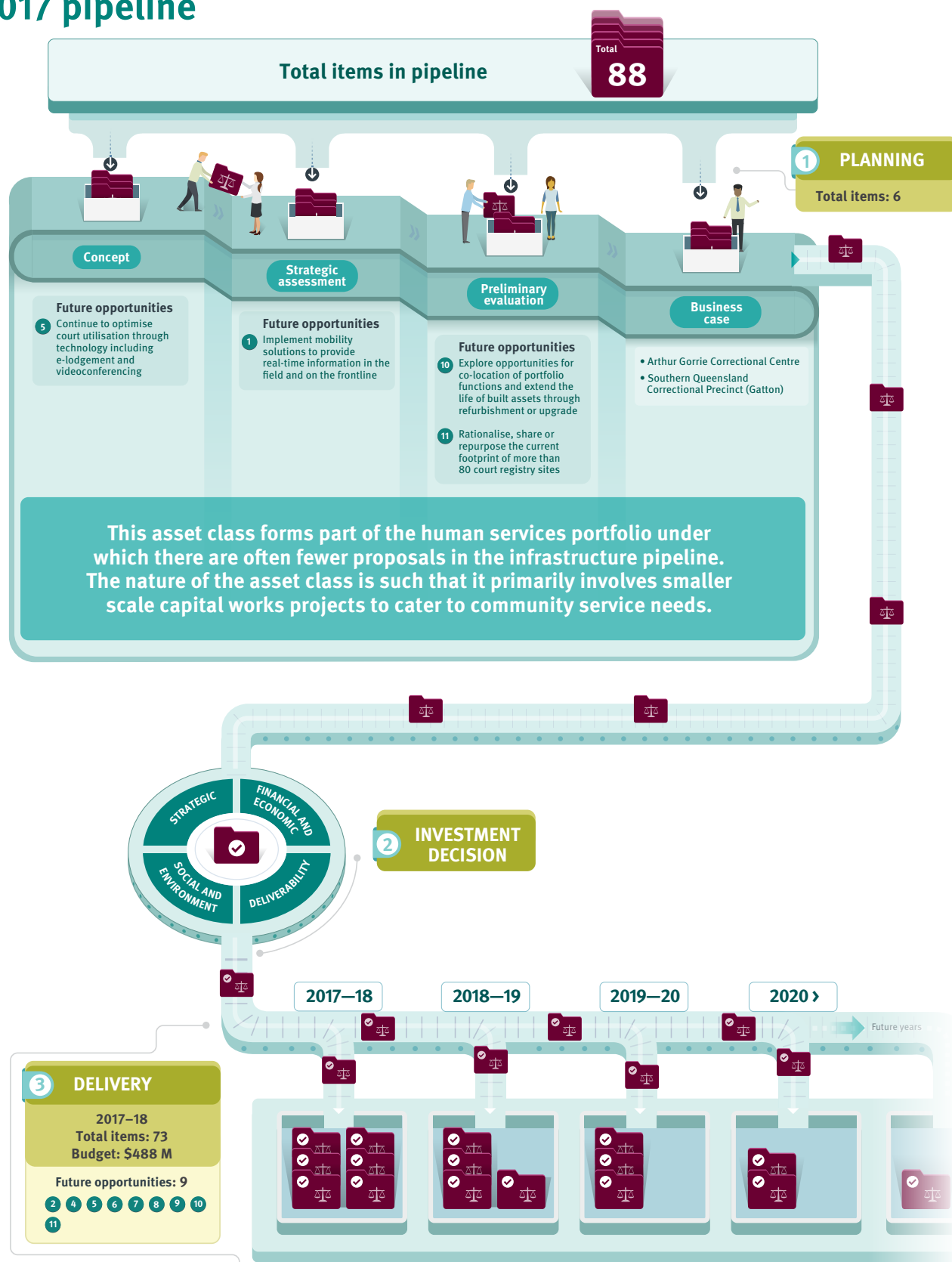


Figure 15: Infrastructure pipeline for Justice and public safety

Note: Items include: Queensland Government-led Proposals raised through consultation, Building Queensland proposals and proposals from Infrastructure Australia's Infrastructure Priority List.

Note: Items at various planning stages are captured in each phase, however, are only counted once in the total items.

## 1–4 year program

**DELIVERY**

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 2020–21	Beyond
South East Queensland										
Corrective Services and Youth Justice										
Woodford Correctional Centre	8.011		●			2.377	5.634			
Brisbane Women's Correctional Centre	22.000		●			0.500	13.500	8.000		
Brisbane Youth Detention Centre – Security Management System Upgrade	23.411		●			2.925	15.819	4.667		
Borallon Training and Correctional Centre	126.900		●			84.828	42.072			
Youth justice facilities	Ongoing		●				11.305			
Courthouses										
Beenleigh Courthouse upgrade	11.000		●				5.500	5.500		
Fire and Emergency Services										
Mount Ommaney Station upgrade	0.800		●				0.050	0.750		
Rathdowney replacement auxiliary station	1.800		●				0.800	1.000		
Bundamba Station replacement	3.640		●			1.190	2.450			
Police										
Kilcoy Station replacement	1.965		●			0.115	0.100	1.750		
Coolum Station replacement	2.700		●				0.100	2.600		
Beaudesert Station replacement	8.390		●			0.290	0.100	3.000	2.500	
Old Caboolture Station and Watch-house refurbishment	6.533		●			0.033	0.300	0.500	5.700	
Nambour Station replacement	9.040		●			0.040	0.300	5.000	3.700	
Wacol heritage building refurbishment	11.200		●				0.600	2.800	5.600	2.200
New Caboolture Station and District Headquarters	16.358		●			0.700	5.500	10.000	0.079	
Westgate Counter-Terrorism and Community Safety Training Centre	46.700		●				3.500	24.200	19.000	
Police Headquarters renewal project	Ongoing		●				3.500			

# Justice and public safety

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 2020–21	Beyond
Regional Queensland										
Corrective Services and Youth Justice										
Capricornia Correctional Centre Expansion	200.000		●				7.500	21.000	157.000	14.500
Courthouses										
Townsville Courthouse upgrade	9.000		●				4.500	4.500		
Kingaroy Courthouse upgrade	5.260		●			0.952	4.308			
Rockhampton Courthouse upgrade	12.000		●			0.165	5.835	6.000		
Fire and Emergency Services										
Toowoomba State Air Operations hangar fit-out	0.500		●				0.500			
Charlton regional headquarters upgrade	0.750		●			0.120	0.630			
North Rockhampton specialist response and training facility upgrade	1.000		●				1.000			
Mount Isa Station upgrade	1.000		●			0.211	0.789			
Oakey Auxiliary Station replacement	1.330		●			0.451	0.879			
Goombungee Auxiliary Station replacement	1.600		●			0.050	1.550			
Kilkivan Auxiliary Station replacement	1.800		●				0.900	0.900		
Tara Auxiliary Station replacement	1.801		●			0.051	0.150	1.600		
Richmond Auxiliary Station replacement	2.201		●			0.051	2.150			
Herberton Auxiliary Station replacement	2.706		●			0.482	2.224			
Horn Island combined rural fire station and SES upgrade	2.800		●				2.800			
Smithfield Station replacement	2.826		●			1.265	1.561			
Charleville Station replacement	3.012		●			0.477	2.535			
Gordonvale Auxiliary Station replacement	3.064		●			1.514	1.550			
Proserpine Auxiliary Station replacement	3.205		●			0.894	2.311			
Mount Isa area office replacement	3.500		●				1.000	2.500		
Rockhampton Station upgrade and communications centre	3.786		●			0.862	2.924			



## 1–4 year program

DELIVERY

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
							2018–19	2019–20 to 20–21	Beyond	
Regional Queensland										
Fire and Emergency Services										
Childers Auxiliary Station replacement	3.960		●			0.466	3.494			
Mount Isa rural fire and SES facility upgrade	4.000		●				0.100	3.900		
Howard Rural Fire Station and SES facility – co-located with QPS	4.892		●			0.912	3.980			
Roma Station and SES facility replacement	5.240		●			4.540	0.700			
Bundaberg Station replacement	7.046		●			5.772	1.274			
Mackay Station replacement	7.527		●			1.093	6.434			
Police										
Mount Morgan Station replacement	2.100		●				0.100	2.000		
Aurukun residential accommodation	2.750		●				2.750			
New Highfields Station	2.770		●			0.070	0.100	2.600		
Howard Station replacement – co-located with QFES	3.896		●			0.722	3.174			
Gordonvale Station replacement	4.127		●			0.338	3.789			
Cairns special emergency response team and road policing new facility	6.000		●			0.404	5.596			
Atherton Station upgrade	6.190		●			0.040	0.150	3.000	3.000	
Aurukun Station and Watch-house upgrade	6.700		●				0.200	1.500	5.000	
Bowen Station and Watch-house replacement	8.000		●			1.050	6.950			
Pormpuraaw Station and Watch-house replacement	8.200		●				0.300	5.000	2.900	



# Justice and public safety

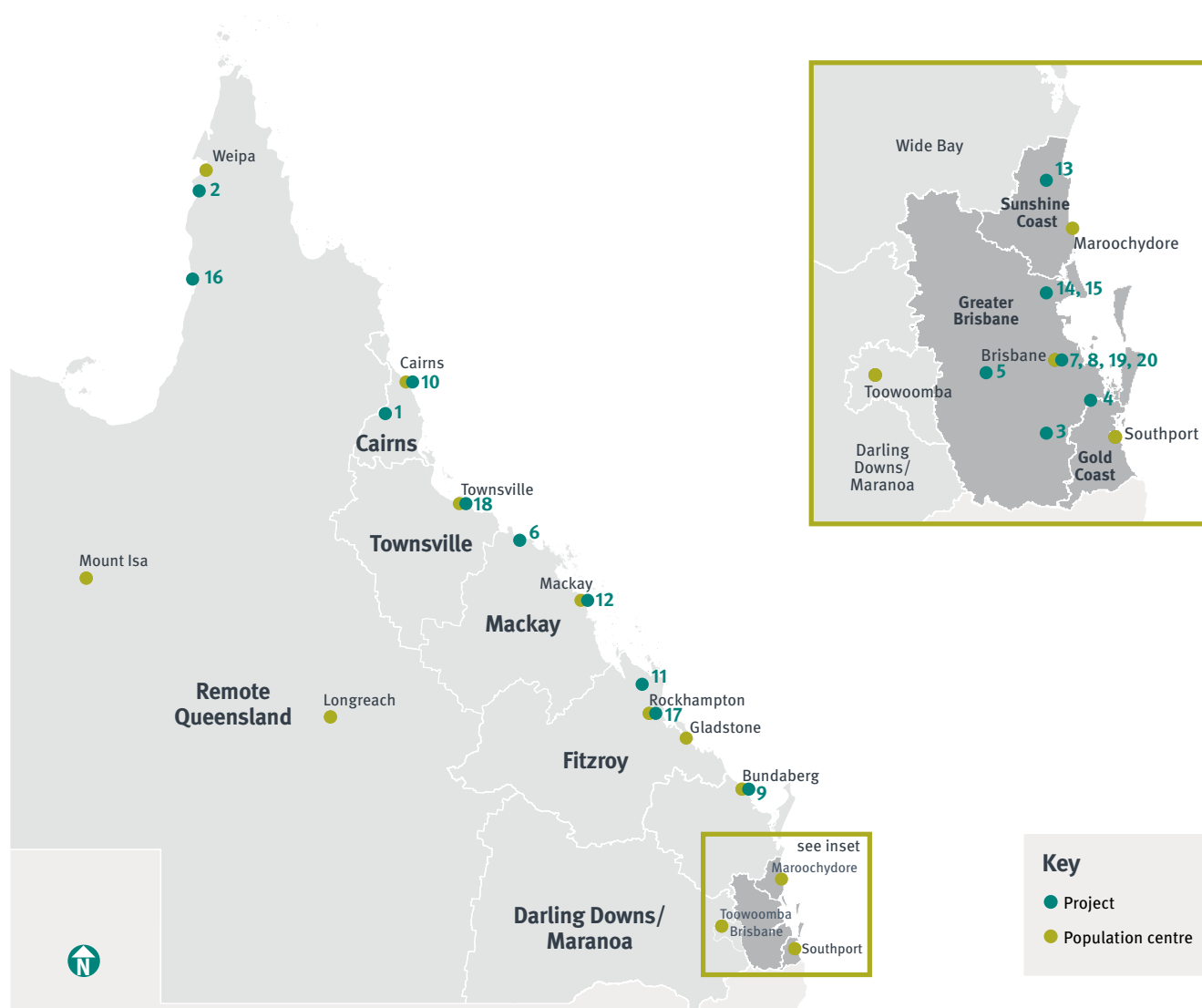
Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 20–21	Beyond
Statewide										
Statewide Crime and Corruption Commission infrastructure upgrades	13.692		●			8.465	1.861	3.366		
Statewide Legal Aid Queensland infrastructure upgrades	Ongoing		●			1.327				
Statewide Public Trustee infrastructure upgrades	Ongoing		●			13.481				
Corrective Services and Youth Justice										
Prison infrastructure	14.923		●			9.796	5.127			
Transition of 17 year olds to the youth justice system	16.886		●				16.886			
Perimeter security upgrades – stage 2	76.579		●			17.049	26.801	23.929	8.800	
Probation and parole office accommodation	Ongoing		●				2.394			
Ongoing programs	Ongoing		●				21.872			
Courthouses										
Statewide Courthouse infrastructure upgrades	Ongoing		●				14.880			
Fire and Emergency Services										
Statewide minor works	Ongoing		●				4.280			
Other property, plant and equipment	Ongoing		●				56.298			
Statewide strategic land acquisitions	Ongoing		●				5.709			
Ongoing programs	Ongoing		●				4.000			
Police										
Improving counter- terrorism capability and capacity	0.788		●			0.186	0.602			
Statewide minor works	Ongoing		●				16.270			
Statewide residential accommodation upgrades	Ongoing		●				1.000			
Statewide strategic land acquisitions	Ongoing		●				3.000			
Ongoing programs	Ongoing		●				87.431			



## Selected 1–4 year program highlights

DELIVERY

#	PROJECT	#	PROJECT
1	Atherton Station upgrade (QPS)	11	Capricornia Correctional Centre Expansion
2	Aurukun Station and Watch-house upgrade	12	Mackay Station replacement (QFES)
3	Beaudesert Station replacement (QPS)	13	Nambour Station replacement (QPS)
4	Beenleigh Courthouse upgrade	14	New Caboolture Station and District Headquarters (QPS)
5	Borallon Training and Correctional Centre	15	Old Caboolture Station and Watch-house refurbishment (QPS)
6	Bowen Station and Watch-house replacement	16	Pormpuraaw Station and Watch-house replacement
7	Brisbane Women's Correctional Centre	17	Rockhampton Courthouse upgrade
8	Brisbane Youth Detention Centre – Security management system upgrade	18	Townsville Courthouse upgrade
9	Bundaberg Station replacement (QFES)	19	Wacol heritage building refurbishment
10	Cairns special emergency response team and road policing new facility	20	Westgate Counter-Terrorism and Community Safety Training Centre



## Future opportunities – short-term

### Opportunity 1

Implement mobility solutions to provide real-time information in the field and on the frontline.

**Status update:** Queensland Corrective Services continues to explore technology solutions to increase staff mobility and allow real-time information to be accessed. This includes an increased use of videoconferencing and expanded use of global positioning systems (GPS) technology to monitor parolees.

### Opportunity 2

Improve coordinated responses and service delivery through electronic intelligence capabilities, online service provision, greater use of electronic communication and linking of multiple data.

**Status update:** Queensland Corrective Services has implemented a geographic information system (GIS) which automates and interprets data points generated by a GPS. The GIS is able to analyse, in real-time, associations between offenders and automatically generate reports to assist with case management.

### Opportunity 3

Review the use of the former Children's Court in Brisbane.

**Status update:** An options study was completed in 2017 for a bespoke building to house the Queensland Civil and Administrative Tribunal and other business units. The study identified the project would require approximately \$221 million in funding, therefore it is deemed unviable to proceed. This facility is currently being used for overflow office accommodation for Youth Justice Services and other business units/project teams.

### Opportunity 4

Review and reshape the service delivery model at some courthouses in regional and remote communities, including through improved multi-agency service delivery under one roof.

**Status update:** In 2017, an additional four courthouses were converted to Queensland Government Agent Program services outlets. This improves community access to a range of Queensland Government services at one location in rural, regional and remote communities. The Department of Justice and Attorney-General and the Department of Transport and Main Roads have collaborated to improve access to transport services in 31 communities. A range of minor works are being progressed by the Department of Transport and Main Roads to facilitate the provision of licensing services, including improvements to customer service counters.

### Opportunity 5

Continue to optimise court utilisation through technology including e-lodgement and videoconferencing.

**Status update:** The videoconferencing systems in 13 courtrooms were updated in 2016–17. E-lodgement capability has progressed and continues to present a significant opportunity to optimise court utilisation by enabling electronic court files.

### Opportunity 6

Optimise the use of built correctional centre facilities by balancing prisoner numbers with community-based offender management and through technology enablers.

**Status update:** In response to the Queensland Parole System Review, Queensland Corrective Services is expanding the use of GPS monitoring for offenders on parole. This approach will be adopted where it is safe to do so.

### Opportunity 7

Identify and implement a strategy to manage peak prisoner numbers.

**Status update:** Queensland Corrective Services is continuing to provide advice on the strategies required to manage the growing prisoner population.



## Future opportunities – medium/long-term

### PLANNING

#### Opportunity 8

Manage demand and improve efficiency by implementing integrated service delivery models to respond to increasing demand.

**Status update:** Queensland Corrective Services is implementing a prisoner support kiosk system that will improve the delivery of a range of prisoner related services in all correctional centres and create operational efficiencies.

The automatic exchange of domestic violence information between the Queensland Courts Service and the Queensland Police Service has reduced data entry, improved data quality and created efficiencies.

A pilot in Mackay commenced in June 2016 to provide SMS reminders to adult offenders before their court appearance. The pilot has had a positive impact on court attendance and reduced the number of Fail to Appear warrants being issued.

The Transition to Success program is providing opportunities for young people to engage with education, training and skills through a number of partnerships. This will address youth offending and place downward pressure on detention centre demand levels.

#### Opportunity 9

Support integrated service delivery, through a range of communication channels, including new technology and alternate contact models.

**Status update:** In response to the Queensland Parole System Review, Queensland Corrective Services will be establishing Parole and Assessment Units and increasing the use of videoconferencing during the parole application process to support integrated service delivery.

#### Opportunity 10

Explore opportunities for co-location of portfolio functions and extend the life of built assets through refurbishment or upgrade.

**Status update:** The Department of Justice and Attorney General is currently exploring opportunities to co-locate the Drug Court team which will include representatives from Justice Services, Queensland Corrective Services, Queensland Police Service and Queensland Health, to ensure the efficient use of built assets.

#### Opportunity 11

Rationalise, share or repurpose the current footprint of more than 80 court registry sites.

**Status update:** A Regional Service Outlets Pilot Project was implemented as a way to deliver government services that are co-located. Continued work on this opportunity is focused on community service delivery needs on a site-by-site basis. Justice Services continue to review and rationalise court registry sites through the completion of the Courts Audit and the Regional Service Outlets and Queensland Government Agent Program projects.

### Capricornia Correctional Centre infrastructure expansion

The Queensland Government has committed \$200 million over four years for the Capricornia Correctional Centre expansion. The project is scheduled to commence in late 2017 and be completed in mid-2021. The procurement of local contractors for the project will be a high-priority, as will the employment of apprentices and trainees through the Queensland Government Building and Construction Training Policy.



A young girl with dark skin and her hair in two buns is running through a water park fountain. She is wearing a colorful, patterned one-piece swimsuit. She is smiling and looking towards the camera. In the background, another child in a pink shirt is also playing in the water. The fountain has multiple jets of water spraying upwards. The scene is set outdoors with trees and a clear sky in the background.

# Arts, culture and recreation

Waterpark at the Yeppoon revitalisation project





## Arts, culture and recreation

**Access to quality arts, cultural and recreational experiences create vibrant and liveable communities for Queenslanders. A rich arts and cultural sector, and sport and recreational opportunities improve health, social connections and civic pride in communities. The arts and culture precincts and facilities, coupled with Queensland's national parks and World Heritage areas, play a significant role in advancing Queensland communities.**

Improving and expanding arts, cultural and recreational opportunities will support the state's competitiveness in attracting visitors and appealing to, and retaining, a highly-skilled and innovative workforce. The Queensland Government will continue to support the delivery of arts and cultural infrastructure, particularly in regional areas, including through partnerships with other levels of government.

Investment in arts, cultural and recreational infrastructure supports education, lifestyle and community cohesion outcomes. Infrastructure investment also presents employment opportunities, revitalises urban centres and drives cultural tourism. For example, Brisbane's Cultural Precinct, which was recently heritage listed, is a major arts and cultural hub for the state and contributes millions of cultural tourism dollars into the local economy each year. Ongoing maintenance, upgrade and expansion investment is essential.

The Queensland Government recently announced the \$17.5 million Arts Infrastructure Investment Fund to support priority projects to revitalise existing state-owned assets over the next four years.

Well planned sport and recreation infrastructure not only provides essential venues for sport but can also play a role in arts and cultural opportunities, such as hosting concerts by global artists. These facilities also support the highest standards of achievement by elite athletes and provide places for community.

Queensland's parks and forests are major contributors to Queensland's recreational opportunities and support the ecotourism industry. These areas host more than 58 million visits each year,<sup>1</sup> support 650 commercial tour operators and 15,000 direct tourism industry jobs.<sup>2</sup> Direct spending by tourists visiting national parks is approximately \$4.43 billion (\$749 million per annum in national park-generated spending),<sup>2</sup> or approximately 28 per cent of the total annual tourism expenditure in the state.<sup>2</sup> The infrastructure and visitor facilities that support world-class experiences must be high quality. These assets require active management to keep pace with technology advancements and remain resilient to severe weather and the impacts of climate change.

<sup>1</sup> QPWS Community Survey – Newspoll Interim Report 2012

<sup>2</sup> Based on average of Sustainable Tourism Cooperative Research Centre estimates for National Park Generated Value for Queensland

Currently, there is \$13 billion of tourism infrastructure investment planned across more than 30 significant projects for delivery by 2022. These investments benefit the state's economy through job creation and making Queensland a more attractive destination for tourists. Projects such as the Queen's Wharf development, Cairns Aquarium and Brisbane International Cruise Terminal will reshape the state's tourism industry and also provide recreation facilities for Queenslanders.

The Queensland Government has recently delivered a \$320 million venue infrastructure program for the Gold Coast 2018 Commonwealth Games. This includes three world-class competition venues and major upgrades to seven venues. This investment will provide a leading edge in attracting future world-class sporting events and providing a legacy for Queenslanders through access to excellent sporting and community facilities and has been delivered well ahead of the Gold Coast 2018 Commonwealth Games.

Arts, culture and recreation projects, proposals and Future opportunities are illustrated in the infrastructure pipeline in figure 16.

### 2016–17 DELIVERY HIGHLIGHTS

Anna Meares Velodrome, Greater Brisbane

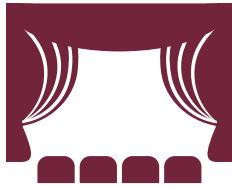
Rockhampton and Yeppoon revitalisation, Fitzroy

Bundaberg multiplex centre, Wide Bay



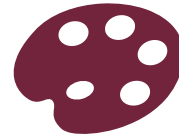
Tank construction at Cairns Aquarium

## Arts, culture and recreation



**6.5 M**

visits to the  
Cultural Precinct  
South Bank  
in 2016–17



**14**

Indigenous Arts Centres supported  
through the Backing Indigenous  
Arts initiative

**\$15 M**  
for the Cairns  
Performing Arts  
Centre



Queensland  
Museum  
loaned

**72,979**

objects to  
education centres in  
Queensland, accessed or  
used by

**793,241**

people in 2016–17

### Queensland Parks and Wildlife Service manages:



**2072 km**

of walking  
trails



**543**

bookable  
camping areas



**208**

day use  
sites



**48,040 km**

of roads



**1040**

parks and forests  
across 12.89 million  
hectares



**72,000 km<sup>2</sup>**

of state  
marine parks



## 2016 SIP Part B strategic alignment

In the SIP Part A, the Queensland Government identified strategic directions to address the infrastructure challenges and objectives for each asset class. These strategic directions inform SIP Part B, and allow government to align investments with these strategic directions. The number of 1–4 year program items and Future opportunities from the 2016 SIP which align to each response, are outlined below.

ARTS, CULTURE AND RECREATION RESPONSES				
Deliver the Commonwealth Games legacy infrastructure program.	Work with industry to deliver infrastructure that drives visitor expenditure.	Protect the state's most treasured collections.	Deliver dedicated infrastructure for indigenous and regional art and culture.	Promote a coordinated approach to supporting infrastructure that elevates Queensland's tourism offering and delivers an exceptional journey for every visitor.
Number of 2016 SIP Part B 1–4 year program items				
2	10	1	1	19
Number of 2016 SIP Part B Future opportunities				
1	1	1	–	2



Cultural performance (image courtesy Tourism and Events Queensland)



## 2017 pipeline

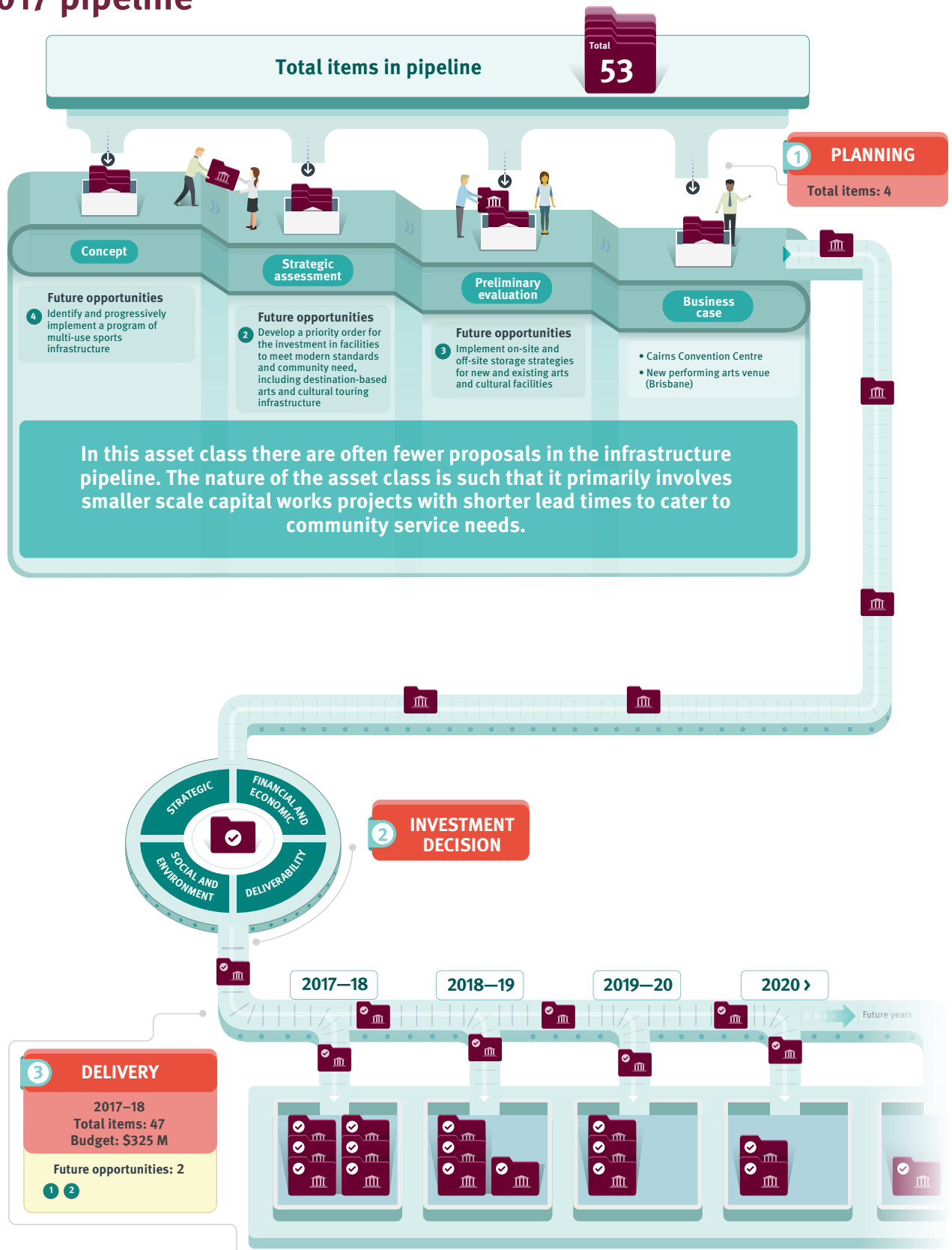


Figure 16: Infrastructure pipeline for Arts, culture and recreation

Note: Items include: Queensland Government-led Proposals raised through consultation, Building Queensland proposals and proposals from Infrastructure Australia's Infrastructure Priority List.

Note: Items at various planning stages are captured in each phase, however, are only counted once in the total items.



# Arts, culture and recreation

## 1–4 year program

DELIVERY

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 2020–21	Beyond
South East Queensland										
National Parks – North Stradbroke Island upgrades	Ongoing		●				1.299			
Queensland Art Gallery – other property, plant and equipment	1.450		●			1.200	0.250			
Cremorne Theatre Upgrade	2.250		●			0.845	1.405			
Daisy Hill Koala Bushland Precinct	3.300		●			0.500	2.800			
Anzac Legacy – Anzac Gallery at Queensland Museum South Bank	6.473		●			0.601	5.872			
Queensland Museum – Sciencentre Transformation	9.360		●			5.000	4.360			
Cultural Precinct Critical Infrastructure	22.856		●			14.201	5.995	2.660		
Cultural Precinct grants	30.260		●			19.100	10.560	0.600		
Queensland State Netball Centre	44.000	●	●			2.255	29.000	12.745		
Queensland Performing Arts Trust – ongoing programs	Ongoing		●				1.000			
Queensland Art Gallery – ongoing programs	Ongoing		●				3.947			
Roma Street Parklands	Ongoing		●				1.488			
South Bank Corporation – ongoing programs	Ongoing		●				15.860			
South Bank Corporation – various projects	5.320		●				5.320			
Commonwealth Games										
Nerang Mountain Bike Trails	3.041	●	●			2.451	0.590			
Carrara Stadium	5.579	●	●			5.175	0.404			
Village Roadshow Sound stage 9	11.000		●			9.750	1.250			
Gold Coast Hockey Centre	16.473	●	●	●		15.309	1.164			
Belmont Shooting Complex	16.965	●	●			15.238	1.727			
Coomera Indoor Sports Centre	40.164	●	●	●		38.644	1.520			
Gold Coast Aquatic Centre	41.391		●	●		41.200	0.191			
Queensland State Velodrome	59.984	●	●			59.465	0.519			
Commonwealth Games Village	72.860		●			60.747	12.113			
Carrara Precinct	119.165	●	●	●		112.242	6.923			
Other games projects	10.516	●	●	●		6.943	3.573			

# Arts, culture and recreation

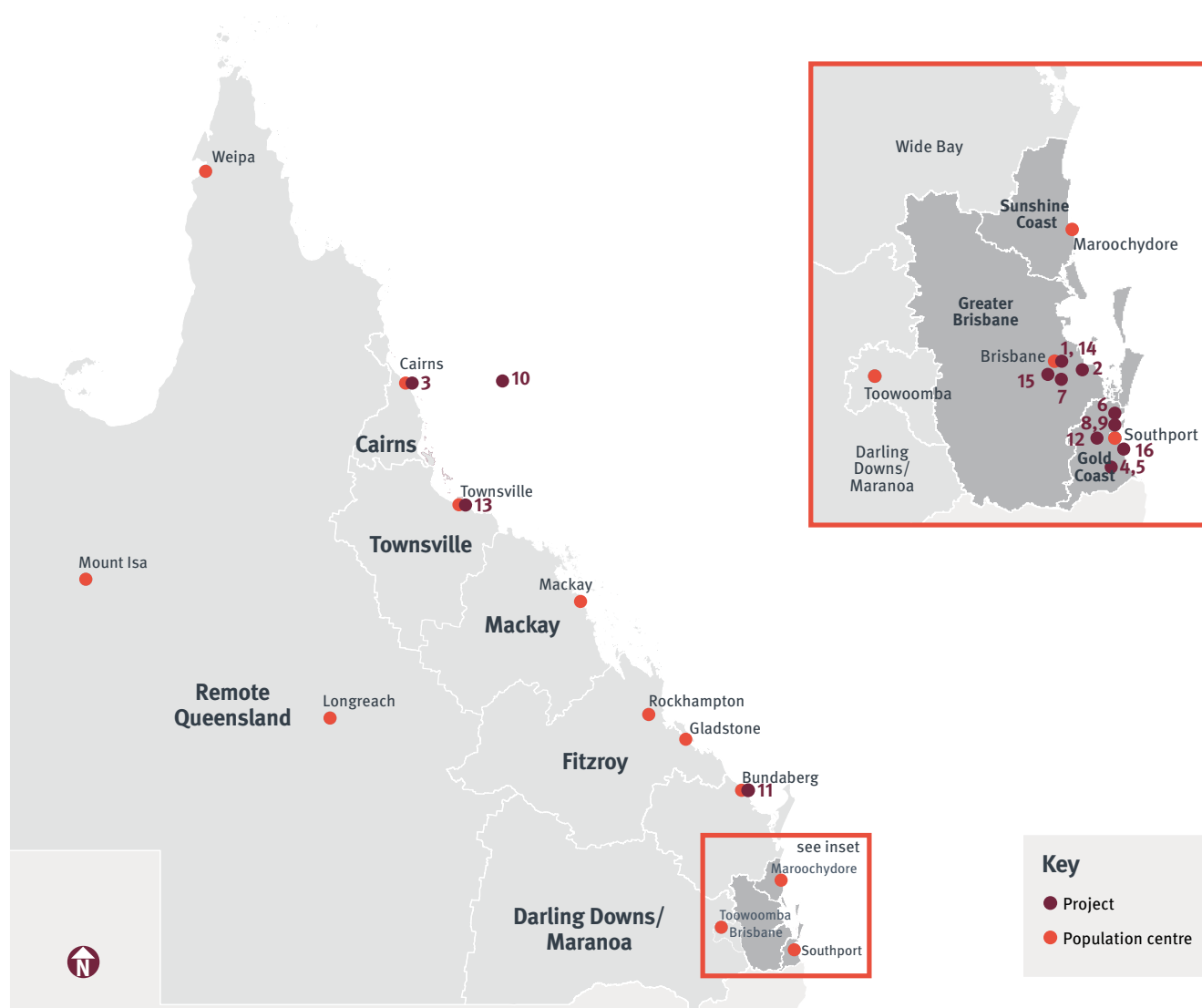
Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 2020–21	Beyond
Regional Queensland										
National Parks – Cape York upgrades	Ongoing		●				1.290			
Mt Inkerman Nature Tourism Development	0.541		●	●			0.541			
Mackay Tourism Visitor Information Centre	1.300		●	●			1.300			
Rockhampton Art Gallery	2.000		●				2.000			
Improving tourism and recreation use of the Great Barrier Reef – moorings	2.375		●			0.855	0.965	0.555		
Mon Repos Turtle Centre redevelopment	10.000		●			0.499	5.737	3.764		
Cairns Performing Arts Centre	15.000		●				14.000	1.000		
North Queensland Stadium	249.427	●	●		●	3.000	46.000	151.017	49.410	
Statewide										
Statewide National Park Infrastructure upgrades	Ongoing	●	●		●		12.809			
Queensland Museum – other property, plant and equipment	1.400		●				1.400			
Sport and recreation – various capital grants	1.600		●				1.600			
Environment and heritage – protected area land acquisitions	5.000		●			1.780	3.220			
Female Facilities Program	15.000		●				2.000	13.000		
Arts Infrastructure Investment Fund	17.500		●				6.000	4.000	7.500	
Revitalising National Parks	35.000		●				15.000	20.000		
Get Playing Rounds 4–6	41.000		●			15.950	16.986	8.064		
Get Playing Plus	60.250		●			23.797	22.507	13.946		
Racing Infrastructure Fund	125.088		●			12.647	25.000	30.740	32.350	24.350
Stadiums Queensland – capital works	Ongoing		●				13.203			
Queensland recreation centres, sports grounds and sport houses capital works	Ongoing		●				4.252			
Other property, plant and equipment	3.778		●			0.030	3.700	0.024	0.024	
Ongoing programs	Ongoing		●				6.802			



## Selected 1–4 year program highlights

DELIVERY

#	PROJECT	#	PROJECT
1	Anzac Legacy – Anzac Gallery at Queensland Museum South Bank	9	Gold Coast Hockey Centre
2	Belmont Shooting Complex	10	Improving tourism and recreation use of the Great Barrier Reef – moorings
3	Cairns Performing Arts Centre	11	Mon Repos Turtle Centre redevelopment
4	Carrara Precinct	12	Nerang Mountain Bike Trails
5	Commonwealth Games Village	13	North Queensland Stadium
6	Coomera Indoor Sports Centre	14	Queensland Museum – Sciencentre Transformation
7	Daisy Hill Koala Bushland Precinct	15	Queensland State Netball Centre
8	Gold Coast Aquatic Centre	16	Village Roadshow Sound stage 9



## Future opportunities – short-term

PLANNING

### Opportunity 1

Ensure infrastructure delivered for the Gold Coast 2018 Commonwealth Games creates positive and lasting benefits that can be leveraged following the event.

**Status update:** A benefits management approach has been established to maximise the use of games infrastructure. Many sporting events have already been scheduled to be held at Commonwealth Games venues in 2017 and post the games. These include international sporting events such as the major international badminton competition and the Queensland Volleyball State Championships.

### Opportunity 2

Develop a priority order for the investment in facilities to meet modern standards and growing community need, including destination-based arts and cultural touring infrastructure based on economic and community return.

**Status update:** Opportunity 2 and 4 from 2016 SIP Part B have been combined as they have the same strategic intent. In the 2017–18 budget, \$17.5 million has been committed over four years for an Arts Infrastructure Investment Fund to invest in priority infrastructure projects at state-owned arts and cultural facilities. Investment decisions will be prioritised through the Arts Infrastructure Investment Framework and will deliver significant community benefits, grow the arts sector, and help generate new jobs for artists, arts workers and the construction industry.



Anna Meares State Velodrome



## Future opportunities – medium/long-term

PLANNING

### Opportunity 3

Implement on-site and off-site storage strategies for new and existing arts and cultural facilities.

**Status update:** Arts Queensland is exploring a range of storage solutions for arts and cultural facilities. Short-term strategies include modernising existing on-site storage for state collecting institutions, with longer-term strategies being investigated, such as innovative storage solutions that allow greater public access to collections. Arts Queensland has delivered a new short-term solution for the Queensland Art Gallery and will be implementing upgrades to the Queensland Museum storage in 2017–18.

### Opportunity 4

Identify and progressively implement a program of multi-use sports infrastructure.

**Status update:** A number of examples currently exist of multi-use sports infrastructure, such as major sporting venues. This opportunity will be further considered in 2017–18. (Opportunity 5 in 2016 SIP Part B).

### Case study: Mon Repos Turtle Centre

**Bundaberg's Mon Repos Turtle Centre operates from November to March, when turtles lay their eggs and migrate back to the sea, and hatchlings emerge to make the perilous journey down the beach. During this period, the centre hosts more than 30,000 visitors on evening tours of the beach.**

After extensive community consultation, a master plan was prepared and published in June 2015. Part of the master plan was a market sounding study identifying opportunities to augment the out of season experience. The plan proposed to operate, throughout the year, the upgraded facility by providing a café, an updated interpretive centre, opportunities to educate the public in marine turtles and equipment encouraging visitors to explore other areas of the conservation park.

In mid-2016, the Mon Repos Turtle Centre was granted \$10 million by the Queensland Government through the Significant Regional Infrastructure Projects Program to redevelop the site and provide Australia's best marine turtle experience with an iconic, year-round paid ecotourism attraction.

The lead architect/principal consultant and the interpretive consultant contracts have been awarded to Queensland companies. Consultation with the local community and Traditional Owners has been well received. Market sounding has been completed and confirms a deep interest by the local business community.



Turtle hatchling at Mon Repos Turtle Centre (image courtesy Tourism and Events Queensland)



## New 2017 Future opportunities

PLANNING

### Opportunity 5

Explore opportunities to better use assets through better coordination and management, and to support tourism.

### Opportunity 6

Investigate opportunities for infrastructure investment and better management practices of recreation and parks facilities to encourage increased use and support tourism.

### Opportunity 7

Strategic planning for new or expanded arts and cultural infrastructure.

**Status update:** In 2017–18, Arts Queensland will develop a strategy for future arts and cultural infrastructure needs for Queensland. This strategy will identify opportunities to grow Queensland's cultural reputation, cultural tourism offerings and improve access to arts and culture.

### Case study: Cairns Performing Arts Centre

**Audiences in tropical North Queensland are set to enjoy performances from leading national and international companies when the new Cairns Performing Arts Centre opens in mid-2018.**

The Queensland Government has dedicated \$15 million to the \$66.5 million Cairns Regional Council development as part of its commitment to improving regional arts infrastructure and access. The project has also received \$10 million from the Australian Government.

Cairns Performing Arts Centre will provide a 940-seat theatre, as well as 400-seat black box theatre and greatly enhanced amenities for guests and performers – more than double the capacity of the Cairns Civic Centre.

The enlarged stage and seating capacity make it possible for some of Australia's best companies to perform in the city for the first time, bringing bigger productions to regional audiences. Leading Queensland-based companies, supported by the Queensland Government, such as the Queensland Theatre, Queensland Symphony Orchestra, Queensland Ballet and Circa are already planning seasons in the new theatre.

The cultural infrastructure project has also delivered local construction jobs, with 90 per cent of total works and materials supplied by local businesses and 95 per cent of trade contracts going to local companies.



Construction of Cairns Performing Arts Centre



### Case study: North Queensland Stadium

**North Queensland Stadium is a signature project to develop a nationally-recognised sporting precinct for the region. The project will revitalise Townsville's CBD and position it as the events capital of North Queensland.**

Located within the Townsville City Waterfront Priority Development Area, this city-shaping project will provide a boost for the region's economy and is a priority project in the Advancing North Queensland Strategy. More than 80 per cent of hours spent building the stadium will be by locals and at least 80 per cent of the value of the project will be spent on local subcontractors and suppliers. It is expected more than 2000 people from the Townsville region will be involved in contracts related to the build of the stadium, with a target of 6.6 per cent of the construction workforce to be Aboriginal and Torres Strait Islander people.

A significant number of local businesses and contractors have expressed their interest in working on the project.

The Queensland Government has committed \$140 million to the project, which is jointly funded by the Australian Government, Townsville City Council and supported by the National Rugby League (NRL).

Once complete, the 25,000 seat stadium will be the home ground of the North Queensland Cowboys NRL team.

The detailed design of the stadium will be completed by the end of 2017. The project will be completed in time for the 2020 NRL season and forms part of the Townsville City Deal.



North Queensland Stadium artist impression



# Social housing



Construction at the Townsville affordable housing development

**Access to safe, secure and affordable housing is essential to foster social cohesion and create connected communities. In addition, housing is essential infrastructure that generates economic growth and local jobs.**

The Queensland Government announced the Queensland Housing Strategy 2017–2027 in June 2017. Over the 10-year life of the strategy, the Queensland Government’s Housing Construction Jobs Program will deliver more than 5000 social and affordable dwellings. The strategy has a focus on boosting the growth of social and affordable housing and is supported by a \$1.6 billion Housing Construction Jobs Program. The Queensland Housing Strategy is further detailed on page 159 as it captures the infrastructure pipeline for social housing.

The Housing Construction Jobs Program will be delivered through partnerships with the private sector, local governments and non-government providers, to ensure government assets are effectively utilised and leveraged to deliver additional social infrastructure and better housing outcomes for Queenslanders.

A new Housing Partnership Office will lead the delivery of the Housing Construction Jobs Program, providing centralised coordination and collaboration with the private and non-government sectors on the development and redevelopment agenda. Enhanced and new partnerships will be formed to capitalise on catalytic investment in precincts of economic significance and demand for housing.

The Housing Construction Jobs Program will create a pipeline of development opportunities for local trades and builders by streamlining construction procurement processes and reducing tendering costs and delivery timeframes. This will help address Queensland’s long-term housing needs by supporting and accelerating new construction and precinct development.

The precinct redevelopment approach will see the Queensland Government’s housing portfolio transformed to ensure it is diverse, flexible and meets the needs of vulnerable Queenslanders and their communities.

Changing demographics, such as an ageing population, changing household compositions and an increase in the number of people requiring specialised health and disability support are influencing the types of housing needed in Queensland and require specific planning attention across the state.

This new investment in social infrastructure will build on and extend the Queensland Government’s, and non-government organisations, ability to deliver social housing for people who are unable to access suitable accommodation in the private rental market, including people living in remote Aboriginal and Torres Strait Islander communities.

## 2016–17 DELIVERY HIGHLIGHTS

NRL Cowboys House, Townsville

Supported accommodation, Townsville

Commenced construction of 641 new social housing dwellings



Family at home



**\$229.37 M**

has been invested by the Queensland Government in new social housing in 2016–17\*



**\$391.47 M**

has been invested by the Queensland Government in maintaining and upgrading social housing in 2016–17\*



**\$15.1 B**

is the total value of the housing portfolio (state-owned land and building assets)



**562 UNITS**

added to the portfolio in 2016–17



**3667**

new households assisted in social housing in 2016

\* Unaudited figures

## 2016 SIP Part B strategic alignment

In the SIP Part A, the Queensland Government identified strategic directions to address the infrastructure challenges and objectives for each asset class. These strategic directions inform SIP Part B, and allow government to align investments with these strategic directions. The number of 1–4 year program items and Future opportunities from the 2016 SIP which align to each response, are outlined below.

SOCIAL HOUSING RESPONSES		
Realign the housing portfolio to improve its service capacity.	Renew the property portfolio to align with housing needs and reduce maintenance costs.	Leverage the capacity of non-government organisations and the private sector in the delivery of services.
Number of 2016 SIP Part B 1–4 year program items		
–	6	–
Number of 2016 SIP Part B Future opportunities		
2	1	2

### Case study: Better Neighbourhoods Logan

**Better Neighbourhoods Logan is a commitment to renew and repurpose government land to deliver more affordable and diverse housing while creating jobs, economic growth and better community outcomes.**

The Department of Housing and Public Works, in partnership with Economic Development Queensland, will collaborate with other government agencies, not-for-profit providers and private industry to improve housing diversity and better meet people's needs.

Better Neighbourhoods Logan will facilitate the delivery of more than 3000 new social and affordable dwellings in Logan over the next 20 years, generating investment of close to \$1 billion.

The Queensland Housing Strategy 2017–2027 will adapt this approach to deliver more social and affordable housing across the state through the creation of a pipeline of development.

The Housing Construction Jobs Program will help address the state's long-term housing needs by supporting and accelerating new construction and precinct development. Through an expression of interest process, the program will detail the range of opportunities available to the market across Queensland. The initial expression of interest released in June 2017 sought proposals for small, medium and large-scale projects and forecast opportunities for multi-year developments in Cairns, Townsville, Sunshine Coast, Moreton Bay, Brisbane, Gold Coast, Toowoomba and Ipswich.



## 2017 pipeline

The infrastructure pipeline for social housing is reflected in the recently released Queensland Housing Strategy 2017–2027, which redefines how the Queensland Government will deliver social housing.

### Queensland Housing Strategy

The Queensland Housing Strategy 2017–2027 is a 10-year framework driving key reforms and targeted investment across the housing continuum.

The strategy will deliver housing to support urban renewal, generate new jobs, provide affordable housing and drive innovative housing design that responds to contemporary housing needs.

It also ensures those most in need are supported by a safety net of targeted early interventions, flexible packages of support, supportive social housing, and genuine wraparound services.

### Our objective PLANNING

Every Queenslanders has access to a safe, secure and affordable home that meets their needs and enables participation in the social and economic life of our prosperous state.

### Our focus

#### Transformational development and opportunities



#### Growth

- ▶ More affordable and accessible housing
- ▶ Stronger partnerships to grow supply
- ▶ New and renewed neighbourhoods



#### Prosperity

- ▶ Reduced barriers to accessing and sustaining tenancies
- ▶ Pathways to independence
- ▶ Better futures through education and training

#### Safety net for those most in need



#### Connections

- ▶ Seamless service delivery
- ▶ A collaborative approach
- ▶ Person-centred responses



#### Confidence

- ▶ Review and reform
- ▶ Consumer protection
- ▶ Improved housing design

## Delivering a better housing future across the state

DELIVERY

The Queensland Government is investing \$1.6 billion to deliver more social and affordable housing over the next 10 years. The Housing Construction Jobs Program is a key initiative of the Queensland Housing Strategy. A partnership approach to renewing and repurposing government land and delivering more social and affordable housing will create jobs, economic growth and better community outcomes.

### Investment delivered across the state over five years

**600**  
jobs per year

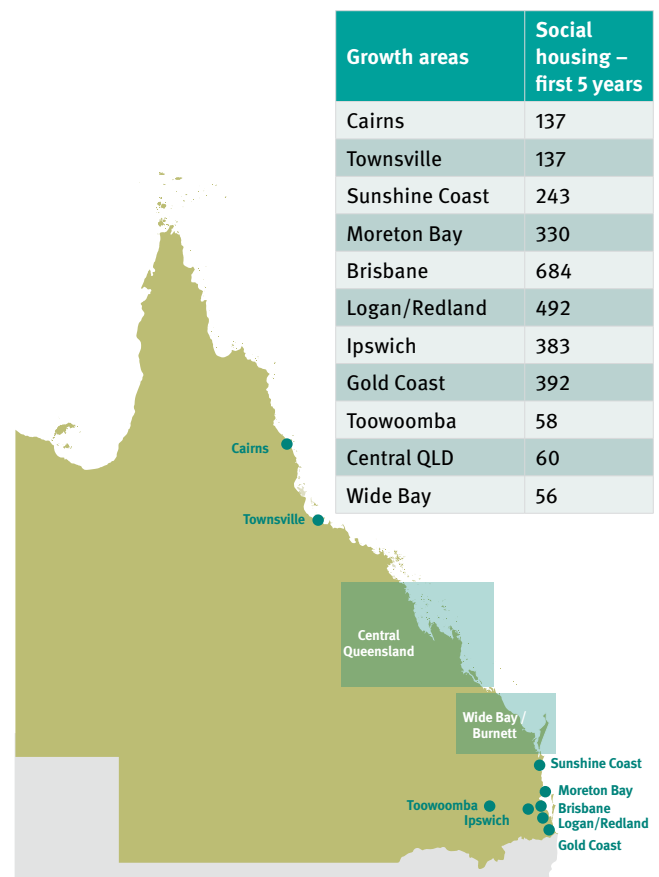
More than  
**\$1 B**  
worth of investments

**1034**  
new affordable homes

**2972**  
new social homes

### Construction for growth

Precinct based investment for social housing\*  
(based on population growth and demand for housing)



\*Development and renewal opportunities are based on zoning and proximity to services and public transport as well as existing social housing property holdings.

## 1–4 year program

DELIVERY

Project	Total estimated cost (\$M)	Contributions				Expenditure to June 2017 (\$M)	Funding (\$M)			
		Fed	QG	LG	Priv		2017–18	Indicative		
								2018–19	2019–20 to 20–21	Beyond
South East Queensland										
High and complex needs accommodation	0.800		●			0.080	0.720			
Disability services – Bracken Ridge redevelopment	2.500		●			0.060	1.540	0.900		
Regional Queensland										
Elderly Parent Carer Innovation Initiative	0.438		●			0.088	0.350			
Statewide										
High and complex needs accommodation	1.600		●			0.560	1.040			
Elderly Parent Carer Innovation Initiative	3.820		●			1.997	1.823			
Build and refurbish accommodation for children and young people	13.200		●			2.000	11.200			
Build and refurbish accommodation for people with a disability	61.977		●			14.000	11.468	11.812	24.697	
Refurbish Indigenous community housing throughout Queensland	193.455	●	●			46.358	57.422	31.323	58.352	
Build Indigenous community housing throughout Queensland	245.143	●	●			60.089	157.297	11.800	15.957	
Refurbish social housing throughout Queensland	660.936		●			75.638	92.546	96.724	198.014	
Build social housing throughout Queensland	955.899	●	●		●	110.993	169.147	200.307	385.672	89.780
Disability Infrastructure Program	Ongoing		●				0.571			

## Future opportunities – short-term

### Opportunity 1

Meet the changing household demographics of high and very high-needs clients by ensuring one and two bedroom units are acquired to replace larger dwellings.

**Status update:** This opportunity aligns with the growth theme of the Queensland Housing Strategy 2017–2027 and will now be replaced by opportunity 6 in future SIP updates.

### Opportunity 2

Reduce maintenance costs and maximise the value of underlying land assets by replacing older large detached dwellings with one and two bedroom dwellings for households in high-need.

**Status update:** This opportunity aligns with the growth theme of the Queensland Housing Strategy 2017–2027 and will now be replaced by opportunity 6 in future SIP updates.

### Opportunity 3

Engage with non-government and private enterprise in the renewal of social housing.

**Status update:** This opportunity aligns with the growth theme of the Queensland Housing Strategy 2017–2027 and will now be replaced by opportunity 6 in future SIP updates.

## Future opportunities – medium/long-term

### Opportunity 4

Meet changing demand through a mix of housing products including partnerships with non-government organisations and the private sector.

**Status update:** This opportunity aligns with the growth theme of the Queensland Housing Strategy 2017–2027 and will now be replaced by opportunity 6 in future SIP updates.

### Opportunity 5

Work with the Australian Government in the reform of funding and delivery of housing and homelessness services.

**Status update:** Due to a change of funding arrangements announced by the Australia Government as part of the 2017–18 Federal Budget, Opportunity 8 has been developed to address this in future SIP updates.

## New 2017 Future opportunities

### Opportunity 6

Deliver additional social and affordable housing dwellings under the Housing Construction Jobs Program to meet the needs of individual households and communities over the course of the 10-year Strategy.

### Opportunity 7

Apply inclusionary requirements to surplus government land developed for residential purposes so that a proportion (5–25%) of new dwellings are designated for social and affordable housing.

### Opportunity 8

Work with the Australian Government to reform funding and delivery of housing and homelessness services through a new National Housing and Homelessness Agreement.







**Department of Infrastructure, Local Government and Planning**

Level 12, 1 William Street  
Brisbane Qld 4000  
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**[www.dilgp.qld.gov.au](http://www.dilgp.qld.gov.au)**

Tabled Estimate  
hearing 9:55am  
19/2/17 member for  
Narangong  
Ref No: MBN17/166

**DILGP – BRIEF FOR DECISION**

Date: 17 February 2017

**SUBJECT:** Endorsement of 2016–17 Works for Queensland (W4Q) projects

**RECOMMENDATIONS:**

That you:

- **endorse and initial each page** of the schedule of 2016–17 W4Q projects for 62 councils for a total allocation of \$181,220,000 (**Attachment 1**), noting that the Rockhampton and Livingstone projects have already been approved, and that it is proposed to provide a preliminary approval to Wujal Wujal Aboriginal Shire Council (WWASC), Cassowary Coast Regional Council (CCRC) and Gympie Regional Council (GRC) projects (total \$200 million)

NOTED or APPROVED/NOT APPROVED



Hon. Jackie Trad MP  
Deputy Premier  
Minister for Transport and  
Minister for Infrastructure and Planning

Date: 19/02/17.

s. 73(2) - Not relevant/ Out of scope

- **approve the use of your electronic signature for endorsement letters to the mayors of each council (Attachment 3) – With amendment.**
- **note the Director-General will write to the Chief Executive Officer of each local government advising of your endorsement and providing a list of projects (Attachment 4 and 5)**

s. 73(2) - Not relevant/ Out of scope

- **note that public announcements and notification of successful projects will be scheduled in consultation with your office.**

**BACKGROUND:**

On 19 January 2017, you approved the release of the 2016–17 W4Q funding program and advised eligible local governments of their allocated funds. Eligible applicants are the 65 local governments outside of South East Queensland. Attachment 7 details council's approved allocations under the program.

The objective of 2016–17 W4Q is to support job-creating maintenance and minor infrastructure projects relating to assets owned or controlled by rural and regional local governments. Councils were requested to submit, by 10 February 2017, a list of eligible projects to the department that amounts to their allocated funding. No co-contribution to the projects is required, though councils may also fund the identified projects.

s. 73(2) - Not relevant/ Out of scope

Endorsed by: Kim Mahoney  
Position: A/Director, Finance & Funding  
Telephone: 34526748  
Date approved: 17 February 2017

Endorsed by: Bronwyn Blagoev  
A/DDG: LGRS  
Telephone: 3452 6792  
Date approved: 17 February 2017

Endorsed by: Frankie Carroll  
Director-General  
Telephone: 3452 6707  
Date approved: 17/2/17

**KEY ISSUES:**Evaluation Process

As an allocation-based program, funding under 2016–17 W4Q is provided to rural and regional local governments outside of south-east Queensland as a fixed amount to be expended on eligible projects. These projects have been evaluated by the department to ensure compliance with the 2016–17 W4Q program guidelines (Attachment 8) and there is no double-up of funding with other programs.

As this is not a competitive application-based process, the department has not undertaken a detailed assessment of the projects submitted, rather, it has worked closely with local governments (and regional state agency representatives) to ensure all submitted projects meet program eligibility requirements.

This evaluation was then reviewed by an interdepartmental panel with representation from the department, the Department of the Premier and Cabinet and Queensland Treasury, with other state agencies included on an 'as required' basis (including the Department of Transport and Main Roads for road projects). This process is consistent with previous practice on similar funding programs. Issues/concerns identified throughout the evaluation process were addressed with councils and relevant state agencies.

Identified Projects

The projects submitted by the councils for endorsement cover a wide range of categories, including crime prevention and community safety, cultural and recreational, disaster mitigation, economic development, roads and bridges, sewerage, waste and recycling and water supply. Attachment 9 provides this breakdown. It is significant to note the high number of projects for cultural and recreational and economic development being 441, which highlights the council's focus on much needed outcomes for their community. A total of 5,333 jobs have been identified by councils as supported (2,870) or created (2,463).

703 projects in Attachment 1 have been evaluated as compliant with a total value of \$181,220,000. Three projects identified in Attachment 2 have been evaluated and are recommended for preliminary approval with a total value of \$8,597,548.

Delivery of Projects

It is important the benefits of the endorsed project/s are realised as soon as possible, and it is a requirement for all works be completed by 30 November 2017. The Funding Deed of Agreement already executed between councils and the department in conjunction with the guidelines will govern the delivery of the project/s.

To assist with delivery council allocations will be disbursed on the following basis:

- 60 percent upon endorsement of the projects by the department
- a further 30 percent upon council expending 50 percent of allocation
- a final 10 percent upon finalisation/acquittal, as per the Funding Deed of Agreement, of all projects.

Immediate steps have been taken to ensure the initial 60 percent payment to councils is being processed, meaning council will receive it shortly after project endorsement.

Local governments are required to submit monthly reporting on all endorsed projects, including delivery risks and information on project completion as well as forecasted expenditure.

Specific Projects

s. 73(2) - Not relevant/ Out of scope

**ELECTION COMMITMENT:**

This matter does not relate to an election commitment.

**RESULTS OF CONSULTATION:**

Consultation was undertaken between the department's Regional Advisors and councils in developing the list of projects for endorsement. Officers from DPC and QT were involved in the evaluation process.

The Queensland Reconstruction Authority was consulted to obtain advice/feedback on each project and the preparation of GIS mapping. **Attachment 10** maps the recommended.

The Acting Auditor-General has provided feedback on the 2016–17 W4Q Guidelines and the acquittal process.

**RIGHT TO INFORMATION:** Contents/attachments suitable for publication?

☒ Yes ☐ No

**MEDIA OPPORTUNITY:** Is there a media opportunity for the DP's Office?

☒ Yes ☐ No

Pages 4 through 29 redacted for the following reasons:

-----  
s. 73(1) - Not relevant/ Out of scope

RTI RELEASE - DIL GP



**2016-17 Works for Queensland (W4Q)**  
**Schedule of Recommended Projects for Endorsement**

Council	Project title	Project category	Project description	Jobs supported	Jobs created	W4Q project budget (GST Excl)
s. 73(2) - Not relevant/ Out of scope						
Townsville City Council	Kalynda Chase Dog Park	Cultural & recreational	Development of a dog park within the suburb of Bohle Plains - including the establishment of fencing, softscapes, irrigation, shade and park furniture.	4	1	\$ 150,000.00
Townsville City Council	Edison Park Recreation Park Upgrade	Cultural & recreational	Comprehensive upgrade of Edison Park to a District Park Standard - including the establishment of new pathways, shelters, dog off-leash area, footbridges, irrigation, softscapes.	23	7	\$ 1,993,000.00
Townsville City Council	Alligator Creek Multi-Purpose Sporting Hub	Cultural & recreational	Construction of an enclosed multi-purpose sporting facility over the existing basketball court at Alligator Creek. Will include 3.6m high enclosure, line marking for multi sports, texture re-surfacing and lighting.	4	1	\$ 175,000.00
Townsville City Council	Castle Hill - Cutheringa Track Upgrade	Cultural & recreational	This project is for the improvement of track walkability, legibility, safety and erosion control. Works will include structural engineer and geotechnical engineer assessments of the current walkways and structures; track widening and hardening works; the repair of existing and the installation of new steps, rock pave landings, drains, handrails, seats and lookout areas.	7	1	\$ 384,000.00
Townsville City Council	Castle Hill - Goat Track Upgrade	Cultural & recreational	This project is for the improvement of track walkability, legibility, safety and erosion control. Works will include structural engineer assessments of the existing structures; track widening and hardening works; the repair of existing and the installation of new steps, rock pave landings, drains and seats.	8	2	\$ 482,500.00
Townsville City Council	Street Trees Project	Cultural & recreational	The City Street Trees project will add efficiencies and benefits to our existing 'CBD Utilities Project' and 'Footpath Treatment Upgrade' projects, whilst increasing the street appeal of our CBD. This project would be eligible under the guidelines as it improves the conditions and useability of the City footpaths. It will also promote a healthy lifestyle by providing a more comfortable experience through the streets, encouraging pedestrian movement, passive surveillance and driving active streets to benefit our CBD traders and creating economic opportunities.	19	6	\$ 2,500,000.00
Townsville City Council	Construct carpark	Cultural & recreational	Construct on-road car parking adjacent to Wulguru Soccer Club ground along Marconi St, Wulguru. The works include kerb and channel, dish drain, new pavement, asphalt surfacing, line marking and parking signage.	7	1	\$ 260,000.00
Townsville City Council	Walkway / footpath 1	Cultural & recreational	The construction of footpath from the end of the existing footpath at Kepler St to Stuart Dr. This would be on the North side of the road and include upgrade to several bus shelters.	8	2	\$ 660,000.00
Townsville City Council	Bike path/way	Cultural & recreational	Shared path 2.5m wide through park reserve from Ring Road back to St Anthony's School approximately 500-700m long	7	1	\$ 530,000.00
Townsville City Council	Walkway / footpath 2	Cultural & recreational	3m Shared path from X Base to Yates St.	9	3	\$ 1,777,750.00
Townsville City Council	Install banner frames on existing light poles	Cultural & recreational	Installation of brackets on light poles to support advertising banners along Riverway Park area. Scope of works unknown as investigations required into the suitability of foundations to withstand wind loads and impacts on lighting and CCTV.	2	0	\$ 100,000.00
Townsville City Council	Seal carpark	Cultural & recreational	Surfacing of an existing gravel car park. The works may also include new pavement material and concrete haunch surrounding the car park area.	5	1	\$ 150,000.00
Townsville City Council	Construct street art wall (similar to one recently built at Townsville Stadium)	Cultural & recreational	Construct a Street Art Wall at Riverway. Street Art can significantly enhance the region's social, cultural, recreational and economic vitality; whilst mitigate acts of graffiti.	3	0	\$ 20,000.00

Minister's Initials

**2016-17 Works for Queensland (W4Q)**  
**Schedule of Recommended Projects for Endorsement**

Council	Project title	Project category	Project description	Jobs supported	Jobs created	W4Q project budget (GST Excl.)
Townsville City Council	Complete enhancement of Nathan Street	Cultural & recreational	Improve the scenic vista of Nathan St with street scaping. The proposal provides for upgrade to landscape works along the section of Nathan St between Charles St and Dalrymple Rd.	15	5	\$ 1,250,000.00
Townsville City Council	Stairs on the dam wall	Cultural & recreational	Reinstatement of access stairs to crest of Ross River Dam to provide alternative public access.	4	1	\$ 50,000.00
Townsville City Council	Smart water meters	Economic development	Trial of Smart Water Meters – 5 Suburbs (300 devices available for each trial suburb) • Purchase of Devices • Establishment of data management system and customer/utility portals	8	2	\$ 305,000.00
Townsville City Council	Strand Water Park Stage 2	Cultural & recreational	Stage 2 of the water park, includes infrastructure and associated landscaping elements for enhancement of the community use.	8	2	\$ 500,000.00
Townsville City Council	Pathway lighting	Cultural & recreational	The provision of pathway lighting along the river pathway which links from riverside tavern to vickers bridge path. Lighting and security cameras have been added to the cost of the project.	8	2	\$ 900,000.00
Townsville City Council	Walkway / footpath 3	Cultural & recreational	1.5m wide concrete path from Iluka St to Hugh St including 2 pedestrian refuges and 3 bus stops.	8	3	\$ 1,083,000.00
Townsville City Council	Walkway / footpath 4	Cultural & recreational	Connecting footpaths to extend the connectivity through Armstrong St and surrounds focusing on Ahearn St to the intersection at Marks St. Approximately 70m of 1.5m wide footpath.	3	0	\$ 40,000.00
Townsville City Council	Footpaths - Construction of concrete footpaths on the pathway network	Cultural & recreational	Improve condition quality of asset to footpath/pathway infrastructure, new minor infrastructure works. Construction of new concrete footpaths, kerb ramps, signage, blister islands at a number of sites	15	5	\$ 570,000.00
Townsville City Council	Walkway / footpath 5	Cultural & recreational	Construct a foot path for 450m on Mary St In West End.	4	1	\$ 200,000.00
Townsville City Council	Sun shelters over play equipment	Cultural & recreational	Install a metal shelter over the new playground at Rosewood Park. The playground area is 16m x 27 m	7	1	\$ 200,000.00
Townsville City Council	Install "Welcome to Murray Sporting Complex" sign	Cultural & recreational	Large "Welcome to Murray Sporting Complex" sign with landscaping near the roundabout on Stuart Drive	3	0	\$ 40,000.00
Townsville City Council	Upgrade park - Beautification • Safety fences near playground (baseball diamond) • Upgrade toilet block	Cultural & recreational	Enhance fencing to improve park safety and upgrade to the existing toilet block.	7	1	\$ 250,000.00
Townsville City Council	Park upgrade	Cultural & recreational	Provide a safety fence and top dress the playing fields at MA Olympic Soccer Club on Burt St	3	0	\$ 40,000.00
Townsville City Council	Top Dress Oval at Park	Cultural & recreational	Top-dress sporting oval at Pace Park, Rollingsstone Community Centre. The facility aims to cater for sporting groups and recreational activities, providing for all community members	4	1	\$ 15,000.00
Townsville City Council	Shade Structures over Riverway Lagoons	Cultural & recreational	The construction of shade structures to sit above the Riverway Lagoons is an eligible project under the guidelines as it improves the conditions and useability of the recreational facility. It would also have the added bonus of minimising the evaporation of water in the lagoons to help with our water shortage issues.	5	1	\$ 1,001,650.00
Townsville City Council	Flood Light Fishermans landing kids playground	Cultural & recreational	Allow for the installation for 2 flood lights at the playground area. Includes electrical service connection to the switchboard and underground power cabling to the playground area.	3	0	\$ 51,000.00
Townsville City Council	Dog off-leash park 1	Cultural & recreational	Install dog off leash area within Mount View Park	4	0	\$ 200,000.00
Townsville City Council	Dog off-leash park 2	Cultural & recreational	Installation of signage and supporting infrastructure to develop an unfenced leash free area within the drain.	3	0	\$ 20,000.00
Townsville City Council	Hervey Range Transfer Station Upgrade	Waste & recycling	The application is for the entire installation of a mechanical compaction system for the transfer station. This infrastructure enhances the community asset and future proofs the facility against the expected population growth. This infrastructure will create jobs during the construction phase as well as during operation and ongoing maintenance.	2	0	\$ 450,000.00
Townsville City Council	Stuart Waste Facility Entry Upgrade	Waste & recycling	This application has two parts. Firstly it will provide for the installation of an additional weighbridge including a service point. Secondly, it will facilitate the upgrade of existing transaction control mechanisms (e.g. traffic lights, boom gates, etc.) as well as renewing the civil infrastructure associated with the weighbridge. The upgrades enhance community assets, whilst reducing queuing considering the projected growth.	2	0	\$ 400,000.00
Townsville City Council	Construct fence, and ramp over white pipe (to get kids safe to school)	Cultural & recreational	Install a footbridge (including handrails) over existing water supply pipe to improve access for students travelling to Bluewater State School	8	2	\$ 65,000.00
Townsville City Council	Walkway / footpath 6	Cultural & recreational	Construct a foot path from Lumeah St to Nathan St. 1.5m wide concrete footpath of approximately 325m of footpath	4	1	\$ 160,000.00
Townsville City Council	Reseal (completion of unfinished section)	Roads & bridges	Asphalt overlay of existing road along Flinders Street. Total area of overlay 11600m2	9	3	\$ 460,000.00
Townsville City Council	Rubbish bins	Cultural & recreational	Install 3 refuse bins including bin stands at the Lakes	2	0	\$ 5,000.00
Townsville City Council	Reseal and k&c	Roads & bridges	Replace kerb and channel and asphalt overlay the whole of Banora Court.	4	1	\$ 267,000.00
Townsville City Council	Reseal	Roads & bridges	Asphalt overlay of existing road along Queens Rd. Road may also require some reconstruction. Approx total area is 4500m2	5	1	\$ 200,000.00

Minister's Initials

**2016-17 Works for Queensland (W4Q)**  
**Schedule of Recommended Projects for Endorsement**

Council	Project title	Project category	Project description	Jobs supported	Jobs created	W4Q project budget (GST Excl.)
Townsville City Council	Road construction	Roads & bridges	Construct road pavement of gravel section of Dommelt Street and construct drainage invert at bend.	5	1	\$ 130,000.00
Townsville City Council	Construct and Install Bluewater Signs	Cultural & recreational	Install two Bluewater suburb threshold signs (including landscaping) along the Bruce Highway nature strip. The signs will highlight the Bluewater area to motorists and be consistent with existing northern suburb threshold signs	8	2	\$ 60,000.00
Townsville City Council	Visual screening of pump station	Cultural & recreational	The installation of further landscaping and screening at the recently constructed pump station at the intersection of Yolanda and University Drive. Works would include additional garden beds, planting, mulching and irrigation.	2	0	\$ 15,000.00
Townsville City Council	LED Lighting in Palmer Street and CBD	Cultural & recreational	This LED lighting project will have create a legacy of lower power costs along Townsville's busiest restaurant street. It will also support the city's image during the Commonwealth Games.	5	1	\$ 325,000.00
Townsville City Council	Shade Structures over Townsville Parks	Cultural & recreational	This will provide shade over a number of Townsville Parks to increase the recreational appeal and enhance the outdoor lifestyle of the city.	9	2	\$ 1,100,000.00
Townsville City Council	Riverway Precinct - Renewal of Irrigation control system with digital decoder/encoder technology	Cultural & recreational	Renewal of the aged & unreliable Riverway Precinct Irrigation control system. Includes the replacement of 6 existing & separately located Irrigation controller & UHF radio assemblies with 1 single master controller. Replacement of old multicore field control cabling with new twin core cable using digital decoder/encoder equipment & control valves.	2	0	\$ 330,720.00
Townsville City Council	Irrigation stand-alone controller site renewals - new digital SCADA Controller system	Cultural & recreational	Renewal of aging stand-alone irrigation controller sites with new digital Irrinet Network SCADA (supervisory control & data acquisition); controllers & equipment; enabling remote control & Irrigation water management.	2	0	\$ 480,730.00
Townsville City Council	Water Saving Initiatives Irrigation - Soil moisture sensors & digital rain sensor	Water	Installation of Water Saving technology equipment into councils existing Irrigation Network sites. Installation of soil moisture sensors (20 sites) & infra-red beam digital rain sensor technology (20 sites).	2	0	\$ 180,730.00
Townsville City Council	Cranbrook Park Sports Field - non-potable irrigation water supply	Water	Installation of infrastructure to enable the Irrigation of Cranbrook Park Sports Fields using supplementary non-potable ground water for Irrigation. Funding would be spent installing ground water extraction bores, pumping, filtration, tank storage & SCADA control equipment located adjacent to the sports fields. This would enable one of Townsville's high use sporting facilities (utilised by multiple community groups & sports clubs) to be kept in a "fit for purpose condition" even during drought & water restrictions.	7	1	\$ 380,730.00
Townsville City Council	Deflection Rails - Installation and maintenance along footpaths on pathway network	Roads & bridges	Meets program guidelines and objective - Improve condition quality of asset to footpath/pathway infrastructure, new minor infrastructure works and maintenance. Installation of new and maintenance of deflection rails, kerb ramps, post/rail barrier, signage and pavement marking at a number of sites along the footpath/pathway network on local roads for pedestrian and cyclist safety.	5	1	\$ 190,730.00
Townsville City Council	Refurbishment of Lake Paluma Recreation Facilities	Cultural & recreational	Refurbishment of recreation facilities at Lake Paluma including carip ground and day use area facilities, interpretive signage, renewable power supply upgrade.	2	0	\$ 180,730.00
Townsville City Council	Mt Stuart Road Bridge, deck replacement.	Roads & bridges	Replacement of bridge superstructure/bridge decking. The project is an essential element of council's infrastructure which allows access to the telecommunications facility, abseiling and viewing platforms located at the summit of Mount Stuart.	5	1	\$ 600,730.00

s. 73(2) - Not relevant/ Out of scope

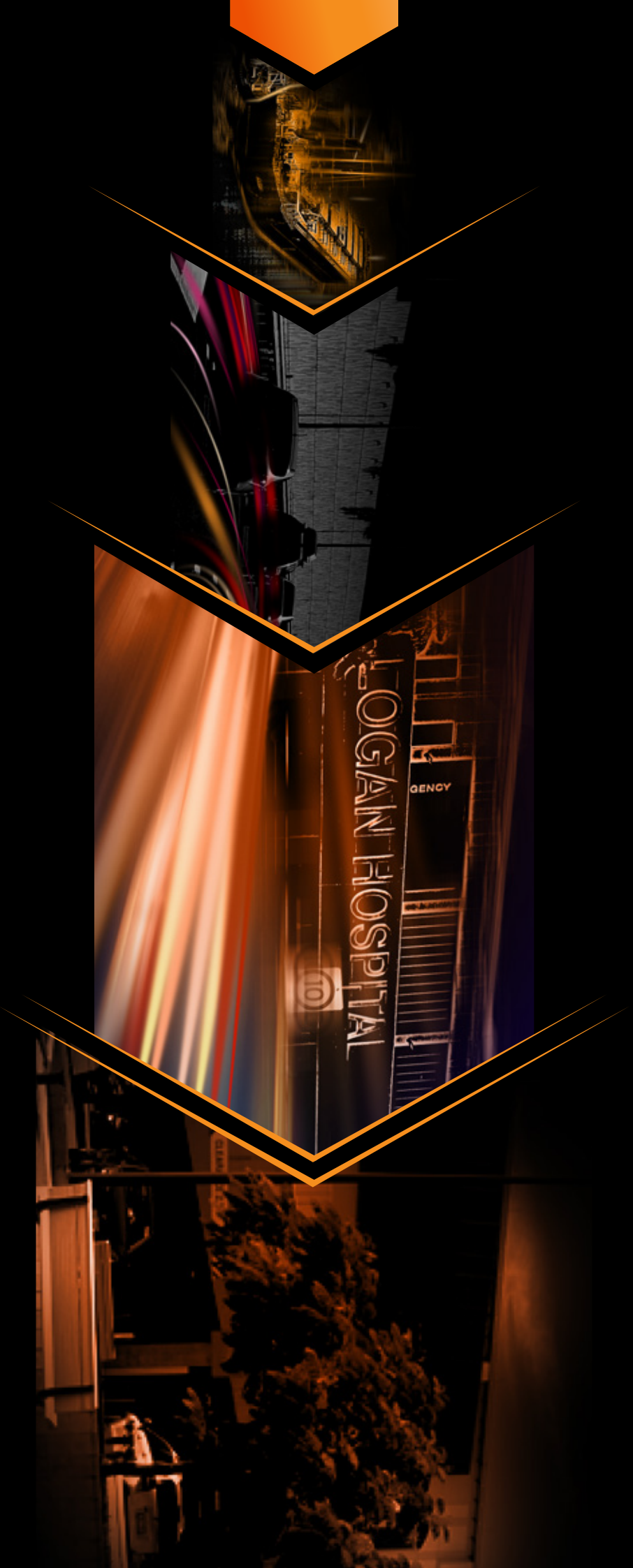
Minister's Initials

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# INFRASTRUCTURE PIPELINE REPORT

JUNE 2017







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INFRASTRUCTURE PIPELINE REPORT JUNE 2017

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## OUR MANDATE

Building Queensland was established as an independent statutory body on 3 December 2015 under the *Building Queensland Act 2015*.

Governed by an eight-member Board, the majority from the private sector, Building Queensland provides independent expert advice to Queensland Government agencies, government-owned corporations and nominated statutory authorities to enable better infrastructure decisions.

Building Queensland's core functions are to:

- » provide strategic advice on infrastructure matters
- » assist with the early stage development of proposals
- » assist with Business Case development for proposals with a capital value of \$50–\$100 million
- » lead the development of rigorous Business Cases, including cost benefit analyses, for proposals over \$100 million
- » develop and publish an Infrastructure Pipeline of priority proposals.





Logan Hospital (Image courtesy of Luke Anderson)

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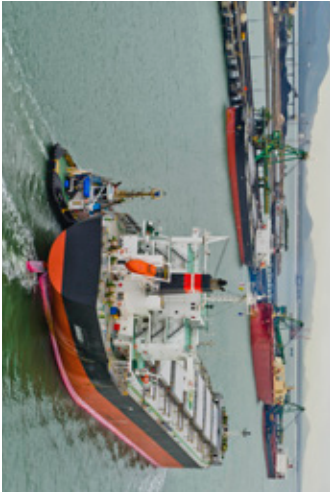
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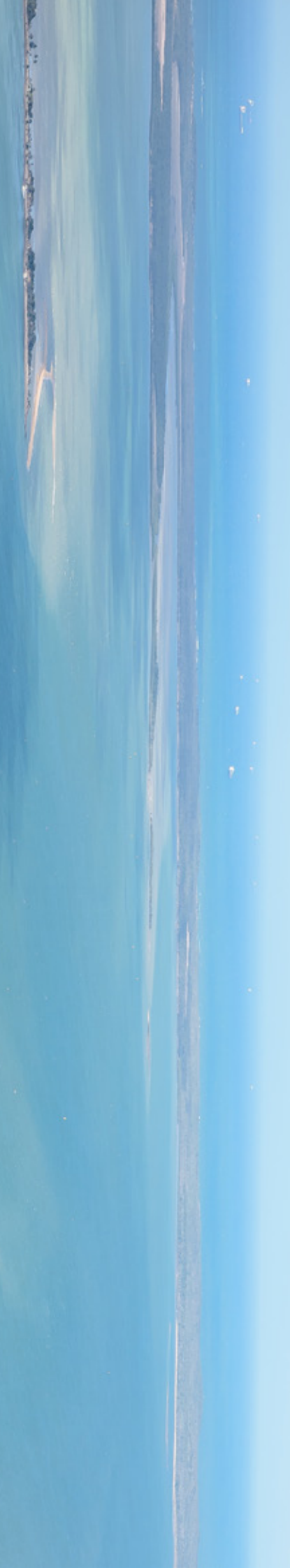
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# INDUSTRY ENDORSEMENT

“Identifying the state’s priorities and detailing a sound pathway to progress proposals is critical to ensure the timely delivery of key projects. Infrastructure Partnerships Australia strongly supports Building Queensland’s Infrastructure Pipeline Report, which we see supplementing more independent, evidence-based decision-making on the state’s infrastructure priorities.”

Brendan Lyon  
Chief Executive, Infrastructure Partnerships Australia



# CHAIR'S FOREWORD

The Infrastructure Pipeline Report is central to Building Queensland's purpose as it provides the government with independent advice on the development of the state's major infrastructure proposals. It looks across a broad range of infrastructure sectors and identifies proposals for priority consideration.

In the 12 months since the release of the first report, many important proposals have progressed from the earliest stages of development to the Detailed Business Case stage, and others for government investment consideration.

This third Infrastructure Pipeline Report reaffirms Building Queensland's commitment to better

inform the Queensland Government's decisions on major infrastructure.

Proposals in the Pipeline include a balanced mix of infrastructure across many sectors. These proposals examine options to expand or renew existing infrastructure, new build, as well as technology upgrades.

We know the state has significant infrastructure challenges. To meet these challenges, it will take investment and those investments must be considered and strategic.

We believe our advice provides the foundation for Queensland Government departments, government-

owned corporations and statutory authorities to bring forward the right solutions to the state's infrastructure needs.

We trust this report will serve as an informed precursor to the Queensland Government investment program in the State Infrastructure Plan.



**Alan Millhouse**  
Chair,  
Building Queensland Board



# CHIEF EXECUTIVE OFFICER'S STATEMENT

Building Queensland continues to work closely with the Queensland Government to develop the right public infrastructure as a platform for economic and social development.

Significant progress on the development of quality infrastructure proposals has been made through application of our Business Case Development Framework.

We are ensuring our Framework is fit for purpose and, where appropriate, introducing supplementary guidance. That is why we introduced the Investment Logic Mapping Guide, Social Impact Evaluation Supplementary Guidance and Benefits Management Framework late last year.

We are continuing to develop guidance material to further inform the application of our Framework across government.

By engaging our government partners early in the proposal development process, we have been able to apply our Framework to ensure the right proposals are further developed. To date, Building Queensland has been involved in the development of more than 50 infrastructure proposals, some of which we have led in partnership with departments, government-owned corporations and statutory authorities.

Many of the proposals Building Queensland has been involved in have received full or partial funding. We are

encouraged by the government's response to our independent advice.

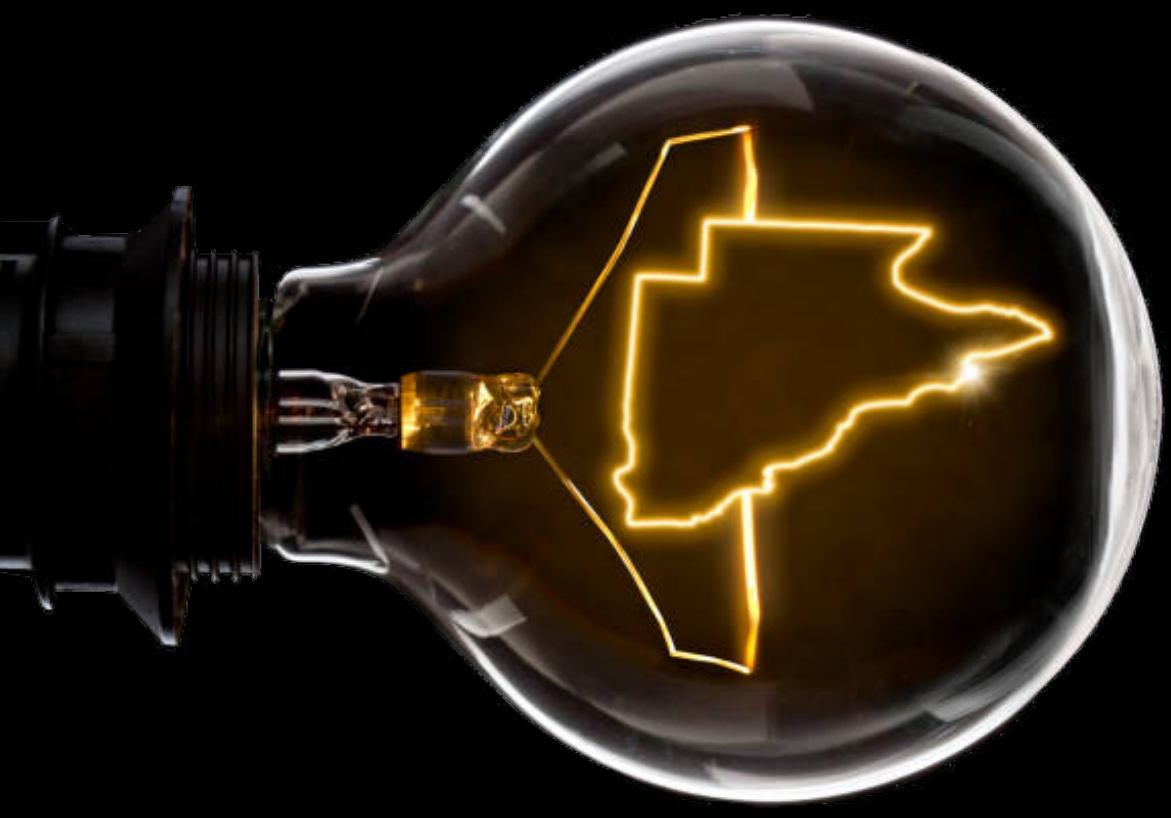
On behalf of Building Queensland, I wish to thank all the agencies that have contributed their time and expertise to the Pipeline process but also the development of solutions to the state's infrastructure needs.



**Damian Gould**  
Chief Executive Officer,  
Building Queensland



# PART 1: THE PRIORITIES



# THE INFRASTRUCTURE PIPELINE

The Infrastructure Pipeline is Building Queensland's independent assessment of infrastructure proposals under development by Queensland Government agencies, including departments, government-owned corporations and nominated statutory authorities.

The aim of the Infrastructure Pipeline is to inform the Queensland Government's infrastructure investment decision-making. The proposals in the Pipeline have been brought forward by government agencies and include unfunded infrastructure opportunities with a minimum capital value of \$50 million.

Building Queensland ensures these proposals are compared on a consistent basis and recommends the most compelling proposals for further development. Only when a Detailed Business Case has been completed is a proposal recommended for investment consideration (see Figure 1).

This is the third edition of the Infrastructure Pipeline Report. To date, the state government has provided

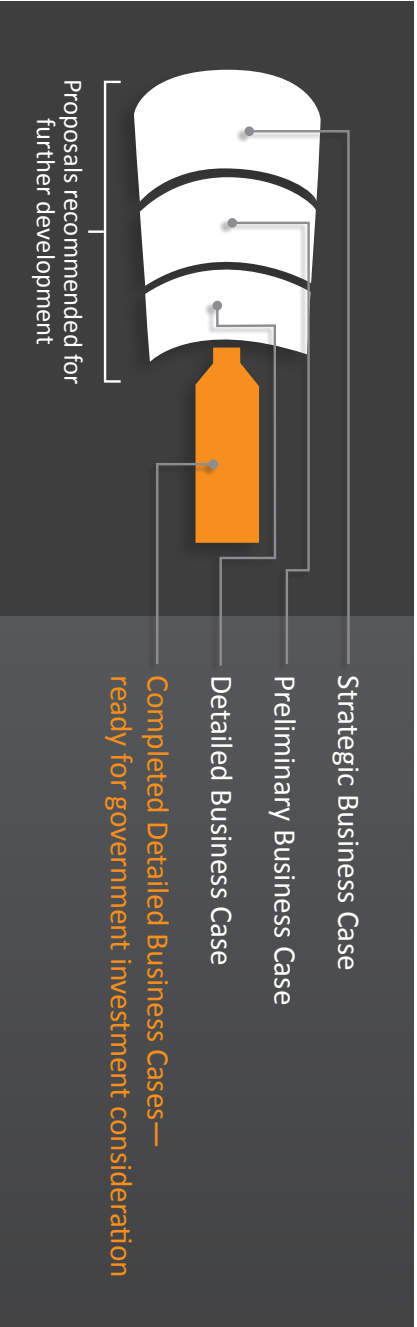


Figure 1. Status of Proposals in the Pipeline

full or partial funding commitments to seven proposals Building Queensland has recommended as priorities for the state:

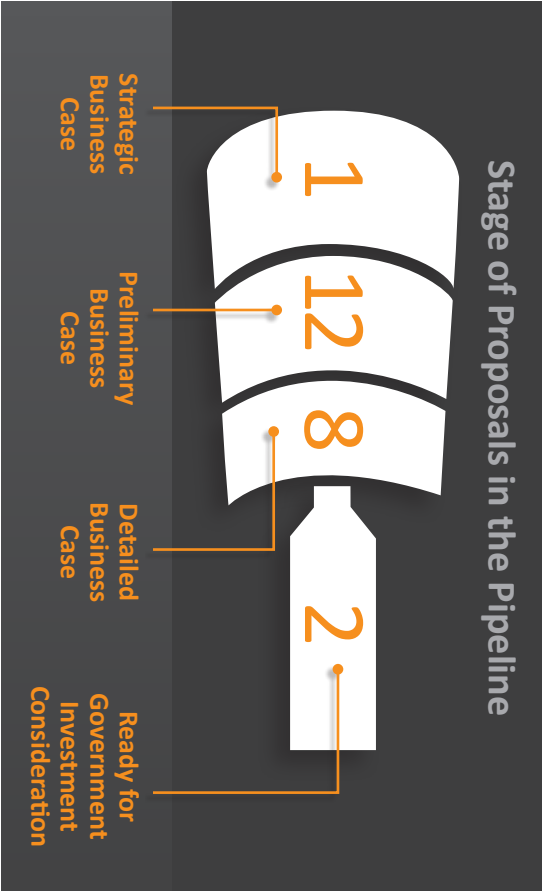
- » Cross River Rail (Transport—Rail)
- » Burdekin Falls Dam—Saddle Dam & Monolith Improvement Project (Water)
- » European Train Control System (ETCS)—Inner City (Transport—Rail)
- » Financial System Renewal (Health—ICT)
- » Laboratory Information System (Health—ICT)
- » Pacific Motorway—Mudgeeraba to Varsity Lakes (Transport—Road)
- » Port of Townsville—Channel Capacity Upgrade (Transport—Port).



Caboolture Hospital (Image courtesy of Queensland Government)



# SUMMARY OF PRIORITY PROPOSALS



#	PROPOSALS
1	Cunningham Highway—Yamanto Interchange to Ebenezer Creek
2	Beerburum to Nambour Rail Upgrade
3	Lake Macdonald Dam Safety Upgrade
4	Paradise Dam—Primary Spillway Improvement Project
5	Paradise Dam—Secondary Spillway Improvement Project
6	Port of Gladstone—Clinton Vessel Interaction
7	Sunshine Motorway—Mooloolah River Interchange
8	Townsville Eastern Access Rail Corridor
9	New Performing Arts Venue
10	Princess Alexandra Hospital Rehabilitation Facility
11	Beaudesert Water Supply
12	Southern Queensland Correctional Precinct (Gatton)
13	Bruce Highway—Pine River to Caloundra Road Interchange Upgrade
14	Smithfield Transport Corridor Upgrade
15	North Lakes Mango Hill Secondary School
16	Arthur Gorrie Correctional Centre
17	Capoolture Hospital Redevelopment
18	Logan Hospital Expansion
19	M1 Pacific Motorway—Eight Mile Plains to Daisy Hill
20	M1 Pacific Motorway—Varsity Lakes to Tugun
S*	Integrated Client Management System Replacement
R*	Public-Safety Regional Radio Communications
S*	Patient Administration System Replacement Program

*Note:* Locations are indicative only; S\* are statewide projects and not mapped; R\* is a regional project and is not mapped

Map courtesy of Spatial Services Unit, Department of State Development



# JUNE 2017 PIPELINE OF PRIORITY PROPOSALS



# WHAT'S CHANGED

Since the release of our first Infrastructure Pipeline Report in June 2016, what started as a list of 16 priority proposals grew to 20 six months later. Now, one year on, 23 priority proposals have been identified. Importantly, this Pipeline does not propose that all 23 proposals are ready for investment.

In this Pipeline, Detailed Business Cases have been completed for two proposals which are ready for investment consideration. A further 8 proposals in the Detailed Business Case stage are scheduled to be completed in the next 12–18 months.

The Pipeline continues to be front weighted with more proposals sitting towards the end of the Preliminary Business Case stage and within the Detailed Business Case stage. Building Queensland has reviewed several Strategic Business Cases over the past six months and all but one have now progressed to the Preliminary Business Case stage.

Building Queensland acknowledges that Strategic Business Cases can be developed in a relatively short period. The focus of this stage is on understanding the need—not solutions—in which case the preferred solution is unknown. Building Queensland is working with agencies to help them progress a more structured approach to the development of Strategic Business Cases.

The application of Building Queensland's Business Case Development Framework processes, such as Investment Logic Mapping, is increasing the rigour and efficiency of Strategic Business Cases. Ultimately, this approach allows for the development of solutions and options in the Preliminary Business Case stage.

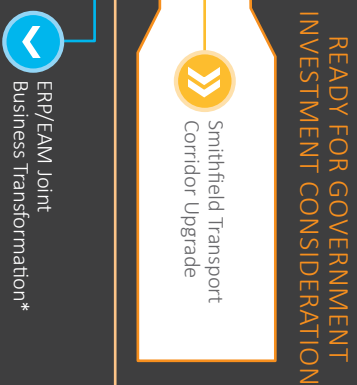


Government Wireless Network (Image courtesy of Department of Science, Information Technology and Innovation)





Proposal that has received partial funding



\*Proposal now does not meet the scope requirements for inclusion in the Pipeline.







## WHAT'S MOVED

Key changes in the Pipeline since December 2016 are reflected in Figure 2 (see Page 8).

Partial funding for the Burdekin Falls Dam—Saddle Dam & Monolith Improvement Project and the Port of Townsville—Channel Capacity Upgrade was announced in the 2017–18 Queensland Budget. Being partially funded, these proposals no longer appear in the Pipeline as they are no longer in scope.

A Detailed Business Case has now been completed for the Smithfield Transport Corridor Upgrade. This proposal is ready for government investment consideration, along with the Beerburum to Nambour Rail Upgrade which was identified in the December 2016 Pipeline.

The Port of Gladstone—Clinton Vessel Interaction proposal has progressed with a Detailed Business Case

now underway. Similarly, the Bruce Highway—Pine River to Caloundra Road Interchange Upgrade proposal has progressed to the Preliminary Business Case stage.

The ERP/EAM Joint Business Transformation proposal is the first proposal that has been removed from the Pipeline because of a revised approach to delivery. This proposal is being re-scoped into smaller incremental packages to deliver a more fit-for-purpose solution addressing all requirements.

## WHAT'S NEW

Six new proposals have entered the Pipeline for the first time—most of which are in the Preliminary Business Case stage. The inflow of Health proposals is most notable with the inclusion of Caboolture Hospital and Logan Hospital. Queensland Health is continuing to refine service need analysis as part of a system-wide

approach to putting plans and strategies into effect. A system-wide approach ensures the impacts beyond the immediate project are considered.

Two M1 Pacific Motorway proposals were assessed for first time consideration in the Pipeline—Eight Mile Plains to Daisy Hill and Varsity Lakes to Tugun. These proposals, currently at the Preliminary Business Case stage, address the dual role of the M1 as an interstate freight corridor and important commuter traffic route.

The Department of Communities, Child Safety and Disability Services presented a clear case for a technological solution to improve outcomes for children and young people. A Preliminary Business Case to replace the department's Integrated Client Management System will soon be finalised before the proposal is expected to progress to the Detailed Business Case stage.





M1 Pacific Motorway—Varsity Lakes to Tugun (Image courtesy of Queensland Government)

Building Queensland is leading the development of a Detailed Business Case for the Arthur Gorrie Correctional Centre. This proposal has been identified as a priority to help relieve current capacity constraints throughout the prison network in southern Queensland and recognises specific requirements to accommodate growing numbers of remand prisoners. The inclusion of the proposal in the Pipeline follows the addition of the Southern Queensland Correctional Precinct (Gatton) in December 2016.

## WHAT'S STILL UNDERWAY

Many proposals are progressing through the government's and Building Queensland's processes; however, without reaching milestones these proposals have remained in the same stage of the Pipeline. The Detailed Business Case stage requires detailed

investigations and can take approximately 12–18 months to develop—hence some proposals may not progress in the Pipeline for a small number of updates.

Consider for example the Lake Macdonald Dam Safety Upgrade proposal. The proposal remains in the Detailed Business Case stage while additional geotechnical analysis is being undertaken to confirm the preferred option addresses operational issues.

Similarly, the Detailed Business Case for the New Performing Arts Venue is undergoing further analysis to ensure all operating costs and potential delivery options are fully explored before finalising the proposal.

The Public Safety Regional Radio Communications proposal is also still in the Detailed Business Case stage. An investigation into the operational requirements and technical specifications for the regional network is

continuing. The Detailed Business Case is expected to be completed in Q4 2017.

Furthermore, additional site condition investigations have been undertaken for the Paradise Dam proposals. The findings may result in an update to the Preliminary Business Cases.

The Department of Transport and Main Roads is finalising an update of the cost estimate, traffic modelling and economic analysis for the Cunningham Highway—Yamanto Interchange to Ebenezer Creek proposal. The Detailed Business Case is scheduled to be completed in Q2 2017.

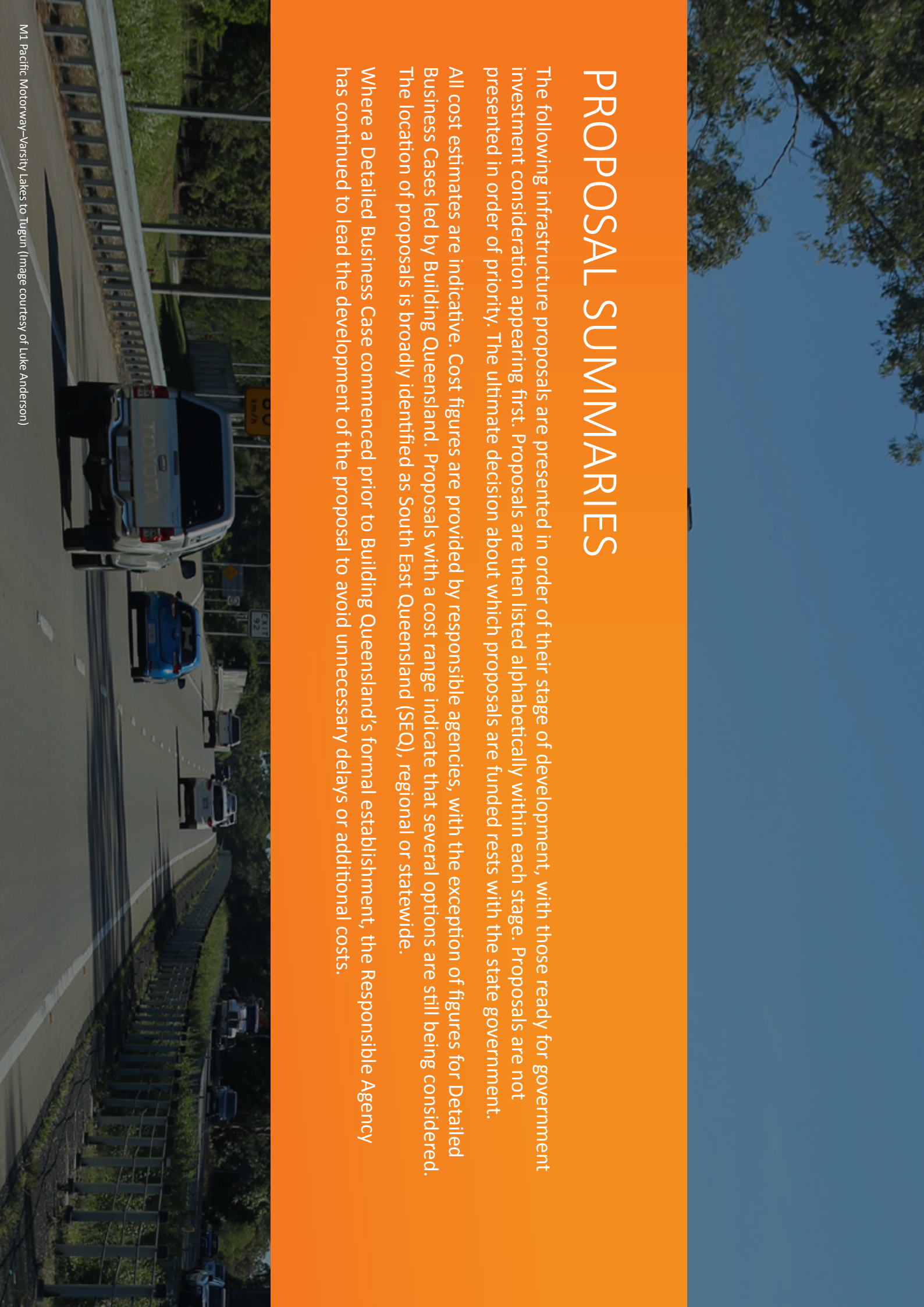


# PROPOSAL SUMMARIES

The following infrastructure proposals are presented in order of their stage of development, with those ready for government investment consideration appearing first. Proposals are then listed alphabetically within each stage. Proposals are not presented in order of priority. The ultimate decision about which proposals are funded rests with the state government.

All cost estimates are indicative. Cost figures are provided by responsible agencies, with the exception of figures for Detailed Business Cases led by Building Queensland. Proposals with a cost range indicate that several options are still being considered. The location of proposals is broadly identified as South East Queensland (SEQ), regional or statewide.

Where a Detailed Business Case commenced prior to Building Queensland's formal establishment, the Responsible Agency has continued to lead the development of the proposal to avoid unnecessary delays or additional costs.



## STAGE OF DEVELOPMENT



## PROPOSAL NAME

## SECTOR

## LOCATION PAGE

### READY FOR GOVERNMENT INVESTMENT CONSIDERATION









Beerburrum to Nambour Rail Upgrade  
Smithfield Transport Corridor Upgrade

 Transport—Rail  
 Transport—Road

SEQ  
Regional  
13  
14

### DETAILED BUSINESS CASE

Arthur Gorrie Correctional Centre  
Cunningham Highway—Yamanto Interchange to Ebenezer Creek  
Lake Macdonald Dam Safety Upgrade  
New Performing Arts Venue  
Port of Gladstone—Clinton Vessel Interaction  
Public Safety Regional Radio Communications  
Southern Queensland Correctional Precinct (Gatton)  
Townsville Eastern Access Rail Corridor

 Justice and Public Safety  
 Transport—Road  
 Water  
 Arts, Culture and Recreation  
 Transport—Port  
 Digital  
 Justice and Public Safety  
 Transport—Rail

SEQ  
SEQ  
SEQ  
SEQ  
Regional  
Regional  
SEQ  
SEQ  
Regional  
22

### PRELIMINARY BUSINESS CASE

Beaudesert Water Supply  
Bruce Highway—Pine River to Caloundra Road Interchange Upgrade  
Caboolture Hospital Redevelopment  
Integrated Client Management System Replacement  
Logan Hospital Expansion  
M1 Pacific Motorway—Eight Mile Plains to Daisy Hill  
M1 Pacific Motorway—Varsity Lakes to Tugun  
Paradise Dam—Primary Spillway Improvement Project  
Paradise Dam—Secondary Spillway Improvement Project  
Patient Administration System Replacement Program  
Princess Alexandra Hospital Rehabilitation Facility  
Sunshine Motorway—Mooloolah River Interchange

 Water  
 Transport—Road  
 Health—Built  
 Justice and Public Safety  
 Health—Built  
 Transport—Road  
 Transport—Road  
 Water  
 Water  
 Health—ICT  
 Health—Built  
 Transport—Road

SEQ  
SEQ  
SEQ  
Statewide  
SEQ  
SEQ  
SEQ  
SEQ  
Regional  
Regional  
Statewide  
SEQ  
SEQ  
SEQ  
34

### STRATEGIC BUSINESS CASE

North Lakes Mango Hill Secondary School

 Education

SEQ  
35



# BEERBURRUM TO NAMBOUR RAIL UPGRADE

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
DEPARTMENT OF TRANSPORT AND MAIN ROADS	DETAILED BUSINESS CASE COMPLETE	LED DETAILED BUSINESS CASE	NOT APPLICABLE	\$780 MILLION*



## NEED

The 39-kilometre section of North Coast Line rail track between Beerburrum and Nambour carries a complex mixture of commuter, freight and long distance passenger trains on a single line track with passing loops at stations only. The infrastructure constraints on this section of the line include:

- » insufficient capacity to meet future freight and passenger demand due to the single-track configuration, single platforms at stations between Landsborough and Nambour, and inadequate parking facilities and passing loops
- » competition between freight and passenger services, and high track utilisation rates, which impact service reliability
- » current track configuration which allows only three peak-direction train services (plus one contra-peak) per hour.

Freight train paths that meet supply chain needs are expected to reach capacity by 2023. Without the project, freight will likely be required to switch to road-based transport beyond this time to meet supply chain requirements.

## PROPOSAL

The proposal has assessed a duplication of the North Coast Line between Beerburrum and Landsborough (approximately 20 kilometres in length) and a range of upgrades to the existing rail infrastructure between Landsborough and Nambour including passing loop extensions, provision of dual platforms at stations connected by lifts and pedestrian bridges, and additional car parking at some stations. The proposal also assessed the elimination of level crossings at Barrs Road near Glass House Mountains and Caloundra Street in Landsborough.

The proposal is expected to deliver a more integrated transport system with increased capacity and travel time savings for freight and passenger services, and increased passenger service reliability. The project is also expected to reduce maintenance and improve overall rail whole-of-life cost.

## NEXT STEPS

Queensland Government investment consideration

\* Nominal cost in Australian dollars, Building Queensland Detailed Business Case 2016.

# SMITHFIELD TRANSPORT CORRIDOR CORRIDOR UPGRADE

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
DEPARTMENT OF TRANSPORT AND MAIN ROADS	DETAILED BUSINESS CASE COMPLETE	LED DETAILED BUSINESS CASE	NOT APPLICABLE	\$150 MILLION*



## NEED

The Smithfield Transport Corridor Upgrade is a proposed new 3.8-kilometre road bypass to the east of the Captain Cook Highway between Yorkeys Knob Road roundabout and McGregor Road roundabout north of Cairns. The section of the Captain Cook Highway under investigation has reported a high crash rate and there is significant congestion in morning and afternoon peaks, resulting in increased travel times and reduced trip reliability. Forecast traffic growth is beyond the reliable capacity of the existing infrastructure.

## PROPOSAL

The proposal investigated:	The project is expected to:
» upgrading the existing Yorkeys Knob roundabout with a four-legged (four-phase) signalised intersection to cater for the addition of the bypass route traffic	» improve travel times and reduce travel costs for all road users
» a northbound left off only exit ramp from the bypass route at Cattana Road	» improve freight, high occupancy vehicles and tourism vehicle efficiency
» exit and entry ramps to a proposed future designated road at the northern end of the bypass route	» reduce number and severity of crashes
» a two-lane bi-directional overpass at McGregor Road roundabout	» facilitate planned growth in residential, commercial and industrial land uses, and increase local employment opportunities through more efficient transport
» an off-road cycle path.	» improve community amenity.

## NEXT STEPS

Queensland Government investment consideration

*\*Nominal cost in Australian dollars, Building Queensland Detailed Business Case 2017.*

# ARTHUR GORRIE CORRECTIONAL CENTRE

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
DEPARTMENT OF JUSTICE AND ATTORNEY-GENERAL	DETAILED BUSINESS CASE UNDERWAY	LEADING DETAILED BUSINESS CASE	Q3 2017	\$560–\$610 MILLION*



## NEED

The Arthur Gorrie Correctional Centre (AGCC) is the male remand centre for southern Queensland. Remandees are prisoners awaiting sentencing in custody and require accommodation that is segregated from convicted prisoners and located close to court facilities and social services.

The built capacity at AGCC has been exceeded by 35 per cent resulting in more than 600 remandees sharing cells for single occupation. Capacity constraints can lead to remandees being transported to and accommodated at non-remandee correctional centres which are also constrained.

## PROPOSAL

- The proposal is investigating:
- » reform options to reduce forecast demand
  - » better use of existing infrastructure, including reviewing the role and function of southern Queensland correctional centres
  - » ways to improve existing infrastructure to expand current capacity, including construction of new cell blocks and upgraded and expanded prisoner support services facilities
  - » construction of cells at a new greenfield site.
- The project is expected to:
- » decrease violence between prisoners, and prisoners and staff
  - » deliver more flexibility to manage the allocation of prisoners to the most appropriate facility
  - » increase access to remand-specific programs and health services to better prepare remandees for potential release following court proceedings
  - » reduce strain on building facilities with less risk of service failures.

## NEXT STEPS

Complete Detailed Business Case

*\*A range is provided by Building Queensland as a number of options are still being considered.*

# CUNNINGHAM HIGHWAY—YAMANTO INTERCHANGE TO EBENEZER CREEK

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
DEPARTMENT OF TRANSPORT AND MAIN ROADS	DETAILED BUSINESS CASE UPDATE	ASSISTING WITH DETAILED BUSINESS CASE UPDATE*	Q2 2017	\$340 MILLION**



## NEED

Increases in travel demand and expected developments along parts of the Cunningham Highway are likely to create additional safety considerations and capacity constraints, particularly at the intersection with Ipswich–Rosewood Road.

## PROPOSAL

The proposal involves strategic upgrades to a 4.75-kilometre section of the Cunningham Highway between Warwick Road at Yamanto and Ebenezer Creek, to the south west of Ipswich.

The proposal is investigating the delivery of a highway interchange and new alignment connecting the Cunningham Highway, Centenary Motorway extension and the Western Ipswich Bypass.

The project is expected to:

- » deliver travel time cost savings
- » deliver vehicle operating cost savings
- » lower accident rates
- » enhance opportunity for major economic and defence-related development earmarked for the region.

## NEXT STEPS

Complete Detailed Business Case

*\*Initial Business Case completed prior to the establishment of Building Queensland. Responsible Agency currently undertaking an update of cost estimate and economic analysis.*

*\*\*Nominal cost in Australian dollars, Responsible Agency Business Case 2012.*

# LAKE MACDONALD DAM SAFETY UPGRADE



RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
SEQWATER	DETAILED BUSINESS CASE UNDERWAY	ASSISTING WITH DETAILED BUSINESS CASE	Q3 2017	\$80 MILLION*

## NEED

- Lake Macdonald Dam on Six Mile Creek on the Sunshine Coast requires an upgrade to meet modern standards and the performance requirements of the Queensland dam safety regulations into the future.
- The assessment of Lake Macdonald considered:
- » population growth downstream of the dam
  - » advances in dam design and development of consistent methodologies for assessment of dam safety
  - » the latest estimates of extreme rainfall
  - » data from recent major weather events and updated modelling
  - » improved understanding of earthquake probabilities and loads.

## PROPOSAL

The proposal is investigating options to reduce dam safety risks by improving the spillway discharge capacity and earthquake stability, while maintaining water supply security.

Studies have considered a range of options including decommissioning of the dam, retrofit of strengthening works and new build options.

## NEXT STEPS

Complete Detailed Business Case

*\*Nominal Cost in Australian Dollars 2016, estimate provided by Responsible Agency.*

# NEW PERFORMING ARTS VENUE



## RESPONSIBLE AGENCY

ARTS QUEENSLAND

## PROPOSAL STAGE OF DEVELOPMENT

DETAILED BUSINESS CASE UNDERWAY

## BUILDING QUEENSLAND'S ROLE

ASSISTING WITH DETAILED BUSINESS CASE

## PLANNED STAGE END DATE

Q4 2017

## ESTIMATED COST OF DELIVERY

TO BE DETERMINED\*

## NEED

Brisbane's major performing arts venues are currently at capacity and there is increasing pressure on the largest venues to satisfy demand from touring producers and audiences.

## PROPOSAL

The proposal is to deliver a 1,700-seat performing arts venue in proximity to Brisbane's existing cultural precincts.

The project is expected to:

- » meet demand from the arts sector for greater access to Brisbane venues
- » increase economic activity driven by touring productions and tourists
- » showcase Queensland's home companies to wider audiences and attract talent to Queensland
- » grow the range of performing arts experiences available to Brisbane
- » strengthen Brisbane's cultural tourism offering and reinforce the state's cultural credentials.

## NEXT STEPS

Complete Detailed Business Case

*\*Subject to selection of the preferred site, delivery and operating model.*

# PORT OF GLADSTONE—CLINTON VESSEL INTERACTION



RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
GLADSTONE PORTS CORPORATION	DETAILED BUSINESS CASE UNDERWAY	ASSISTING WITH DETAILED BUSINESS CASE	Q3 2017	\$65–\$80 MILLION*

## NEED

The movement of larger vessels (draft over 14 metres) through the Clinton Channel at the Port of Gladstone is resulting in interaction of forces between the passing vessel and vessels berthed at the RG Tanna Coal Terminal. These forces impact on the safe mooring and operations at the terminal.

## PROPOSAL

Proposal options being investigated include:

- » making better use of existing infrastructure, including controlling transit speed and utilising tugs to control vessels berthed at time of transit, and introducing a new mooring system
  - » improving existing infrastructure, such as deepening the Clinton Bypass Channel and widening the Clinton Channel.
- The project is expected to improve the efficiency of:
- » ship loading
  - » the allocation of port infrastructure and resources
  - » passage through the Clinton Channel.

It is also expected to create a safer environment as these activities will no longer be impacted by the passage of larger vessels.

## NEXT STEPS

Complete Detailed Business Case

*\*A range is provided by Responsible Agency as a number of options are still being considered.*



# PUBLIC SAFETY REGIONAL RADIO COMMUNICATIONS



RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
DEPARTMENT OF SCIENCE, INFORMATION TECHNOLOGY AND INNOVATION	DETAILED BUSINESS CASE UNDERWAY	LEADING DETAILED BUSINESS CASE	Q4 2017	\$400–\$600 MILLION*

## NEED

Outside of South East Queensland, Public Safety Agencies rely on ageing analogue networks and equipment that do not meet the requirements of modern emergency services. The networks are not secure, do not allow for cross-agency communication and have coverage limitations in some areas. In addition, equipment is nearing end-of-life and requires upgrading. In some areas equipment does not comply with Australian Communications and Media Authority licensing requirements.

## PROPOSAL

The proposal is undertaking a Concept of Operations Review to ensure the Detailed Business Case assesses the most suitable delivery model and value for money options for the provision of a fit-for-purpose radio communications network for Public Safety Agencies in regional Queensland. Australian Communications and Media Authority radio spectrum compliance is being taken into consideration as well as the utilisation of existing infrastructure and state resources.

The proposal is expected to:

- » increase Public Safety Agency collaboration and performance
- » increase officer safety and enhance operational effectiveness
- » improve alignment to mission critical communication standards
- » improve operational resource management
- » enhance data to inform future operational and strategic plans, policies and procedures.

## NEXT STEPS

Complete Detailed Business Case

*\*Nominal cost in Australian dollars 2016, Preliminary Business Case estimate provided by Responsible Agency.*

# SOUTHERN QUEENSLAND CORRECTIONAL PRECINCT (GATTON)

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
DEPARTMENT OF JUSTICE AND ATTORNEY-GENERAL	DETAILED BUSINESS CASE UNDERWAY	ASSISTING WITH DETAILED BUSINESS CASE*	Q3 2017	\$740 MILLION**



## NEED

After a period of high growth in the prisoner population, the capacity of the southern Queensland male high-security correctional facilities is constrained, with capacity exceeded by more than 25 per cent resulting in more than 2,000 prisoners sharing cells designed for single occupation.

## PROPOSAL

The objective of the proposal is to improve safety and reduce pressure on existing facilities in southern Queensland.

Expansion of the Southern Queensland Correctional Precinct is being investigated as there is already a Master Plan for a larger facility at this site that could help to relieve capacity constraints at other facilities in southern Queensland. The proposal is investigating the construction of Stage 2 of the Southern Queensland Correctional Precinct near Gatton to provide a new 1,004 cell, high-security facility for male prisoners.

The project is expected to:

- » decrease violence between prisoners, and prisoners and staff
- » deliver more flexibility to manage the allocation of prisoners to the most appropriate facility
- » increase access to education, programs, and prison employment opportunities to provide employable skills and readiness for community reintegration in order to lower rates of recidivism
- » reduce strain on building facilities with less risk of service failures.

## NEXT STEPS

Complete Detailed Business Case

\*Detailed Business Case commenced prior to the establishment of Building Queensland.  
\*\*Nominal cost in Australian dollars 2016, estimate provided by Responsible Agency.

# TOWNSVILLE EASTERN ACCESS RAIL CORRIDOR

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
DEPARTMENT OF TRANSPORT AND MAIN ROADS	DETAILED BUSINESS CASE UNDERWAY	LEADING DETAILED BUSINESS CASE	Q4 2017	\$500–\$700 MILLION*



## NEED

Infrastructure constraints limit the use of longer trains on the existing rail network to the Port of Townsville. These constraints are impacting freight throughput on the road and rail networks, affecting the cost and efficiency of freight movements. The rail corridor requires trains to traverse the Townsville urban area to access the Port of Townsville, creating safety issues and congestion at open level crossings, and environmental and amenity issues in residential areas. Currently, 1,000-metre trains operating in the rail corridor must be broken up before entering the port precinct, which also contributes to the inefficient movement of trains.

## PROPOSAL

The proposal is investigating options for a new freight rail link with greater capacity connecting the Mount Isa Line and North Coast Line, through the Townsville State Development Area to the Port of Townsville.

The project is expected to:

- » enhance regional development as well as state and national economic prosperity by effectively moving increasing volumes of freight—primarily for export
- » eliminate supply chain constraints and bottlenecks affecting the region's ability to expand its productive capacity
- » improve management of community amenity, safety, sustainability and congestion impacts associated with future increases in rail freight moving through the Townsville urban area
- » protect freight corridors for current and future use.

## NEXT STEPS

Complete Detailed Business Case

*\*A range is provided by Responsible Agency based on 2011 Preliminary Business Case.*

# BEAUDESERT WATER SUPPLY



RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
SEQ/WATER	PRELIMINARY BUSINESS CASE COMPLETE	TO BE DETERMINED*	NOT APPLICABLE	\$70–\$130 MILLION **
<b>NEED</b> <p>The projected bulk water demand from the Beaudesert township is expected to exceed capacity by 2022 and increase significantly thereafter due to significant growth in the area, particularly within the Bromelton State Development Area. There is also significant growth predicted in the adjacent Logan City Council area of South Logan (including Yarrabilba and Flagstone).</p> <p>Water supply to the Beaudesert township is currently provided by the Beaudesert Water Treatment Plant. The Plant is a stand-alone water supply that extracts raw water from the Logan River, which has highly variable water quality. It is not connected to the South East Queensland Water Grid. The Water Treatment Plant was refurbished in 2014 to increase its water treatment capacity to four megalitres per day.</p>				
<b>PROPOSAL</b> <p>The proposal investigated options to augment the bulk water supply for the region. Two strategic options were considered viable and investigated in more detail. These options included a new connection from the Southern Regional Water Pipeline to Beaudesert and a pipeline connection via a new Wyaralong Water Treatment Plant. Either would allow the existing Beaudesert Water Treatment Plant to be decommissioned.</p> <p>Further investigation of corridor requirements has shown that the pipeline connection via a new Wyaralong Water Treatment Plant is the preferred strategic option. The Southern Regional Water Pipeline connection project would be delivered first to meet short-term needs in the Beaudesert area. The treatment plant project would then be delivered based on demand triggers.</p> <p>The preferred option is expected to meet the future demand of the Beaudesert township and provide water supply security to growth areas in the Logan City Council area. It also has the strategic benefit of providing an additional source of water to the grid, increasing bulk water supply reliability in South East Queensland.</p>				
<b>NEXT STEPS</b> <p>Commence Detailed Business Case</p>				

\*Building Queensland's role subject to further development of technical specifications.  
 \*\*A range is provided by Responsible Agency as a number of technical specifications are still being considered.

# BRUCE HIGHWAY – PINE RIVER TO CALOUNDRA ROAD INTERCHANGE UPGRADE

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
DEPARTMENT OF TRANSPORT AND MAIN ROADS	PRELIMINARY BUSINESS CASE UNDERWAY	ASSISTING WITH PRELIMINARY BUSINESS CASE	Q4 2017	TO BE DETERMINED*



## NEED

The existing section of the Bruce Highway from Pine River to Caloundra Road lacks capacity to accommodate current morning and afternoon peak demand, resulting in congestion and an increase in motor vehicle incidents. The section of the Bruce Highway between Caboolture and Steve Irwin Way is also prone to flooding.

## PROPOSAL

The proposal for the 60-kilometre section of the Bruce Highway from Pine River to Caloundra Road is likely to be progressed as a number of packages. Flood mitigation, road safety and capacity improvements will be investigated for this section of the highway.

A number of options will be considered across the packages including non-infrastructure solutions for existing assets, improvements to existing assets such as flood immunity and new assets such as additional lanes.

Each package is expected to:

- » improve transport system reliability and efficiency
- » improve safety outcomes through a reduction in the number and severity of crashes on the highway
- » improve flood immunity
- » support economic growth in the Sunshine Coast and Moreton Bay regions by more efficient transport.

## NEXT STEPS

Complete Preliminary Business Case

*\*An estimate will be provided once the proposal has been developed further, as the project may be split into smaller packages of work.*

# CABOOLTURE HOSPITAL REDEVELOPMENT

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
QUEENSLAND HEALTH, METRO NORTH HOSPITAL AND HEALTH SERVICE	PRELIMINARY BUSINESS CASE COMPLETE	TO LEAD DETAILED BUSINESS CASE	NOT APPLICABLE	\$240–\$260 MILLION*



## NEED

The infrastructure at Caboolture Hospital is operating at capacity in a number of areas, and the hospital currently faces long Emergency Department waiting times and overcrowding. The current asset condition and functionality is not supporting the efficient and effective delivery of contemporary health services at the hospital. Forecast demand, driven by a growing and ageing population and high levels of chronic disease, is expected to place further pressure on the hospital.

## PROPOSAL

The options investigated in the proposal include a combination of a new build and refurbishment of existing facilities. The preferred option is to construct a new outpatient building and adjacent car park, and refurbish the paediatric outpatient area to expand the Emergency Department on the existing Caboolture Hospital site.

The project is expected to:

- » improve community health outcomes
- » reduce travel cost for patients
- » increase workforce sustainability
- » improve operating efficiencies, safety and functionality of the hospital.

## NEXT STEPS

Commence Detailed Business Case

*\*A range has been provided by the Responsible Agency as a number of options are still being considered.*



# INTEGRATED CLIENT MANAGEMENT SYSTEM REPLACEMENT

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
DEPARTMENT OF COMMUNITIES, CHILD SAFETY AND DISABILITY SERVICES	PRELIMINARY BUSINESS CASE UNDERWAY	ASSISTING WITH PRELIMINARY BUSINESS CASE	Q3 2017	TO BE DETERMINED*



## NEED

Sharing relevant information at the right time is critical to the safety and wellbeing of at-risk children and young people, as well as to maintain confidentiality of information.

Despite significant resources being spent on maintaining and upgrading the current Integrated Client Management System (ICMS), several opportunities for improvement have been identified. The technology is reaching the end of its useful life and integration with new technology (e.g. Windows operating systems and productivity tools) is becoming increasingly complex. Furthermore, there are opportunities to enhance information sharing capacity with other government and non-government organisations.

## PROPOSAL

The proposal is investigating tranches of work to improve the delivery of frontline child safety and youth justice services for at-risk children and young people living in Queensland. In the current stage, solutions are being analysed with prototypes from vendors being considered.

The project is expected to:

- » improve capacity for more integrated, informed, prioritised and targeted service delivery to meet clients' core needs
- » combine cross-system targets and outcomes to improve collaboration amongst service providers
- » improve outcomes for children and young people, their families and the community
- » improve value for money in achieving business objectives, as service providers will be able to spend more time on individualised service delivery.

## NEXT STEPS

Complete Preliminary Business Case

*\*An estimate will be provided once the proposal has been developed further.*



# LOGAN HOSPITAL EXPANSION

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
QUEENSLAND HEALTH, METRO SOUTH HOSPITAL AND HEALTH SERVICE	PRELIMINARY BUSINESS CASE COMPLETE	TO LEAD DETAILED BUSINESS CASE	NOT APPLICABLE	\$260–\$280 MILLION*



## NEED

The scope and scale of Logan Hospital's services and physical infrastructure are insufficient to meet existing demand. Factors driving this demand include a growing and ageing population, and disproportionate demand for emergency services. Capacity constraints have resulted in extended Emergency Department and outpatient waiting times, Emergency Department overcrowding and delays in provision of care.

## PROPOSAL

The proposal investigates options to improve existing facilities by building a new Emergency Department either as a standalone facility or on top of existing buildings.

The project is expected to:

- » increase service access at Logan Hospital and reduce burden on out of locality services
- » reduce reliance on Emergency Department short-stay
- » improve facilities and health care services
- » improve work conditions for staff and staff retention
- » improve education opportunities.

## NEXT STEPS

Commence Detailed Business Case

*\*A range is provided by Responsible Agency as a number of options are still being considered.*

# M1 PACIFIC MOTORWAY – EIGHT MILE PLAINS TO DAISY HILL

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
DEPARTMENT OF TRANSPORT AND MAIN ROADS	PRELIMINARY BUSINESS CASE UNDERWAY	ASSISTING WITH PRELIMINARY BUSINESS CASE	Q3 2017	TO BE DETERMINED*



## NEED

Traffic volumes on the M1 Motorway are exceeding capacity, causing extended periods of congestion on a daily basis. Forecast increases in travel demand will further extend traffic delays, increasing travel times, decreasing reliability and risking road safety on the 8-kilometre section of the M1 between Eight Mile Plains and Daisy Hill. Busway services use this section and forecast increases in traffic congestion will further impact bus travel time reliability and customer satisfaction. The cycle network is also disconnected on this section, reducing alternatives for local traffic.

## PROPOSAL

- The proposal is investigating the following options:
- » managed motorways, including ramp metering
  - » eight-lane option on M1 Motorway
  - » extension of the South East Busway to Springwood, including new cycle infrastructure.
- The project is expected to:
- » improve motorway capacity, travel times, reliability and safety
  - » optimise efficiency for freight and commercial transport
  - » promote travel behaviour change and mode shifts to public and active transport.

## NEXT STEPS

Complete Preliminary Business Case

*\*An estimate will be provided once the proposal has been developed further.*

# M1 PACIFIC MOTORWAY – VARSITY LAKES TO TUGUN

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
DEPARTMENT OF TRANSPORT AND MAIN ROADS	PRELIMINARY BUSINESS CASE UNDERWAY	ASSISTING WITH PRELIMINARY BUSINESS CASE	Q4 2017	TO BE DETERMINED*



## NEED

Traffic volumes on the 10-kilometre section of the M1 Motorway between Varsity Lakes and Tugun are exceeding capacity during the morning, afternoon, weekend and holiday periods causing high levels of congestion on a daily basis. Forecast increases in travel demand (including freight, tourism and airport related traffic) will further extend traffic delays, increasing travel times, decreasing reliability and risking road safety.

## PROPOSAL

- The proposal is investigating the following options:
- » managed motorways, including ramp metering
  - » minor infrastructure upgrades
  - » partial six-lane option on M1 Motorway.
- The project is expected to:
- » improve capacity, travel times, reliability and safety
  - » optimise efficiency for freight, commercial and tourism transport
  - » allow for future provision and integration of a heavy rail extension south from Varsity Lakes Station.

## NEXT STEPS

Complete Preliminary Business Case

*\*An estimate will be provided once the proposal has been developed further.*

# PARADISE DAM—PRIMARY SPILLWAY IMPROVEMENT PROJECT



RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
SUNWATER	PRELIMINARY BUSINESS CASE UNDERWAY	ASSISTING WITH PRELIMINARY BUSINESS CASE	Q4 2017	\$260 MILLION*

## NEED

Paradise Dam is located approximately 80 kilometres south west of Bundaberg on the Burnett River. It is a key component of the Bundaberg Water Supply Scheme—holding up to 300,000 megalitres of water for the city of Bundaberg and farmland irrigation. During the 2013 floods, extensive scour occurred downstream of the primary spillway. SunWater immediately repaired the scour and downstream toe of the dam, and investigated options to prevent scour occurring in future extreme weather events. This investigation identified necessary improvements to the primary spillway. Improvement works are being proposed to maintain efficient and safe operation of the primary spillway during extreme weather events. The Primary Spillway Improvement Project represents the highest priority for this storage beyond the works currently under construction, based on SunWater's portfolio risk assessment.

## PROPOSAL

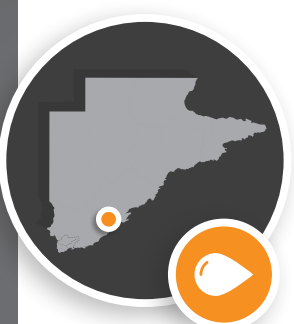
The proposal investigated options to improve the safety of Paradise Dam. Improvements to the primary spillway are proposed to prevent significant scour occurring downstream of the toe of the dam in major flood events. These works will address energy dissipation in the primary spillway and improve the primary spillway apron and dissipator. Improvement works will ensure the dam continues to function as intended in line with best management practices for large dams, including guidelines from the Australian National Committee on Large Dams Incorporated (ANCOLD). Works are not expected to impact landholders adjacent to the dam, irrigation customers or recreational users wanting to access boat ramps, picnic areas and other dam amenities.

## NEXT STEPS

Complete Preliminary Business Case

*\*Nominal Cost in Australian dollars 2015, estimate provided by Responsible Agency.*

# PARADISE DAM—SECONDARY SPILLWAY IMPROVEMENT PROJECT



RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
SUNWATER	PRELIMINARY BUSINESS CASE UNDERWAY	ASSISTING WITH PRELIMINARY BUSINESS CASE	Q4 2017	\$160 MILLION*

## NEED

Paradise Dam is located approximately 80 kilometres south west of Bundaberg on the Burnett River. It is a key component of the Bundaberg Water Supply Scheme—holding up to 300,000 megalitres of water for the city of Bundaberg and farmland irrigation.

During the 2013 floods, extensive scour occurred downstream of the primary spillway. SunWater immediately repaired the scour and downstream toe of the dam, and investigated options to prevent scour from occurring in future extreme weather events.

This investigation identified necessary improvements to the secondary spillway. Improvement works are being proposed to maintain efficient and safe operation of the secondary spillway during extreme weather events.

The Secondary Spillway Improvement Project represents the second highest priority for this storage beyond the works currently under investigation, based on SunWater's portfolio risk assessment.

## PROPOSAL

The proposal investigated options to improve the safety of Paradise Dam, including improvements to the secondary spillway to prevent significant scour in major flood events. Proposed upgrades include constructing a concrete apron and training wall in the secondary spillway to address the potential for scour.

The proposal will ensure the dam continues to function as intended in line with best management practices for large dams, including guidelines from the Australian National Committee on Large Dams Incorporated (ANCOLD). SunWater regularly conducts dam improvement projects in line with national industry guidelines to maintain safe and efficient dam operation.

## NEXT STEPS

Complete Preliminary Business Case

*\*Nominal cost in Australian dollars 2015, estimate provided by Responsible Agency.*

# PATIENT ADMINISTRATION SYSTEM REPLACEMENT PROGRAM

(FORMERLY QUEENSLAND CONNECTED PATIENT CARE PROGRAM)



RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
QUEENSLAND HEALTH	PRELIMINARY BUSINESS CASE UNDERWAY	ASSISTING WITH PRELIMINARY BUSINESS CASE	Q3 2017	\$190 MILLION*

## NEED

Queensland Health uses the Hospital Based Corporate Information System (HBCIS) as its Patient Administration System (PAS), to capture and manage both admitted and non-admitted patient, clinical and administrative data. HBCIS is an old system first implemented in the early 1980s using code that is now outdated and the system will not be supported after 2023.

In addition, integration with key systems such as integrated electronic Medical Record (ieMR), AUSLAB (Pathology Systems), i-Pharmacy and the Financial Management System presents major issues and impacts on workflow and productivity.

Queensland's healthcare system is evolving to patient-centric and accountable health management. HBCIS is not designed to support these evolving models of care.

## PROPOSAL

The proposal is investigating replacement of HBCIS throughout Queensland Health's facilities with a contemporary patient administration solution. This would support contemporary models of healthcare and integrate effectively with key new capabilities provided by the ieMR, Financial System Renewal (FSR) and Laboratory Information System (LIS) programs.

The project is expected to:

- » improve patient flow through the healthcare system and patient safety through more effective measures to identify and manage patients
- » deliver better patient communication, reporting and analyses
- » enhance patient experience and patient choice
- » improve efficiency of resource allocation and support more accurate costing of activity and billing
- » reduce duplicate patient records.

## NEXT STEPS

Complete Preliminary Business Case

*\*Nominal cost in Australian dollars 2016, estimate provided by Responsible Agency.*

# PRINCESS ALEXANDRA HOSPITAL REHABILITATION FACILITY

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
QUEENSLAND HEALTH, METRO SOUTH HOSPITAL AND HEALTH SERVICE	PRELIMINARY BUSINESS CASE COMPLETE	TO LEAD DETAILED BUSINESS CASE	NOT APPLICABLE	\$150–\$250 MILLION*



## NEED

The need for an infrastructure upgrade has been identified to provide for statewide spinal cord and brain injury rehabilitation as well as general rehabilitation services for patients utilising the Metro South Hospital and Health Service. This includes development of health solutions that provide flexibility to respond to changing models of care and future capacity growth.

## PROPOSAL

The proposal is investigating options including improvement of existing buildings, construction of new buildings and/or purchasing of services through a service agreement.

Further development of the proposal will include site master planning and preparation of the project definition plan and schematic design.

The project is expected to:

- » reduce acute care type relative stay index
- » provide relief from bed block in the acute care setting within the main hospital
- » reduce in-hospital lengths of stay and hospital re-admissions
- » reduce risk of deconditioning
- » reduce entry numbers to higher levels of institutionalised care
- » reduce GP-type presentations to Emergency Department as a proportion of total Metro South Hospitals Emergency Department activity
- » reduce Emergency Department re-admission rates and time between Emergency Department presentation and admission
- » reduce maintenance expenditure.

## NEXT STEPS

Commence Detailed Business Case

\*A range is provided by Responsible Agency as a number of options are still being considered.



# SUNSHINE MOTORWAY – MOOLOOLAH RIVER INTERCHANGE

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
DEPARTMENT OF TRANSPORT AND MAIN ROADS	PRELIMINARY BUSINESS CASE COMPLETE	TO LEAD DETAILED BUSINESS CASE	NOT APPLICABLE	\$430 MILLION*



## NEED

The existing Sunshine Motorway, Nicklin Way and Kawana Way transport infrastructure lacks capacity to accommodate forecast travel demand, resulting in significant congestion.

## PROPOSAL

The proposal is investigating a range of roadworks in the area of the Mooloolah River Interchange of the Sunshine Motorway, including expanded lane connections, river crossings and intersection upgrades.

The project is expected to:

- » improve safety by reducing crashes and weaving behaviours at the Mooloolah River Interchange
- » increase capacity on the Sunshine Motorway between the Kawana Way interchange and the new Mooloolah River interchange
- » provide better connectivity between the Sunshine Coast University Hospital, Maroochydore, Kawana and Caloundra via a new Mooloolah River Crossing.

## NEXT STEPS

Commence Detailed Business Case

*\*Nominal cost in Australian dollars 2015, estimate provided by Responsible Agency.*



# NORTH LAKES MANGO HILL SECONDARY SCHOOL

(FORMERLY ADDITIONAL SECONDARY SCHOOLING CAPACITY NORTH OF BRISBANE)

RESPONSIBLE AGENCY	PROPOSAL STAGE OF DEVELOPMENT	BUILDING QUEENSLAND'S ROLE	PLANNED STAGE END DATE	ESTIMATED COST OF DELIVERY
DEPARTMENT OF EDUCATION AND TRAINING	STRATEGIC BUSINESS CASE COMPLETE	TO ASSIST WITH PRELIMINARY BUSINESS CASE	NOT APPLICABLE	TO BE DETERMINED*



## NEED

The capacity of the existing state schools in the area under investigation north of Brisbane is not considered sufficient to meet future enrolment demand. This area has experienced significant population growth over the past five years—particularly in the school-aged population. Rapid population growth is expected to continue due to the considerable degree of residential development in the area.

## PROPOSAL

The proposal is investigating the delivery of additional state secondary schooling capacity for local students over the next five years. This may include augmenting the capacity of existing schools and/or delivering a new school.

The project is expected to:

- » improve educational outcomes
- » improve student wellbeing
- » improve teacher satisfaction
- » increase local accessibility to secondary education services.

## NEXT STEPS

Commence Preliminary Business Case

*\*An estimate will be provided once the proposal has been developed further.*

# SECTOR OBSERVATIONS

The application of our Business Case Development Framework is evident in our assessment of proposals for the Pipeline. Building Queensland has observed an increase in the number of proposals addressing strategic alignment and presenting a clearly articulated service need.

Continued improvement in the development of social infrastructure proposals, particularly around more thorough options analysis and attempts to quantify and monetise benefits, is being demonstrated by agencies.

In the Health sector, we have observed a couple of proposals where morbidity and mortality are being monetised as well as the benefits of reduced patient travel. This monetising of benefits helps inform important decisions around the infrastructure solution and timing. Furthermore, in our last report, we encouraged greater consideration of the wider system when

developing infrastructure proposals. Queensland Health has been responsive in this area. This has resulted in a number of Health proposals now being recognised as priority proposals.

Almost a fifth of projects in the Pipeline are from the Water sector both in South East Queensland and across the regions. Dams are long-life assets and require continual assessment, monitoring and maintenance. Factors like development and population growth, and new ways of estimating extreme weather events have affected the way dams are managed.



Burdekin Falls Dam (Image courtesy of SunWater)

# PART 2: INFORMED DECISION-MAKING

The development of infrastructure proposals, decisions to invest and the delivery of projects is a lengthy and complex process. This section outlines some of the topical issues from proposal development to delivery.





# IN-PRINCIPLE GOVERNMENT COMMITMENTS

An in-principle infrastructure funding announcement does not mean the project is shovel-ready. In fact, almost all announcements have caveats. As should be the case, many are subject to detailed analysis confirming the viability of an infrastructure project before a final investment decision is made.

In these cases, the process from government commitment to investment involves the development of a Detailed Business Case. Robust Business Cases enable final investment decisions to be made based on evidence to determine if they represent the best opportunity to address the service need.

Importantly, the Business Case considers economic benefits and the financial costs as well as social, environmental and sustainability impacts both in the short and long term. Items such as demand, pricing, funding and financing models, delivery and operating models, and costs, risks and benefits associated with the proposed infrastructure are all considered.

Not only should detailed financial and economic analysis be undertaken but there must be conversations with the community. Whether broad public consultation or targeted reference groups, stakeholder input is crucial

## NULLINGA DAM PRELIMINARY BUSINESS CASE

In 2017, Building Queensland completed a Preliminary Business Case for Nullinga Dam, in consultation with the Department of Energy and Water Supply and SunWater.

The Preliminary Business Case was developed to implement a Queensland Government election commitment with Australian Government funding from the National Water Infrastructure Development Fund.

Building Queensland investigated the following options in detail:

- » reform options, including improvements to rules under the Mareeba Dimbulah-Water Supply Scheme (MDWSS) to increase operational performance
- » better use of and improvements to existing infrastructure, including upgrades to the MDWSS distribution system via targeted infrastructure works to reduce system losses and convert nominated loss allocations to new water allocations for sale
- » Nullinga Dam (design and build).

The Preliminary Business Case is now with the Queensland Government for consideration.



## LOWER FITZROY RIVER INFRASTRUCTURE PROJECT

Building Queensland is leading the development of the Detailed Business Case for the Lower Fitzroy River Infrastructure Project. This project was referred to Building Queensland following the Australian Government's election commitment to provide conditional capital funding of \$130 million toward the project. Funding is subject to the outcomes of the Detailed Business Case among other matters, including the approved Environmental Impact Statement and matching funding commitments from the state.

The Lower Fitzroy River Infrastructure Project represents a potentially significant investment in water infrastructure in the region and careful consideration is prudent given the financial contribution that would also be required outside of the Australian Government commitment of \$130 million.

To ensure a robust assessment of demand occurred as part of the development of the Lower Fitzroy River Infrastructure Project Business Case, a national public Request for Information process was undertaken in April 2017 to test agricultural and industrial demand.

The information obtained from this process is being used to inform the development of the Detailed Business Case.

to the development of the Business Case and to confirm the social licence to operate within a community. After all, the whole idea behind infrastructure is to provide services to people across the state.

Like all capital purchases, infrastructure also requires ongoing funds for operation and maintenance. A new hospital not only costs a significant amount to build, but the operational costs of providing each bed is also substantial. These costs mean that it is important to get the size right; too small means the service needs are not being met and too large means that money is

being wasted on capacity that is not being fully utilised.

A Detailed Business Case does this type of detailed analysis and recommends an approach with the best long-term value. Without this analysis, infrastructure solutions could be expensive to operate and maintain without providing enough value, such as social and environmental benefits, to justify the upfront and ongoing costs.

Government commitments were made in relation to the Cairns Shipping Development Project and Cairns Convention Centre Expansion in the 2017–18




Fitzroy River (Image courtesy of Department of Natural Resources and Mines)

Queensland Budget. Building Queensland will be involved in the development of Business Cases for these projects.

Business Case development takes time but infrastructure is a long-term investment and good proposal development ensures the forecasts of the future use of the asset are well scrutinised and the value of the investment is maximised.





*Good proposal development ensures the forecasts of the future use of the asset are well scrutinised and the value of the investment is maximised.*





# SHARE OF INFRASTRUCTURE

Building Queensland's focus is on major infrastructure proposals with a minimum capital value of \$50 million.

In regional areas, infrastructure is tailored to cater for local demands, which are typically of a smaller scale and therefore may not reach the \$50 million

threshold to be assessed for inclusion in Building Queensland's Infrastructure Pipeline. Many of the infrastructure requirements in our regions are provided by local governments; again, these are not captured in our Pipeline.

It is important to understand that local services are also supported by regional centres with more specialised services, such as those offered by tertiary hospitals.

So, although a new health clinic is too small to appear in the Pipeline, rural residents benefit from larger hospitals which are assessed for the Infrastructure Pipeline. Take for example the Princess Alexandra Hospital Rehabilitation Facility. Although based in South East Queensland, if the project proceeds it will provide enhanced spinal cord and brain injury rehabilitation services for residents across the state.



Regions are getting a significant share of the infrastructure spend. All regional infrastructure may not be visible in the Pipeline; however, it is occurring as reported in the State Infrastructure Plan. With over 60 per cent of the population living outside of the greater Brisbane area, Queensland is Australia's most decentralised state. This is reflected in Queensland's Budgeted Capital expenditure in 2017–18, with 66 per cent allocated to areas outside of greater Brisbane (see Figure 3).

While this in part reflects the higher relative cost of providing these services in more remote areas, it does demonstrate a commitment to addressing the infrastructure requirements across the state.



Image courtesy of Tourism and Events Queensland



### CRITERIA FOR INCLUSION IN THE PIPELINE

For a proposal to be considered for inclusion in the Pipeline it must be:

- » estimated to have a minimum capital value of \$50 million
- » unfunded—proposals with a partial or full funding commitment for procurement or delivery are excluded
- » state government infrastructure proposal aligned to the sectors and asset classes in the State Infrastructure Plan—arts, culture and recreation, digital, education and training, energy, health, justice and public safety, social housing, transport and water.

Figure 3. Queensland budgeted capital expenditure 2017–18. Population: Australian Bureau of Statistics, Estimated Resident Population, Statistical Areas Level 4, Queensland, 2006 to 2016. Expenditure: Queensland State Budget Capital Statement 2017–18, Capital Program.





# DETAILED BUSINESS CASE TO DELIVERY

Once a Detailed Business Case has been finalised by Building Queensland, it is referred to the Queensland Government for investment consideration. At this point Building Queensland's role is complete. Once funded, the Responsible Agency is required to deliver the project.

The completed Detailed Business Case provides a recommendation on whether to proceed with a project, as well as the timing of when the investment is needed in line with forecast demand requirements.

Well-planned infrastructure projects have long lead times. Proposals that ultimately receive funding progress through several more stages after the completion of

the Detailed Business Case, which may include detailed design, legislative and regulatory approvals, land acquisitions, procurement and contract negotiations before construction begins.

It is often necessary to update and supplement previous analysis as a project moves into these stages. This means that the end solution may evolve from what was originally presented in the Detailed Business Case to mitigate risks and maximise benefits.

Once the contract has been awarded the project moves into the delivery stage—where the infrastructure solution is delivered. It is not until the project moves into operation that the community starts to experience the benefits of the investment—for example, health services from a new hospital.

A number of factors can influence the lead times associated with procurement and delivery. For example, when private sector financing is sought as part of the delivery model for a project, a more detailed approach may be required at the procurement stage to ensure value for money benefits are realised during the delivery, operations and maintenance stages of the project.

The realisation of social, economic and environmental benefits is a key reason investment in infrastructure is made. To enable effective planning for future infrastructure, it is important to measure how well current infrastructure is performing and whether new infrastructure delivers the intended benefits. This is commonly achieved through activities such as post-implementation evaluation.



*The realisation of social, economic and environmental benefits is a key reason investment in infrastructure is made.*

Queensland State School

Southern Queensland Correctional Centre (Image courtesy of Queensland Corrective Services)



## BEERBURRUM TO NAMBOUR RAIL UPGRADE PROJECT

Building Queensland completed the Detailed Business Case for the Beerburrum to Nambour Rail Upgrade Project in December 2016. Rigorous demand analysis and modelling undertaken during the development of the Business Case indicated the freight train paths that meet supply needs are expected to reach capacity by 2023.

The indicative lead time for the project is five years including:

- » state and federal government deliberations and funding approvals—6 to 12 months
- » procurement, contract negotiations and award—12 to 18 months
- » detailed design, acquisitions and construction—36 months.

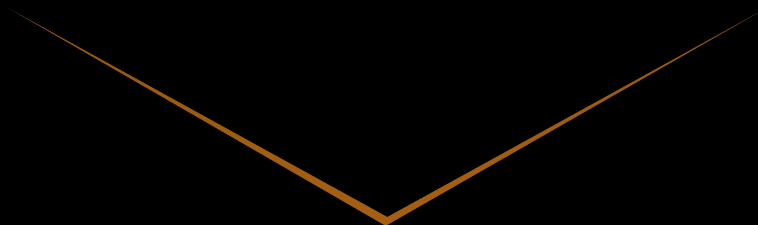
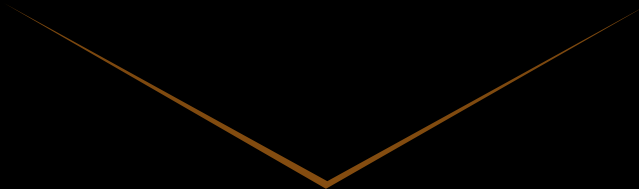
The project completion is anticipated to deliver requisite additional capacity which will provide freight operators with greater certainty to reliably meet logistic needs. It will also alleviate scheduling conflicts between passenger and freight services improving reliability for all services.

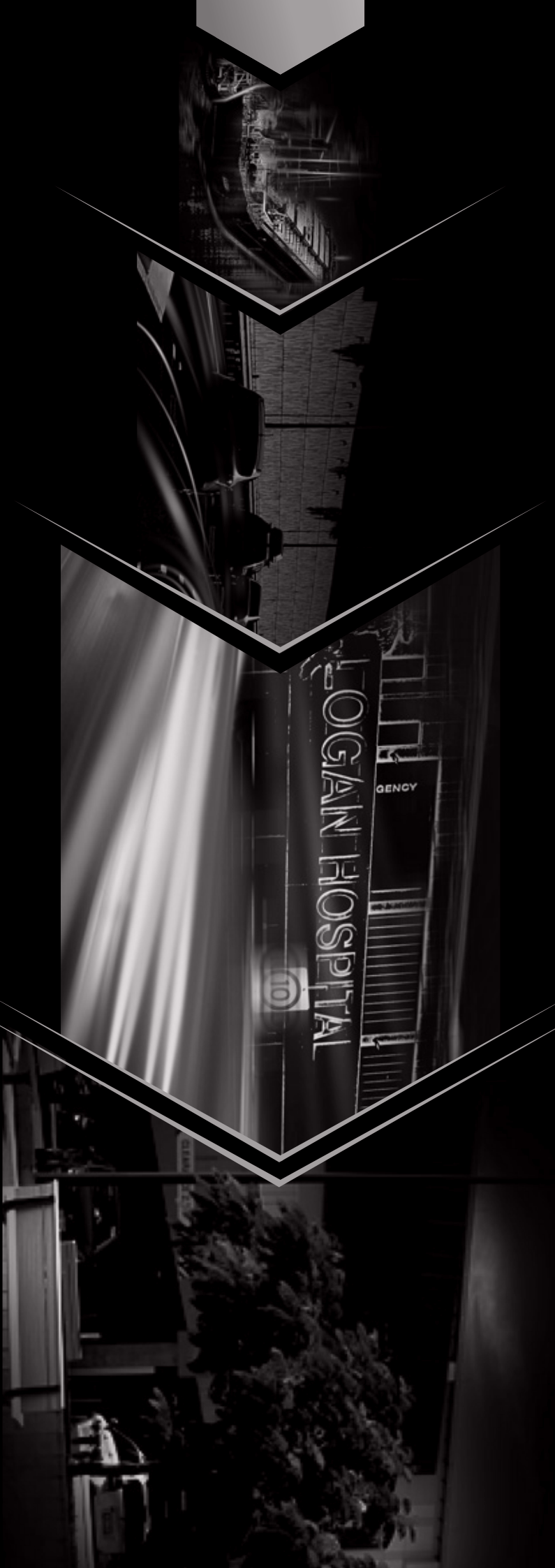
This proposal has been recommended to the Queensland Government as a priority given the lead times associated with project procurement and delivery.

< Spirit of Queensland on the Sunshine Coast (Image courtesy of Queensland Rail)









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# **Queensland Rail Independent Review**

## **Ergonomic Assessment of NGR Driving Cabs Recommendation Specifications**

Report

7 September 2016





## Document Version

Issue	Date	Details	Author	Changes
1.0	07.09.2016	First issue	Justin O'Sullivan	n/a

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## **1 EXECUTIVE SUMMARY**

### **1.1 Background**

The recommendations made in the report of late August, 2016 are specified here.

The recommendations are based on review of the MU1 cab, assessment of a selection of drivers encompassing small and large statures, review of the Bombardier report and take account of requirements given in the Deed and, more specifically, MD-10-126.

This report has been prepared by Justin O'Sullivan, an Ergonomist and Human Factors Expert and the author of the original report.

### **1.2 Summary of Specifications**

The analysis of design drawings and analysis to date indicates the following recommendations are needed:

- Raising the seat 30mm and moving it forwards 70mm via a metal plate/plinth offset to use existing anchorage points;
- Altering the dash/console profile to incorporate a chamfer measuring nominally 38mm vertically and 135mm horizontally on the underside of the console top and 500mm wide;
- Installing/adding an infill to merge the edge of the top plate/controls mounting plate with the near edge top profile of the console;
- Adjusting the footplate adjustment screw to achieve a force of no more than 15-20kg required to push the plate down when adjusting height;
- Repositioning the radio handset to a location which does not require an awkward, limit of reach posture.

## 2 RECOMMENDATIONS AS GIVEN IN REPORT

The following recommendations were made (subject to further analysis):

1. Review the position of the driver's seat relative to the dash in terms of raising the seat and moving it closer; the exact requirements need to be carefully determined;
2. Install a mild chamfer under the edge of the dash to provide extra clearance above those who would like to sit higher.
3. Examine the possibility of an angled infill to remove the 3-5mm near edge of the dash overlay and create a continuous smooth surface as a wrist rest.
4. Reduce the force required to push the footrest down – to no more than 20kg (based on strength data).
5. Reposition the radio over next to the central screen if possible.
6. Educate drivers as to all features and adjustments of the seat including how to gain extra height via the seat pan tilt levers (to be actioned by QR).

## 3 RECOMMENDATION SPECIFICATIONS

### 3.1 Repositioning Seat

The seat should be repositioned relative to the console as follows:

- Raise the seat 30mm in height at its base;
- Move the seat 70mm closer to the console.

The above magnitudes are required to make a material change to postures for short drivers and should allow tall drivers to be appropriately accommodated. In the event of the 70mm not being possible, a move forward of 50mm will be beneficial.

The above changes could be made by way of a plate/plinth offset to allow use of the existing anchorage points. This will allow adjustment of the change in the event that further modification is needed. The changes should be assessed in on track testing.

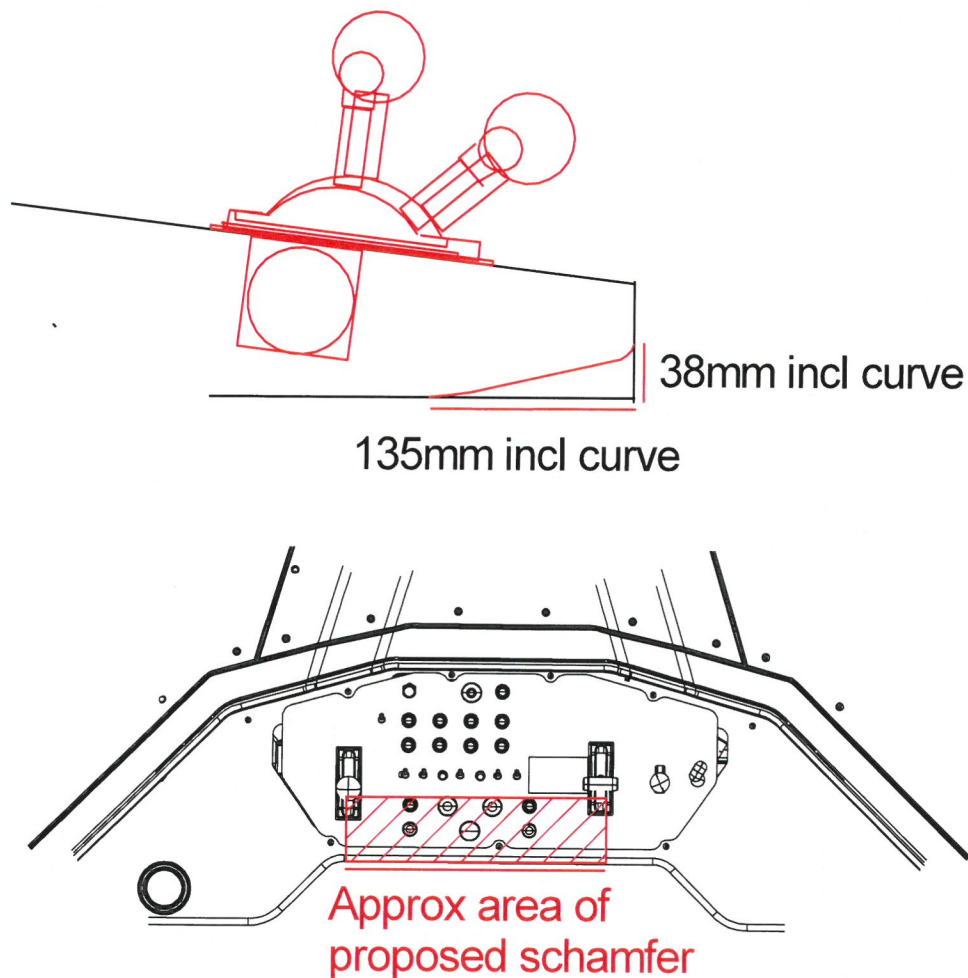
Rationale is as follows:

- The current position does not accommodate P5 drivers so as to avoid awkward postures including moderate to significant forward shoulder elevation to operate the power and brake levers and likely tensing to raise the head for visibility through the front windscreen;
- The QR RTC anthropometric data indicates that both P5 and P95 drivers will be provided appropriate positioning for driving tasks with the above changes.

### 3.2 Schamfering Underside of Console

The design of the Traction Controller (D01), Brake Controller (D02) and typical buttons appear to allow alteration of the near underside of the console in the region between the power and brake controller assemblies/mechanisms. The following change is proposed:

- Alter the design of the nearside profile of the GRP and any underlying metal framework;
- Create a sloped/schamfer which is 38mm vertically and 135mm horizontally as per Figures 1,2.



Figures 1,2: Sketches of proposed schamfer

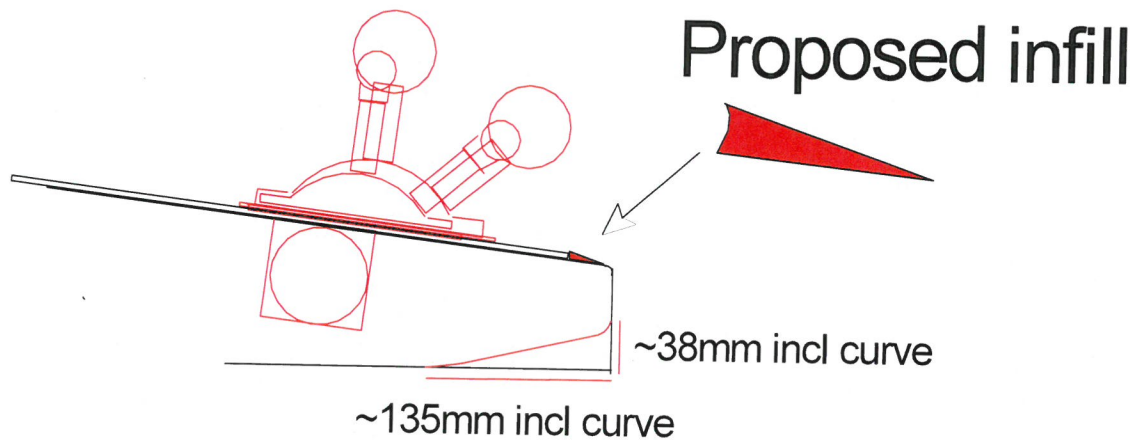


Rationale for change:

- The change will allow drivers with thicker thighs to sit higher relative to the console, for better visibility and access to controls;
- The change will also better accommodate drivers with longer lower legs.

### 3.3 Infill to Top Profile of Console

The proposed change is an infill of some sort to create a uniform profile by neutralising the edge of the top plate on top of the console surface as per or similar to **Figure 3**.



**Figure 3: Sketch of proposed infill at edge of top plate of console**

Rationale: the change reduces contact stress on the underside of the wrist where drivers rely on wrist support for prolonged operation of levers.

### 3.4 Reduce Force to Adjust Footrest

Reduce the force to depress the footrest by adjusting the spring tension (drive unit) screw so as to achieve a maximum force of 15-20kg.

Rationale: the above forces accord with recognised hip extensor strength of females.

### 3.5 Reposition Handset for Radio

The change proposed is to move the radio handset closer to the drivers by repositioning the bracket as follows:

- Attach a durable gooseneck to the current mounting point, run the cable through it; attach the mounting plate for the handset to the end of the gooseneck OR
- Move the CCTV screen to the right to take up space where the handset bracket is currently mounted and reposition the handset bracket and cable outlet next to the Coms handset OR
- Reposition the radio base unit to the left by perhaps 90mm and attach the handset bracket to the right of the base unit and at a similar height and run the cable accordingly to an adjacent socket.

Rationale: the repositioning will, if done appropriately, eliminate the awkward, limit of reach postures required of shorter drivers as shown in photographs below (taken on 16 August, 2016).



Table 19/8/17.

Neil Scales.

DO.







Site from the NGR Cab-illustrating described  
sites which caused problems,  
Estimates transposed p. 28.

Tabled 19/7/17.  
Neil Seales







Photographs of improved notes taken from NGR cab.  
Estimates transcribed p 28

Tabled 19/7/17.  
Neil Scale, A







photograph of improved sites taken from NGR Cab.

Estimates Transcript p. 28

Tablod. 19/8/17.  
Neil Seales. ~~per~~

# Fixing the trains

Progress report

June Quarter 2017



# Foreword from the Deputy Premier

We are making tangible progress towards getting Queensland Rail back on track and transforming the way we deliver rail services for Queensland. Customers will see this around the network in the form of stabilised reliability, improved station amenity and more proactive customer engagement.

In this quarter, our primary focus has been on ensuring that Queenslanders have reliable rail services. Through the use of improved forecasting and modelling tools, Queensland Rail has conducted analysis and advised the Government that the current timetable can remain in place. This is a good outcome, as it means that customers can be assured that their services will continue to be operated. However, the Queensland Government acknowledges there will be a number of defined periods over the coming 12 months when isolated changes to the timetable may be required to ensure the availability of train crew and reliability of services.

We know we have a long way to go to restore customer confidence and return to a full-service timetable—but we are well on our way. I am confident that the people of Queensland will start to see a true transformation in the way we deliver rail services.



**Jackie Trad**

Deputy Premier  
and Minister for Transport



# Transforming rail

In the 'Fixing the trains' high-level implementation plan, released on 8 March 2017, the Queensland Government made a commitment to the people of Queensland that we would go above and beyond the Strachan Inquiry recommendations to deliver better rail services for our customers.

We outlined our plan for putting Queensland Rail back on track and we are delivering on that plan.

In the days, weeks and months since our plan for transforming rail was published, the Citytrain Response Unit has been working with Queensland Rail and the Department of Transport and Main Roads to stabilise rail operations, improve organisational capability, and drive an improved customer focus across Queensland Rail.

This quarterly report details the progress made in the past three months above and beyond the achievements announced as part of the first 100 days.

Transforming rail services to deliver a better standard of service is what Queenslanders deserve.

## Our priorities

The transformation program is being delivered in three phases: **stabilise**, **recover** and **transform**.

**Stabilise** operations, restore Citytrain services to a sustainable level, and regain customer and stakeholder confidence.

**Recover** the organisation and lay the foundation for a broader transformation program.

**Transform** Queensland Rail through cultural change and deliver a more integrated public transport structure for Queensland.





## Phase 1: stabilise

The number of cancellations across the network has declined and stabilised since February 2017. This indicates that Queensland Rail has been successful in its efforts to stabilise operations, restoring Citytrain services to a sustainable level and starting to regain customer and stakeholder confidence.

Key achievements over the quarter include:

### 1. Queensland Rail has confirmed that the current timetable can stay in place, enabling customers to plan their journeys with confidence

Queensland Rail has undertaken rigorous stress testing of the current timetable and has determined that the current timetable should remain in place.

There are however, a number of distinct stress periods identified over the next 12 months which will require active management. This may require timetable adjustments, for a defined period of time, to ensure sufficient train crew are available to deliver reliable services across the network.

Queensland Rail is committed to working with TransLink to ensure customers receive sufficient notice to make alternate arrangements during these stress periods so they can confidently plan their journey.

### 2. Queensland Rail can identify, in advance, where periods of stress created by a gap between train crew availability and service level requirements may impact service reliability

Queensland Rail has developed a model to forecast long-term train crew availability and service requirements to better predict timetable stress points over a rolling five-year period.

With this information, Queensland Rail can better plan for times where service reliability may be at risk due to a gap in train crew availability and service level requirements.

Queensland Rail continues to refine the model and improve forecast accuracy.

### 3. Queensland Rail has improved train crew management practices to ensure sufficient train crew are available to meet service requirements

Queensland Rail has undertaken detailed analysis to develop an eight-week train crew management plan. This enables Queensland Rail to proactively manage train crew utilisation and guide changes that may be required to service levels, particularly during stress periods and unplanned disruptions.

Queensland Rail is continuing to build in-house capability and capacity to ensure this process can be further improved.

### 4. Queensland Rail has made tangible progress towards becoming a more customer-focussed organisation

From equipping station staff with more tools to help customers, to frequent Commuter Catch-Ups and a refresh of station amenities, Queensland Rail is demonstrating that it is an organisation committed to meeting the needs of its customers and stakeholders. Queensland Rail will continue to use customer feedback to grow and evolve initiatives to improve customer experience.

## Phase 2: recover

Initiatives to promote organisational recovery are being undertaken in parallel to Phase 1: Stabilise activities.

Key achievements over the quarter include:

### 1. Queensland Rail has commenced overhauling training and recruitment practices to drive the medium-term goal of delivering a full-service timetable

Queensland Rail has accelerated its recruitment of drivers and guards and is in the process of overhauling and modernising its training programs.

- 28 previously experienced Queensland Rail driver candidates are in the final stages of recruitment.
- New tutor drivers and guards are being recruited to support an increased number of training schools.
- Additional driver and guard route mentors are in training to increase on-track training capacity.
- A partnership with GHD and the Centre for Excellence in Rail Training has been formed to improve and modernise driver and guard training.
- A new state-of-the-art train driving simulator is now being used to support training activities.

### 2. Queensland Rail is improving how it communicates with both customers and Government to ensure information is relevant, timely and reliable

Queensland Rail has undertaken a range of activities to create more effective, customer-focussed communications. This includes introducing Commuter Catch-Ups for customers to have a new forum to provide feedback, and increasing social media resourcing to help customers online seven days a week. Queensland Rail is continuing to work with TransLink to ensure timely and reliable information is communicated, particularly during disruptions, so customers can confidently plan their journeys.

Queensland Rail has also improved its processes to ensure detailed, accurate and regular reporting on train crew is provided to its Executive Leadership Team, Board and responsible Ministers.

### 3. The Citytrain Response Unit has undertaken assurance reviews of critical stabilise and recovery initiatives to ensure they deliver intended outcomes and contribute to the overall transformation of rail service delivery

The Citytrain Response Unit has established an assurance program designed to complement Queensland Rail's response and recovery priorities.

This quarter, the Citytrain Response Unit undertook a review of Queensland Rail's Response and Recovery Program Management Office to ensure that it is adequately skilled, structured and resourced to effectively deliver on the Strachan Inquiry recommendations. It has also undertaken assurance activities on Queensland Rail's assessment that the current timetable can stay in place, and the plans developed to actively manage stress periods over Easter and the June/July school holidays.







### Phase 3: transform

Initiatives in this transformation phase include driving cultural change within Queensland Rail and delivering a more integrated public transport structure for Queensland.

Key achievements over the quarter include:

**1. Queensland Rail has committed to driving cultural change within its business with the recent appointment of an Executive General Manager for People and Culture**

Both the Queensland Rail Chair and CEO have undertaken broad organisational engagement to date. This was to provide the basis for developing plans regarding the business' proposed cultural change program expected to be completed next quarter. Initial engagement has been complemented by the recent appointment of the Executive General Manager for People and Culture. It is anticipated that a multi-year process will be developed off the back of a comprehensive cultural assessment which will target change in customer service, transparency and proactivity.

**2. The Department of Transport and Main Roads is working with Queensland Rail to define clear accountabilities for major capital projects and significant timetable changes**

Consultation with key stakeholders has included:

- workshops to baseline current governance arrangements for significant timetable changes
- defining criteria to assist in identifying major capital projects that Department of Transport and Main Roads would lead

- meeting with senior transport executives from other jurisdictions about governance arrangements, accountabilities and experiences related to delivering major capital projects and significant timetable changes.

Work will continue through Quarter 3, 2017.

**3. The Citytrain Response Unit has undertaken a whole-of-business review of Queensland Rail to identify any areas that require attention beyond the scope of the Strachan Inquiry recommendations**

Deutsche Bahn Engineering and Consulting was engaged to assist in the first phase of the review which comprised more than 70 interviews, 4 site visits and review of more than 250 documents. This first phase of the review will be finalised next quarter.

**4. The Citytrain Response Unit commenced the Integrated Public Transport Model Review to recommend a new, world-class public transport model for Queensland**

The Queensland Government understands that Queenslanders want innovative transport solutions, seamless connectivity and customer-oriented decision-making. The review will consider successful models from around the world to understand how lessons learned could be applied in the Queensland context.

The first stage of the review will be completed later this year and will identify the best model to meet the needs of current and future customers.



# Delivering for customers

## Catching up with commuters

Deputy Premier Jackie Trad MP and Chief Executive Officer Nick Easy kicked off the first Commuter Catch-Up on 20 April 2017 at Roma Street, with many customers stopping to chat and share their experiences and ideas for improvement on the rail network.

Thirteen Catch-Ups have now been held at stations across the network as at 30 June 2017, with feedback to be used to drive service improvements and inform the new Queensland Rail Customer Charter.

Customers will have opportunities to participate in more Commuter Catch-Ups as these become a regular part of Queensland Rail's customer engagement.



## Work underway to improve city stations

Nearly \$6 million has been allocated for refreshing ten city stations. Queensland Rail looked at customer feedback and the results of a station audit to identify areas most in need of improvement.

As part of the refresh, upgrades will include platform improvements, fresh paint and renewed signage. Works will be completed by the end of the year at Park Road, Bowen Hills, Wacol, Goodna, Manly, Murrarie, Windsor, Wilston and Beenleigh stations. A mural will be installed near Roma Street.

A bin blitz has also returned 24 bins to six inner-city stations between Toowong, South Brisbane and Bowen Hills.

This work builds on Queensland Rail's five-year Station Upgrade Program, aimed at making stations accessible for all customers.



# Transformation program progress report

April – June 2017

The Citytrain Response Unit undertakes assurance on all milestones and recommendations due for completion at the end of the quarter, in line with the transformation program.

The Citytrain Response Unit also undertakes targeted reviews of key initiatives required to ensure the stabilisation, recovery and transformation of rail services. Targeted reviews this quarter focussed on:

- Queensland Rail's Response to Recommendation 5—assessment of the sustainability of the current timetable and the development of:
  - plans to address identified stress periods
  - contingency options, with predetermined service downgrades that are agreed with TransLink, to be deployed in the event of unplanned and unforeseen stress on the network.
- Queensland Rail's Response and Recovery Program Management Office to ensure that it is adequately skilled, structured and resourced to effectively deliver on the Strachan Inquiry recommendations.

## Recommendations and milestones due for completion in Quarter 2, 2017

Recommendation	Response	CRU Comment
<b>Complete</b>		
<b>5. Consider the need for timetable adjustment</b>	Queensland Rail has determined that the current timetable can remain in place, with the exception of a number of upcoming stress periods which will require active management through contingencies.	While the Citytrain Response Unit supports Queensland Rail's conclusion that the timetable can remain in place, the sustainability of the timetable is contingent on Queensland Rail continuing to: <ul style="list-style-type: none"> <li>deliver on its commitments to implement efficiency and productivity measures</li> <li>refine various contingency timetables</li> <li>actively manage upcoming stress periods.</li> </ul>
<b>14 (milestone). External recruitment for Queensland Rail experienced drivers</b>	Recruitment campaign for external drivers complete with recruitment and training processes underway.	The process for opening external recruitment to drivers with no previous Queensland Rail experience is ongoing.
<b>20. Minimise executive absences during periods of significant change</b>	Queensland Rail human resources policies which relate to executive leave have been revised.	
<b>21. Address practice of acting sideways</b>	Queensland Rail human resources policies which relate to executive absences have been revised.	
<b>22b and 22e. Safety function elevated to report directly to the CEO and training accountability transferred to HR</b>	Queensland Rail has revised the organisational structure, elevating the Safety function to report directly to the CEO and aligning accountability for training to human resources.	
<b>25. Appoint a new CEO</b>	A new CEO was appointed in March 2017	
<b>27. Revise reporting to ELT, Board and Government</b>	Queensland Rail has revised reporting frameworks and processes.	



# Citytrain

## RESPONSE UNIT

Recommendation	Response	CRU Comment
<b>Complete</b>		
<b>28. Overhaul communications to Government</b>	Queensland Rail has updated and refined briefing note templates and writing style guides.	
<b>32. Clarify reporting lines to Government</b>	A 'Statement of Expectations' outlining the government's expectations of Queensland Rail's reporting practices has been developed.	Subject to the outcomes of the Integrated Public Transport Model Review (Recommendation 36a), further changes may be required.
<b>Partially complete</b>		
<b>5 a and b. Plans to address critical periods and timetable contingency options</b>	Queensland Rail has developed risk thresholds and decision-making frameworks to assist with the identification and active management of timetable stress.	<p>The Citytrain Response Unit expects that throughout next quarter, Queensland Rail will be able to provide evidence that:</p> <ul style="list-style-type: none"> <li>contingency options with predetermined service downgrade options have been defined and agreed with TransLink</li> <li>where necessary, the risk threshold and decision making framework for managing timetable stress has been refined</li> <li>plans for the Commonwealth Games are being developed and stress-tested in consultation with the Department of Transport and Main Roads</li> </ul>
<b>15. Stabilise recruitment and training intakes</b>	<p>Queensland Rail has developed:</p> <ul style="list-style-type: none"> <li>a draft Workforce Management Plan</li> <li>revised recruitment and training policies</li> <li>training schedules.</li> </ul>	The Citytrain Response Unit to review and assure final documentation from Queensland Rail prior to the end of next quarter.



# Citytrain

## RESPONSE UNIT

### Key metrics

To ensure transparency around the progress and impact of the transformation program, the Citytrain Response Unit will report quarterly on these performance indicators.

#### Program progress indicators

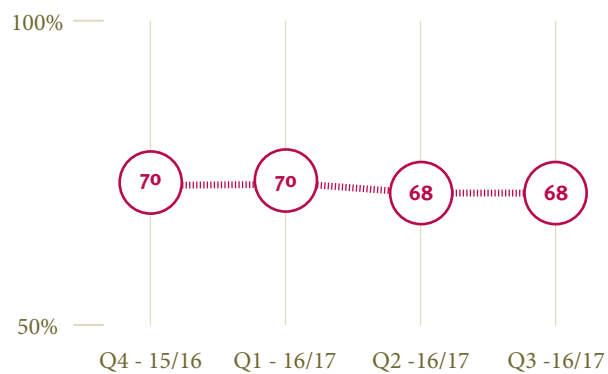
##### Recommendations

In planning	In progress	Partially complete	Complete
1	26	2	7

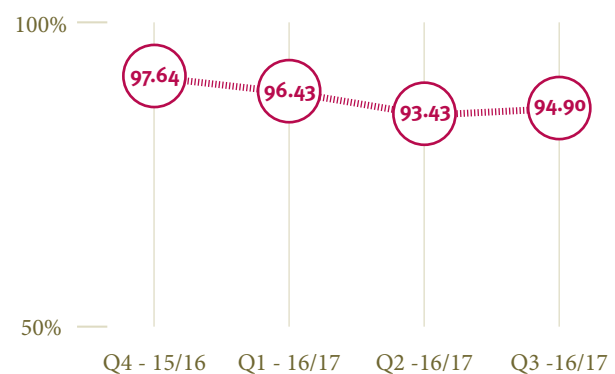
#### Recruitment

Train crew	Target	Selected	Trained	All recruitment complete	All training complete
Drivers	200	107	28	2018	2019
Guards	200	263	77	2018	2018

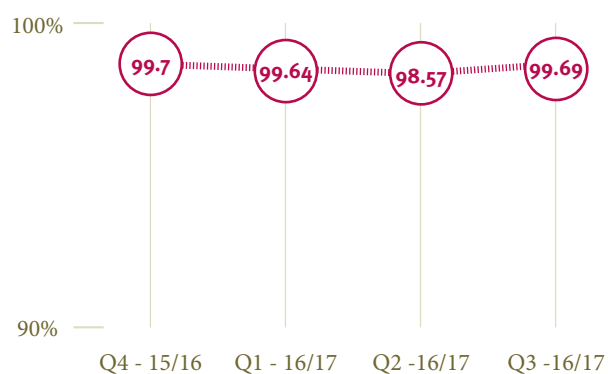
Graph 1 – Customer Satisfaction



Graph 3 – On-time Running



Graph 2 – Services Delivered



# Detailed progress of recommendations

## Legend

- Interim milestone
  - Final milestone
- Clear objective** Initiative has been scoped  
**Plan in place** Project plan agreed with sponsor  
**Dedicated resource** Recommendation has been adequately resourced

Initiative	Recommendation	Status	Clear objective	Dedicated resource	Plan in place	Target date		Progress	Next steps
						2017	2018		
<b>Forecasting</b>	1. Introduce mature, long-term forecasting	In progress	✓	✓	✓			Train crew forecast model has been developed and now incorporates relevant stress periods and productivity impacts to guide long term decision making	Continue to refine model and include train controllers, rollingstock and major projects into the five year forecast
	5. Consider need for timetable adjustment	Partially complete	✓	✓	✓			Performed analysis to confirm the current timetable should stay in place Identified a number of upcoming stress periods requiring active management	Continue to refine risk thresholds and decision-making frameworks to actively manage upcoming stress periods, including Ekka and the September school holiday period Finalise with TransLink, on-demand contingency timetables for unplanned stress
<b>Operational improvement</b>	7. Accelerate workforce system implementation	In progress	✓	✓	✓			Workforce system now in place and used to inform train crew decision-making	Finalise implementation and embed activity within Business-as-usual activity
	9. Introduce train crew sectorisation	In progress	✓	✓	✓			Sectorised training material drafted to support train crew on the Gold Coast line, with options identified to accelerate route training for the May, June and September driver schools	Finalise sectorised training material Develop detailed business case for full operational sectorisation of train crew across the network
	11. Institute eight-week crew planning process	In progress	✓	✓	✓			Developed an interim eight-week train crew planning tool to provide visibility of near-term train crew shortfalls and inform stress within the timetable	Further refine and test robustness of model Align planning tool with the five-year forecasting model

● Eight-week forecast developed

Initiative	Recommendation	Status	Clear objective	Dedicated resource	Plan in place	Target date			Progress	Next steps
						2017	2018	2019		
	12. Actively manage leave	In progress	✓	✓	✓				Improved monitoring and oversight to assist better planning and delivery of services.	Consult with workforce on leave processes and identified options to support sufficient supply of train crew
	17. Clarify responsibility for train crew forecasting	Complete	✓	✓	✓				Recommendation completed in March Quarter 2017	
	18. Review all train crew responsibilities	In progress	✓	✓	✓				Documented baseline process and accountabilities	Undertake peer review and internal workshops to develop and implement refined train crew responsibilities
<b>Workforce arrangements</b>	6. Undertake near-term union negotiations	In progress							Consulted with and reached agreement with the workforce on several productivity measures to assist with the supply of train crew	Consult and engage with workforce regarding changes to the upcoming Master Roster in July 2017 Perform ongoing analysis regarding crewing rules and subsequent impacts to train crew supply
	8. Complete review of all crewing rules	In progress	✓	✓	✓				Identified and prioritised crewing rules and practices requiring workforce consultation	Finalise and implement a process for identifying and negotiating changes to crewing rules
<b>Recruitment and training</b>	10. Target a structural surplus of staff	In progress	✓	✓	✓				28 drivers and 77 guards completed training since October 2016	Continue to deliver the training and recruitment program to ensure the necessary train crew are delivered into supply, including accelerating various training options
	14. Open recruitment to external applicants	In progress	✓	✓	✓				External recruitment campaign for drivers with previous Queensland Rail experience completed	Open external recruitment to drivers with no previous Queensland Rail experience

● 200 drivers and 200 guards recruited in 2018

● External recruitment for Queensland Rail-experienced drivers complete

Initiative	Recommendation	Status	Clear objective	Dedicated resource	Plan in place	Target date			Progress	Next steps
						2017	2018	2019		
	15. Stabilise recruitment and training intakes	Partially complete	✓	✓	✓	●			Developed draft three-year workforce plan identifying recruitment and training intakes requirements	Undertake workforce consultation and seek Board approval
	16. Overhaul training program	In progress	✓	✓	✓	●	●		External provider appointed and commenced end-to-end redesign of driver training program Rolled out a new train driving simulator	Finalise and commence use of new competency-based driver training program
						● End-to-end re-design of driver training program				
New CEO	25. Recruit new CEO with suitable attributes	Complete	✓	✓	✓	●			New CEO appointed	Recommendation complete
Organisation and culture	3. Revise mandate for projects organisation	In planning	✓			●			Scope developed	Mandate to be reviewed as part of whole of organisation review
	19. Refresh escalation practices	In progress	✓	✓	✓			●	Scope developed	Work to commence in the near-term, and be refined as part of broader cultural transformation.
	20. Minimise executive absences at key times	Complete	✓	✓	✓	●			Revised executive leave guidelines embedded within the Queensland Rail Performance and Development Procedure, recommendation complete	Recommendation complete
	21. Address practice of acting sideways	Complete	✓	✓	✓	●			Revised executive leave guidelines embedded within the Queensland Rail Performance and Development Procedure, recommendation complete	Recommendation complete

Initiative	Recommendation	Status	Clear objective	Dedicated resource	Plan in place	Target date			Progress	Next steps
						2017	2018	2019		
	22. Overhaul organisational structure	In progress	✓	✓	✓				A request for proposal has been issued, seeking an advisor to undertake a review of Queensland Rail's organisational structure	Commence organisation review
									Safety function and EGM for Travel Train elevated to report directly to the CEO. Training accountability transferred to human resources	
									<ul style="list-style-type: none"> <li>Safety function elevated to report directly to the CEO and training accountability transferred to Human Resources</li> </ul>	
	26. Review leadership capabilities	In progress	✓	✓	✓				A request for proposal has been issued seeking an advisor to conduct a review of leadership capability within Queensland Rail	Commence leadership capability review
									<ul style="list-style-type: none"> <li>Leadership capability review commenced</li> </ul>	
	31. Undertake a cultural change program	In progress	✓	✓	✓				Chair and CEO have engaged the broader organisation as part of initial stages of cultural transformation	Finalise plan and initiate cultural change program
									<ul style="list-style-type: none"> <li>Cultural change program designed and commenced</li> </ul>	
<b>Risk</b>	24. Overhaul risk management practices	In progress	✓	✓	✓				Engaged external provider to enhance risk management capability within organisation	Commence 2017-18 Audit Plan with outsourced internal audit provider
<b>Project delivery</b>	2. Ensure project plans consider operations	In progress	✓	✓	✓				Developed draft long-term 'Business Readiness Framework'	Undertake relevant consultation with TMR
									Finalise and operationalise proposed framework, prior to next major project	
	4. Revise timetable readiness	In progress	✓	✓	✓				Developed a timetable operational readiness assessment framework	Undertake consultation with TMR
									Formalise review process, decision rights and sign-offs required to introduce timetable changes in the future	

Initiative	Recommendation	Status	Clear objective	Dedicated resource	Plan in place	Target date			Progress	Next steps
						2017	2018	2019		
Lean and reporting	13. Institute train crew reporting	In progress	✓	✓	✓	●			Train crew performance management measures, including leave trends and shortfall initiatives, incorporated in reporting to ELI, Board and Government	Maintain ongoing reporting on train crew supply and demand
	23. Introduce lean management system	In progress	✓	✓	✓		●		Scope currently under review including consultation with the business	Engage provider to support development of implementation strategy
	● Visual reporting in place									
	27. Revise reporting to ELI, Board and Government	Complete	✓	✓	✓	●			Monthly reporting response and recovery initiated and provided to ELI, Board and Government	Recommendation complete
	28. Overhaul communications to government	Complete	✓	✓	✓	●			Updated and refined Ministerial communication processes and briefing templates Refreshed training for relevant staff	Recommendation complete
	29. Reporting to Translink and public	In progress	✓	✓	✓	●			Engaged with TransLink to identify opportunities for improving communication	Identify key learnings from recent network outage Perform ongoing consultation and workshops with both TransLink and customers to facilitate and improve communication
	● Enhanced customer information									
	30. Develop communications plan	In progress	✓	✓	✓	●			Developed communication plan focused on increasing proactive engagement with customers and stakeholders Held thirteen 'Commuter Catch-Ups' Announced the 100 Day achievements for 'Fixing the trains'	Continue implementing communication plan and seek feedback regarding its effectiveness via engagement with customers and TransLink



Initiative	Recommendation	Status	Clear objective	Dedicated resource	Plan in place	Target date			Progress	Next steps
						2017	2018	2019		
<b>Governance</b>	32. Clarify reporting lines to Government	Complete	✓	✓	✓				Developed a 'Statement of Expectations' outlining the Government's expectations of Queensland Rail's reporting practices to responsible Ministers	Subject to the outcomes of the Integrated Public Transport Model Review (Recommendation 36a), further changes may be required.
	33. Clarify major project and timetable responsibilities	In progress	✓	✓	✓				Engaged and consulted with interstate and local stakeholders Conducted analysis for a preferred approach	Finalise recommended approach for implementation, subject to outcomes of the Integrated Public Transport Model Review
	34. Clarify program board structures	In progress	✓	✓	✓				Engaged and consulted with interstate and local stakeholders Conducted analysis for a preferred approach	Finalise recommended approach for implementation, subject to outcomes of the Integrated Public Transport Model Review
<b>Oversight</b>	35. Provide independent oversight of progress	In progress							Conducted assurance activities for recommendations scheduled for completion in Quarter 2, 2017: 5a & 5b, 14 (milestone), 15, 20, 21, 25, 27, 28 and 32	Finalise agreed detailed milestones from Queensland Rail Commence assurance activity on eight-week forecast Complete assurance review of training and recruitment Prepare September 2017 quarterly report on implementation progress Perform ongoing assurance on various milestones and recommendations
			✓	✓	✓				Completed assurance on timetable sustainability	
			✓	✓	✓				Completed assurance of Program Management Office	
			✓	✓	✓				Commenced assurance review of training and recruitment	
<b>Reviews</b>	36A-C. Undertake review of transport governance	In progress	✓	✓	✓				Agreed detailed milestones with the Department of Transport and Main Roads	
	36D. Undertake whole-of-business review	In progress	✓	✓	✓				Engaged external advisors to support Phase 1 of the review Commenced review	Engage with various best in class jurisdictions Undertake options analysis Submit recommended model for Government consideration
									Engaged external advisors to support Phase 1 of the review	Complete Phase 1 of review

● Citytrain Response Unit established and Chair appointed

● First phase of review completed





# Building our Regions



174 projects across  
62 local governments



\$225M allocated\*

\$353.5M leverage



1762 jobs



\* The budget for BoR is \$225M but \$227M has been allocated to allow for projected cost savings.

### Legend

- Round 1
- Round 2
- Supplementary round
- Round 3



Map Size: A0  
Coordinate System: GCS GDA 1994  
Datum: GDA 1994  
Units: Degree

## Building our Regions: All Projects

Map produced by the Department of State Development  
Spatial Services Unit, 30/06/2017



**Queensland  
Government**



but are not unnecessarily stalled by Commonwealth and State funding negotiations, overly bureaucratic business case frameworks and disruptive approval processes. Furthermore, given the concentration of public funding in several categories, there is scope for governments to further develop policies and strategies to encourage increasing private funding for infrastructure investment.

- **Roads and railways segments offer the strongest growth prospects** for major project activity, while mining and heavy industry construction should also provide a sizeable base-load of work for the industry (Figure D).
- **South East Queensland, the Surat Basin and Northern Queensland represent the strongest regional opportunities for projected activity.** South East Queensland will see the largest volumes of work overall, but growth in activity in Northern Queensland is notable, as well as planned development of the Galilee Basin (a separate region in Figure E).

## Challenges and Recommendations

Large falls in public and private investment in Queensland have driven a sharp decline in major project work that has

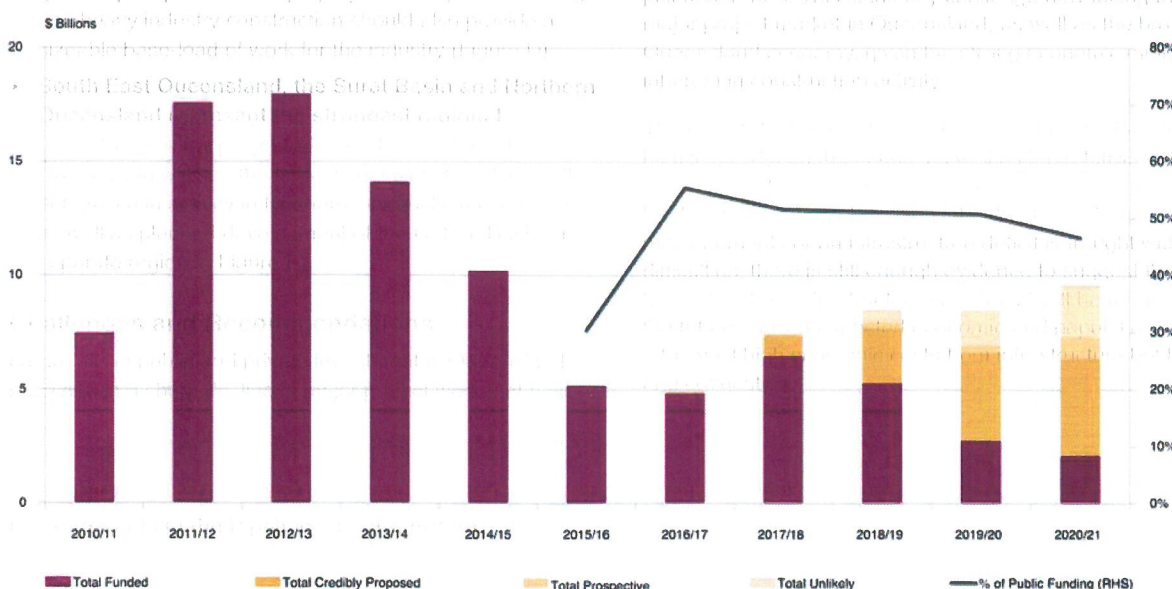
already impacted heavily on the Queensland economy, and especially those businesses operated by Queensland construction contractors and suppliers.

Since 2013/14 total investment in Queensland has fallen 25%, domestic demand has shrunk a record 4.3%, economic growth has slowed to an annual average of 1.6% (compared to annual average growth of 4.5% during the 1990s and 2000s) and total construction work done has slumped by just under 40%. This is the key challenge now facing the major project market in Queensland, as well as the broader Queensland economy, given the strong economic multipliers inherent in construction activity.

The recent decline in infrastructure investment, albeit from high levels during the 2000s, as well as the relatively mild profile projected for coming years, is a cause for concern. While quantification of existing infrastructure adequacy and measurements or an infrastructure deficit is fraught with difficulties, there is still enough evidence to suggest that higher levels of infrastructure investment will be required into the future – given expected economic and population growth – to avoid high economic costs from infrastructure bottlenecks and congestion.

FIGURE A

### Major Projects in the Pipeline – Past & Future





## RELEASE

Title	Queensland State Accounts - Tables
Release	December quarter 2016 (Latest release available at <a href="http://www.qgso.qld.gov.au/products/tables/qld-state-accounts-tables/index.php">http://www.qgso.qld.gov.au/products/tables/qld-state-accounts-tables/index.php</a> )
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Tabled at 7.21PM  
by Minister Local Govt

Queensland Government response to the report by the independent councillor  
complaints review panel, 'Councillor Complaints Review: A fair, effective and efficient  
framework'

July 2017



Chapter/topic	Recommendation	Queensland Government response
Assessment, investigation and hearing of complaints <b>(Independent Assessor)</b>	<b>4.1 Preliminary assessments</b> – The <i>Local Government Act 2009</i> (LG Act) be amended to provide that the 'preliminary assessment' of any complaint against a councillor should be made by an Independent Assessor, and not by a council CEO, or the department's chief executive.	The government <u>supports</u> the establishment of a statutory Independent Assessor to assess complaints and carry out investigations.
Assessment, investigation and hearing of complaints	<b>4.2 The Ombudsman</b> – The Panel does not recommend any additional involvement of the Ombudsman in the complaints handling process. However, it notes that the Ombudsman may review complaints about the administrative actions of a council dealing with inappropriate conduct matters.	The government <u>supports</u> the Ombudsman having no additional involvement in the complaints handling process. No action is required to address this response.
Inappropriate conduct <b>(Independent Assessor)</b>	<b>4.3 The way a complaint is made</b> – Complaints against councillor conduct should be made on a standardised form that requests the complainant to provide details of any supporting evidence and/or witnesses, and such other material as the Independent Assessor specifies. It should also explain the purpose and scope of the complaints system and explain the appropriate ways in which complaints about matters, other than councillor conduct, may be made. The standard form should contain a declaration that the complainant is acting in good faith and has provided information that is correct and true to the best of their knowledge. It should contain a warning that it is an offence to provide any information to the Independent Assessor that the complainant knows is false or misleading in a material particular.	The government <u>supports</u> developing a standardised form (not incorporating a declaration) that can be used for the making of written complaints. Despite this, the government wants to foster a culture that encourages complaints to be made, and thereby wishes to ensure that the way a complaint can be made is consistent with the way the Crime and Corruption Commission (CCC) and Ombudsman allow complaints to be made. This includes making a complaint in writing, by phone, by fax, email or in person.
Assessment, investigation and hearing of complaints <b>(Independent Assessor)</b>	<b>4.4 The way a complaint is made</b> – The LG Act should be amended to allow the form to be prescribed by the Independent Assessor.	The government <u>supports in principle</u> that a complaint should provide a certain level of detail, however, it needs not necessarily be made in a prescribed form as discussed in the response to recommendation 4.3 above.

Chapter/topic	Recommendation	Queensland Government response
Assessment, investigation and hearing of complaints (Independent Assessor)	<b>4.5 Anonymous complaints</b> – Only those anonymous complaints that provide enough information to action a complaint against a councillor for possible inappropriate conduct or misconduct should be dealt with under the complaints process. Where the complaint cannot be actioned without further information, it should be dismissed.	The government <u>supports</u> that anonymous complaints should be allowed and that the Independent Assessor has an administrative process to decide if further investigation is or is not warranted.
Assessment, investigation and hearing of complaints (Administration and governance)	<b>4.6 Frivolous or vexatious complaints</b> – The offence in section 176C(8)—a person must not make a complaint about the conduct of a councillor if the complaint is substantially the same as a complaint the person has already made and the person has been warned not to repeat it—be deleted. In its place, the Act be amended to include a section making it an offence for a person to: (a) make repeated complaints about a councillor — (i) vexatiously; or (ii) not in good faith; or (iii) primarily for a mischievous purpose; or (iv) recklessly or maliciously; or (b) counsel or procure another person to make a complaint about a councillor as mentioned in paragraph (a).	The government <u>supports in principle</u> strengthening the processes and penalties for dealing with frivolous or vexatious complaints. The government supports the introduction of an offence for a person making a frivolous or vexatious complaint without a reasonable excuse, whether the complaint is repeated or not.
Assessment, investigation and hearing of complaints (Councillor Conduct Tribunal (CCT))	<b>4.7 Frivolous or vexatious complaints</b> – The Tribunal also be given jurisdiction in relation to this offence. That the maximum penalty that the Tribunal can impose be 50 penalty units. An order can also be made for reimbursement of costs of the Independent Assessor and the Tribunal.	The government <u>supports in principle</u> strengthening the processes and penalties for dealing with frivolous or vexatious complaints. The government supports that the Independent Assessor should be able to prosecute a person making a frivolous or vexatious complaint without reasonable excuse and that the prosecution of the offence should remain with the Magistrates Court as a summary offence. The government also supports the Independent Assessor having a process for identifying and preventing multiple frivolous or vexatious complaints by adding the complainant to a register of frivolous/vexatious complainants.



Chapter/topic	Recommendation	Queensland Government response
Assessment, investigation and hearing of complaints <b>(Independent Assessor)</b>	<b>4.8 Council must be informed of complaint</b> – On assessing a complaint about a councillor, the Independent Assessor should notify the relevant council about the complaint.	The government <b>supports in principle</b> the council being informed of a complaint at the appropriate time. However, there are some complaints where the council should not be informed until the investigation has been completed (e.g. where corrupt conduct is being investigated by the CCC).
Assessment, investigation and hearing of complaints <b>(Independent Assessor)</b>	<b>4.9 Investigative powers of the Independent Assessor</b> – The Independent Assessor be given the same powers as an investigator is given in section 214 of the LG Act, subject to the same requirements of section 213 to provide natural justice.	The government <b>does not support</b> the Independent Assessor being able to require a person to attend a hearing under section 214 of the LG Act. Section 214 is about requiring witnesses to attend full hearings before the CCT (i.e. similar to a subpoena to appear before a court hearing). It would be more appropriate for the Independent Assessor to have investigatory powers, such as the power to require a person to attend and answer questions at a nominated time/place. Consequently, the Department of Infrastructure, Local Government Planning (DILGP) will investigate methods of ensuring that the Independent Assessor has sufficient investigative powers to carry out its functions, which are aligned with the investigatory powers of other investigators.
Assessment, investigation and hearing of complaints <b>(Independent Assessor)</b>	<b>4.10 Independent Assessor may initiate investigations</b> – The Independent Assessor may initiate own-motion investigations of councillor conduct if sufficient cause arises during the course of another investigation, or if the Independent Assessor considers it in the public interest to do so.	The government <b>supports</b> the Independent Assessor having the power to initiate an investigation or make a preliminary assessment without having received a formal complaint.
Assessment, investigation and hearing of complaints <b>(Independent Assessor)</b>	<b>4.11 Independent Assessor may initiate investigations</b> – The Tribunal may provide the Independent Assessor with information about a councillor's conduct that the Tribunal considers should be brought to the attention of the Independent Assessor for possible investigation by the Independent Assessor.	The government <b>supports</b> the CCT being able to share information and intelligence about possible inappropriate conduct, misconduct or corrupt conduct with the Independent Assessor, subject to appropriate protections.

Chapter/topic	Recommendation	Queensland Government response
<p>Assessment, investigation and hearing of complaints (Independent Assessor)</p>	<p><b>4.12 Functions of the Independent Assessor</b> – The Independent Assessor be given a statutory guarantee of independence in relation to decision-making and:</p> <ul style="list-style-type: none"> <li>• be responsible for assessing whether complaints against councillors are trivial, vexatious or frivolous – or for another reason, should be dismissed</li> <li>• refer corruption complaints to the CCC, and investigate such complaints that are referred back by the CCC</li> <li>• investigate allegations of inappropriate conduct and misconduct, being armed with appropriate powers to do so</li> <li>• be able to initiate investigations into possible misconduct</li> <li>• have an appropriate complaints management system, including provision for internal review of decisions</li> <li>• refer allegations of inappropriate conduct to councils</li> <li>• prosecute allegations of misconduct.</li> </ul>	<p>The government <b>supports</b> the Independent Assessor being a statutory office, which reports directly to the relevant Minister. The government broadly supports the proposed functions, noting that legislative amendments will incorporate provisions appropriate for the Independent Assessor to carry out its functions.</p>
<p>Inappropriate conduct (Administration and governance)</p>	<p><b>5.1 Codes of Conduct and meeting procedure</b> – There should be a uniform, mandatory Code of Conduct for local government councillors in Queensland and a model code of meeting procedure.</p>	<p>The government <b>supports</b> the development of a Code of Conduct and model meeting procedures, but will determine, during the development of the Code, whether it can be uniform across all councils. The government also supports continued breaches (i.e. three breaches within a 12 month period) of the Code of Conduct being defined as misconduct, which will be referred by the Independent Assessor to the CCT to deal with and impose potentially more serious penalties.</p>
<p>Inappropriate conduct (Administration and governance)</p>	<p><b>5.2 Codes of Conduct and meeting procedure</b> – A Code of Conduct should be developed by the LGLG and approved by the Minister.</p>	<p>The government <b>supports in principle</b> the development of a Code of Conduct, which would be prescribed by legislation. However, administratively, the Code would be developed by DILGP in consultation with the Local Government Liaison Group (LGLG).</p>



Chapter/topic	Recommendation	Queensland Government response
Inappropriate conduct (Administration and governance)	<b>5.3 Codes of Conduct and meeting procedure</b> – Regulation 254 of the LG Reg, the declaration of office that s.169 of the LG Act requires councillors to make before assuming office, be amended to include a statement that the councillor will abide by the Code of Conduct.	The government <b>supports in principle</b> the Code of Conduct being prescribed by legislation and requiring councillors to make a declaration that they will abide by the Code of Conduct.
Inappropriate conduct (Administration and governance)	<b>5.4 Codes of Conduct and meeting procedure</b> – DILGP, LGAQ and LGMA should develop the model code of meeting procedure.	The government <b>supports in principle</b> the development of model meeting procedures. However, the model would be developed by DILGP in consultation with Local Government Association of Queensland (LGAQ) and Local Government Managers Australia (LGMA), as it would need to be approved by the Director-General of DILGP.
Inappropriate conduct (Administration and governance)	<b>5.5 Codes of Conduct and meeting procedure</b> – Councils be required to adopt meeting standing orders, based on the model code of meeting procedure.	The government <b>supports in principle</b> the development of model meeting procedures. However, to allow for flexibility with councils of different sizes and compositions, the government proposes requiring that councils either adopt the model meeting procedures, or adopt procedures that are consistent with them.
Inappropriate conduct (Administration and governance)	<b>5.6 Breaches of codes in a meeting are not inappropriate conduct</b> – Breaches of a meeting code or Code of Conduct in a meeting should not be classified as inappropriate conduct. Such conduct breaches should be dealt with immediately by the chair of the meeting (council or committee) who, as appropriate, should be able to require a withdrawal (of words said), an apology (for what had been said or done), or to remove the offending councillor from the remainder of the council or committee meeting.	The government <b>supports in principle</b> that breaches of the codes be dealt with immediately in a manner similar to the role of the Speaker in Parliament. However, DILGP will consult further about how this would interact with the definition of 'inappropriate conduct' as there may need to be some follow up action if the breach of conduct is not dealt with in the meeting.
Inappropriate conduct (Administration and governance)	<b>5.7 Repeated contrary conduct in meetings</b> – A council may determine that a councillor's serious or repeated contrary conduct in meetings or committee meetings should be treated as inappropriate conduct and dealt with as such.	The government <b>supports</b> that serious or repeated breaches of conduct in meetings be dealt with as inappropriate conduct. This recommendation would need to be addressed in conjunction with the response to recommendations 5.6 and 5.8.

Chapter/topic	Recommendation	Queensland Government response
<p>Inappropriate conduct (Administration and governance)</p>	<p><b>5.8 Definition of inappropriate conduct extended</b> – The definition of 'inappropriate conduct' in section 176(4) of the LG Act be amended as follows:</p> <ul style="list-style-type: none"> <li>• The two examples (a) and (b) be deleted and in their place be inserted: <ul style="list-style-type: none"> <li>(a) serious or repeated conduct contrary to the code of conduct or meeting practice in formal council or committee meetings</li> <li>(b) a failure by the councillor to comply with a direction to leave a meeting of the local government or its committees by the chairperson presiding at the meeting</li> <li>(c) failure to comply with the council's other policies, codes or resolutions</li> <li>(d) offensive or disorderly behaviour as a councillor that happens outside formal council meetings</li> <li>(e) failure to work respectfully and constructively with other councillors or staff</li> <li>(f) exerting or attempting to exert inappropriate influence over staff</li> <li>(g) repeated unreasonable requests for information (contrary to council guidelines); or</li> <li>(h) exercising or purporting to exercise an unauthorised power, duty or function.</li> </ul> </li> </ul>	<p>The government <u>supports in principle</u> changing the definition of 'inappropriate conduct' to include breaches of the Code of Conduct. However, the government does not support the addition of paragraphs (f) and (h), as these aspects of the definition are covered by the definition of 'corrupt conduct' and must be referred to the CCC.</p>



Chapter/topic	Recommendation	Queensland Government response
Inappropriate conduct <b>(Administration and governance)</b>	<p><b>5.9 Council to determine inappropriate conduct and may obtain advice</b> – Section 181 of the LG Act be deleted and, in its place, the new section 181 should recognise:</p> <ul style="list-style-type: none"> <li>• That complaints about inappropriate conduct are to be determined by the council.</li> <li>• That the council may seek advice from a council Conduct Advisory Committee established under the LG Reg or from a member of the Tribunal selected by the President of the Tribunal.</li> <li>• That councils consider the formation of a Conduct Advisory Committee to provide it with advice, when requested by the council, when an inappropriate conduct complaint against a councillor has to be determined by the council.</li> <li>• A councillor whose conduct is being considered must cooperate with the council, the committee or the Tribunal member. Failure to do so could result in a misconduct complaint.</li> </ul>	<p>The government <b>supports in principle</b> that complaints about inappropriate conduct (other than conduct within a meeting) be determined by council.</p> <p>However, the government also supports that a council can resolve to delegate its decision-making powers, in respect to inappropriate conduct, to either the Mayor or an appropriate committee of the council. The government also supports that a council should be able to seek advice from any person or entity it considers necessary, including an advisory committee established by the council.</p> <p>Conduct within a meeting will be dealt with in accordance with the response to recommendation 5.6.</p>

Chapter/topic	Recommendation	Queensland Government response
Inappropriate conduct <b>(Definition of inappropriate conduct)</b>	<p><b>5.10 Possible disciplinary orders for inappropriate conduct</b> – That the council, if it decides to take disciplinary action against the councillor, may make one or more of the following orders that it considers appropriate in the circumstances:</p> <ul style="list-style-type: none"> <li>• Censure of the councillor.</li> <li>• Formal reprimand.</li> <li>• Requirement for an apology.</li> <li>• Mandatory training or counselling.</li> <li>• Councillor to be excluded for up to two meetings of the council.</li> <li>• Councillor removed from any position representing the council, and not to chair or attend committees or other specified meetings for up to two months.</li> <li>• Payment of costs attributed to the actions of the councillor.</li> <li>• An order that any repeat of the inappropriate conduct be referred to the Tribunal as misconduct.</li> </ul> <p>Where an order is made that the councillor be excluded from council meetings, such absence shall not trigger a vacancy under section 162(1)(e) of the LG Act.</p>	<p>The government <u>supports in principle</u> that the council be able to make orders in responding to inappropriate conduct. However, the government's position is that, excluding the councillor for up to two meetings of the council is a serious consequence for inappropriate conduct and could lead to abuse of process and failure of representative democracy. Consequently, the government would support this being considered as a misconduct consequence because the CCT process would include a right of appeal.</p>
Inappropriate conduct <b>(Definition of inappropriate conduct)</b>	<p><b>5.11 Non-compliance with orders</b> – Councillors against whom a complaint of inappropriate conduct has been upheld may not participate in council or committee meetings until any disciplinary order imposed has been paid or otherwise discharged. Section 162 of the LG Act (when a councillor's office becomes vacant) would apply in relation to such resulting non-attendance.</p>	<p>The government <u>does not support</u> this recommendation because the penalty seems excessive compared with the degree of non-compliance. The government supports there being a penalty for non-compliance, but suggests that non-compliance should amount to misconduct and be dealt with by the CCT.</p>

Chapter/topic	Recommendation	Queensland Government response
Inappropriate conduct (Definition of conduct types)	<b>5.12(1) Non-compliance with orders</b> – That section 153 of the LG Act (qualifications of councillors) be amended to disqualify for four years a person who, as a result of their failure to comply with an order of the council following a finding of inappropriate conduct, has ceased to be a councillor as a result of the operation of section 162(1)(e) of the LG Act.	The government <u>does not support</u> this recommendation because the penalty seems excessive compared with the degree of non-compliance. The government supports there being a penalty for non-compliance, but suggests that non-compliance should amount to misconduct and be dealt with by the CCT.
Inappropriate conduct (Administration and governance)	<b>5.12(2) Councils to have process for dealing with inappropriate conduct complaints</b> – Councils develop and include a process for dealing with inappropriate conduct in their complaints management system. This should be in accordance with the principles of natural justice.	The government <u>supports</u> that councils should develop and comply with a process for dealing with inappropriate conduct.
Inappropriate conduct (Independent Assessor)	<b>5.13 Role of Independent Assessor referring inappropriate conduct complaints to council</b> – The Independent Assessor, when referring a complaint about inappropriate conduct to the council, should indicate how serious the inappropriate conduct might be, whether any further information needed to be obtained before the complaint could be dealt with, and whether mediation might be appropriate and by whom. The Independent Assessor should also recommend to the council whether it should deal with the matter itself, refer it for advice to its Conduct Advisory Committee, or refer it for advice (and possible further investigation) to a Tribunal member.	The government <u>supports</u> the Independent Assessor being able to advise council on how a matter should be dealt with. The council should follow this advice, or specify, in its resolution about the decision, why the advice was not followed.
Inappropriate conduct (Administration and governance)	<b>5.14 Costs of Tribunal member</b> – Where councils elect to use a Tribunal member to investigate and make recommendations about a complaint of inappropriate conduct, the council should pay the member's costs.	The government <u>supports</u> that council pays the costs of using the services of a CCT member in investigating and considering inappropriate conduct.



Chapter/topic	Recommendation	Queensland Government response
<p>Inappropriate conduct (Administration and governance)</p>	<p><b>5.15 Possible appeal system</b> – Twelve months after the proposed system commences, the LGLG should review the way councils have been adjudicating inappropriate behaviour matters with a view of determining whether it is necessary and desirable to introduce an appeal system, such as that described in this report.</p>	<p>The government <b>supports</b> a review after 12 months, but notes that this would ultimately be a matter for the LGLG, as a whole, to determine their priorities.</p>
<p>Misconduct (Definition of conduct types)</p>	<p><b>6.1 Extended definition of misconduct</b> – The definition of misconduct [section. 176(3)(b) of the LG Act] should encompass:</p> <ul style="list-style-type: none"> <li>(i) the performance of the councillor's responsibilities, or the exercise of the councillor's powers, in a way that is not honest or is not impartial</li> <li>(ii) a breach of the trust placed in the councillor</li> <li>(iii) a misuse of information or material acquired in or in connection with the performance of the councillor's responsibilities, whether the misuse is for the benefit of the councillor or someone else</li> <li>(iv) unauthorised use of council staff or resources for private purposes</li> <li>(v) use of information obtained as a councillor to the financial detriment of the council or the public interest</li> <li>(vi) failure to cooperate with the council, Conduct Advisory Committee or Tribunal delegate during inappropriate conduct proceedings or to comply fully with a penalty for inappropriate conduct</li> <li>(vii) third or subsequent finding of inappropriate conduct during council term</li> <li>(viii) bullying or harassment</li> <li>(ix) failure to declare and resolve conflict of interest at a meeting in a transparent and accountable way</li> <li>(x) seeking gifts or benefits of any kind</li> <li>(xi) improper direction or attempted direction of staff</li> <li>(xii) deliberate release of confidential information.</li> </ul>	<p>The government <b>supports in principle</b> changing the definition of 'misconduct'. The government supports a definition of misconduct that allows for allegations of 'corrupt conduct' under of the <i>Crime and Corruption Act 2001</i> (CC Act) that are referred by the CCC to the Independent Assessor to be dealt with as misconduct, if appropriate.</p> <p>Any complaint that a public official reasonably suspects involves, or may involve, corrupt conduct must be referred to the CCC. The government supports that the Independent Assessor and the CCT should be able to respond to matters that are corrupt conduct but not sufficiently serious to warrant a full CCC investigation. In these circumstances, the CCC may still direct or monitor the investigation.</p> <p>In relation to (ix), the government will further investigate ways of ensuring conflicts of interest at a meeting are dealt with in a transparent and accountable way.</p>

Chapter/topic	Recommendation	Queensland Government response
<p>Misconduct (Definition of conduct types)</p>	<p><b>6.2 LG Act offences are also misconduct</b> – A further clause should be added to section 176(3) of the LG Act to provide that an offence against sections 171(1), 171A(2) and (3), 171B(2), 172(5) and 176C(8) may be dealt with as misconduct.</p>	<p>The government <u>partially supports</u> this recommendation, as the definition of misconduct may be sufficient to include conduct potentially captured by these offences. The government supports the CCC's jurisdiction over corrupt conduct being maintained and that conduct, which would ordinarily constitute corrupt conduct, being notified to the CCC.</p> <p>A person who is convicted of any of these offences [apart from section 176C(8)] is <u>disqualified</u> from being a councillor for a period of four years, therefore it is imperative that a decision to deal with such conduct as misconduct, instead of by way of criminal prosecution, only be made after proper consultation with the CCC.</p> <p>The government <b>supports in principle</b> amending the processes for dealing with complaints against former councillors. The government does not support imposing a blanket time limitation on when a complaint may be made, as complaints about serious conduct issues, such as misconduct or corrupt conduct, might warrant investigation – even if they come to light sometime after the person ceases to be a councillor. However, the Independent Assessor should have the power to take no further action in relation to an allegation against a former councillor if it is not in the public interest or a justifiable use of public resources.</p>
<p>Misconduct (Definition of conduct types)</p>	<p><b>6.3 Complaints against former councillors</b> – Section 176A of the LG Act (application to former councillors) should be amended to provide that a complaint has to be made within six months of the person ceasing to be a councillor.</p>	



Chapter/topic	Recommendation	Queensland Government response
<p>Misconduct</p> <p>(Definition of conduct types)</p>	<p><b>6.4 Penalties for misconduct</b> – Section 180 of the LG Act be amended to provide the following penalties for misconduct: One or more of the following:</p> <ul style="list-style-type: none"> <li>• Mandatory training or counselling.</li> <li>• An order that the councillor reimburse the local government and/or pay up to 50 penalty units.</li> <li>• An order that a councillor may not remain as or become deputy mayor or a committee chair for the remainder of the term.</li> <li>• Councillor to be excluded for up to three meetings of the council.</li> <li>• Councillor removed from any position representing the council for a period of up to three months.</li> <li>• Councillor not to attend committees and/or other specified meetings for a period of up to three months</li> <li>• An order suspending the councillor (without pay) for a period of up to three months.</li> <li>• A recommendation to the Minister that the councillor be suspended for more than three months and up to six months (without pay) or dismissed.</li> <li>• A recommendation that DLGP prosecute the councillor for an offence under the LG Act.</li> </ul> <p>Where an order is made that the councillor be excluded from council meetings, such absence shall not trigger a vacancy under section 162(1)(e) of the LG Act.</p>	<p>The government <b>supports in principle</b> providing for a range of penalties for breaches of conduct that amount to misconduct.</p> <p>However, the government does not support the CCT making an order suspending the councillor (without pay) for a period of up to three months, as suspension from office is a power that should only be exercised by the Governor in Council based on a recommendation of the Minister.</p> <p>See also the government's response to recommendation 9.1 regarding the prosecution of offences.</p> <p>In addition, see the government's response to recommendations 6.5 and 6.6. The CCT could order that a councillor be excluded from council meetings or recommend that a councillor be suspended or dismissed due to wilful noncompliance with an order.</p> <p>The CCT should also be able to order that a councillor apologise or be subject to an official reprimand.</p> <p>The government <b>supports</b> the recommendation that an order for exclusion of a councillor should not trigger a vacancy under section 162(1)(e) of the LG Act.</p> <p>During drafting of the legislation, the government may consider additional options for inclusion as an appropriate penalty.</p>



Chapter/topic	Recommendation	Queensland Government response
<p>Misconduct</p> <p><b>(Definition of conduct types)</b></p>	<p><b>6.5 Non-compliance with orders</b> – A councillor, who is the subject of an order by the CCT in relation to a misconduct finding, may not attend a council meeting until such time as the councillor has complied fully with the order. Section 162 of the LG Act (when a councillor's office becomes vacant) would apply in relation to such resulting non-attendance.</p>	<p>The government <b>does not support</b> this recommendation because an automatic exclusion seems excessive compared with the degree of non-compliance. The government proposes that non-compliance with an order would be misconduct and could result in a more serious order being applied by the CCT for the non-compliance.</p>
<p>Misconduct</p> <p><b>(Definition of conduct types)</b></p>	<p><b>6.6 Non-compliance with orders</b> – Section 153 of the LG Act (qualifications of councillors) be amended to disqualify, for seven years, a person who, as a result of their failure to comply with an order of the Tribunal following a finding of misconduct, has ceased to be a councillor as a result of the operation of section 162(1)(e) of the LG Act.</p>	<p>The government <b>does not support</b> this recommendation because an automatic disqualification seems excessive compared with the degree of non-compliance. The government proposes that non-compliance with an order would be misconduct and could result in a more serious order being applied by the CCT for the non-compliance.</p>
<p>Corrupt conduct</p> <p><b>(Independent Assessor)</b></p>	<p><b>7.1 Independent Assessor's role in corruption complaints</b> – The LG Act be amended to deem the Independent Assessor to be the holder of an appointment in a unit of public administration for the purposes of the <i>Crime and Corruption Act 2001</i> (CC Act), and that such complaints about corruption, that the CCC would otherwise have directed back to DILGP or to councils, should be sent instead to the Independent Assessor.</p>	<p>The government <b>supports</b> the Independent Assessor being the assessor and investigator of complaints and that the interaction of the CCC with councillor complaints be through the Independent Assessor and not the Director-General of DILGP.</p>
<p>Corrupt conduct</p> <p><b>(Independent Assessor)</b></p>	<p><b>7.2 Independent Assessor's role in corruption complaints</b> – Section 182(2) of the LG Act be amended to substitute the Independent Assessor for the department's chief executive as the public official dealing with corruption complaints.</p>	<p>The government <b>supports</b> the Independent Assessor being the public official who works with the CCC on councillor complaints and not the Director-General of DILGP.</p>

Chapter/topic	Recommendation	Queensland Government response
Election issues <b>(Administration and governance)</b>	<b>8.1 Complainant must not publicise complaint during election caretaker period</b> – The LG Act be amended to provide that, during the local government caretaker period before an election, it is an offence for a person who has made a complaint alleging inappropriate conduct, misconduct or corrupt conduct of a councillor or candidate for election, or an associate of the complainant, to disclose information that the complaint has been made, or disclose any detail of the complaint. The CCT has jurisdiction to hear a complaint under this section and may impose a penalty of up to 50 penalty units.	The government <u>will consider</u> this recommendation as part of its broader consideration of the CCC's report, <i>Publicising allegations of corrupt conduct: Is it in the public interest?</i> (the CCC report). The CCC report recommended that the CC Act be amended to make it an offence for any person to publicise allegations of corrupt conduct against a councillor or candidate during a local government election period.  The CCC's proposal is still currently under consideration.
Election issues <b>(Independent Assessor)</b>	<b>8.2 Offence to give false information to Independent Assessor</b> – Section 234 (1)(f) (false or misleading information) of the LG Act be amended to substitute 'Independent Assessor' for 'a regional conduct review panel'. The CCT has jurisdiction to hear a complaint under this section and may impose a penalty of up to 50 penalty units.	The government <u>supports in principle</u> changing the offence to refer to the Independent Assessor. However, any prosecution should be considered by a court of relevant jurisdiction.
Offences in the Act <b>(Independent Assessor)</b>	<b>9.1 Recommendations for prosecution of offences</b> – Both the Independent Assessor and the Tribunal have the power to make recommendations to DILGP that a councillor or former councillor be prosecuted for an offence under the LG Act.	The government <u>does not support</u> this recommendation. However, the government supports prosecutions being made by the Independent Assessor rather than the Independent Assessor and CCT referring matters to the department for prosecution. As the investigating body, the Independent Assessor should have sufficient authority to bring any prosecutions.
Offences in the Act <b>(Definition of conduct types)</b>	<b>9.2 Misuse of information offence</b> – Section 171(1) of the LG Act be amended to read: A person who is, or has been, a councillor must not use information that was acquired as a councillor to gain, directly or indirectly, a financial advantage for the person or someone else. Maximum penalty—100 penalty units or two years imprisonment.	The government <u>does not support</u> this recommendation because it would remove the offence that a councillor must not use privileged information to cause detriment to the local government.



Chapter/topic	Recommendation	Queensland Government response
<p>Offences in the Act (Definition of conduct types)</p>	<p><b>9.3 Additional misconduct offence</b> – The definition of misconduct in section 176(3)(b) of the LG Act be amended to include: Cause financial detriment to the local government.</p>	<p>The government <u>does not support</u> this recommendation because a councillor using privileged information to cause detriment to the local government is a serious matter and should be an offence and not merely misconduct.</p>
<p>Natural justice, procedural fairness and confidentiality (Councillor Conduct Tribunal)</p>	<p><b>10.1 Procedural rules</b> – Section 213(3) of the LG Act, requiring review panels and the tribunal to comply with any procedural rules prescribed under a regulation, be retained. One year after the proposed CCT commences, its President should consider whether to recommend to the Minister the adoption of a regulation prescribing procedural rules for the CCT.</p>	<p>The government <u>partially supports</u> this recommendation as it supports retaining section 213(3) of the LG Act. However, there should be no restriction on the procedural rules being prescribed by a regulation. In addition, the government considers that the President should have discretion as to how and when he/she considers recommending to the relevant Minister that procedural rules be prescribed.</p>
<p>Natural justice, procedural fairness and confidentiality (Councillor Conduct Tribunal)</p>	<p><b>10.2 Legal representation</b> – Section 213(2)(c) of the LG Act, giving the regional conduct review panels and tribunal power to refuse to allow a person to be represented by a legal practitioner be amended to read: Where it considers it desirable to do so in the interests of justice, may allow a person to be attended by a legal practitioner.</p>	<p>The government <u>supports in principle</u> allowing legal representation only where the CCT considers it desirable, but specific drafting of the provision will be guided by similar provisions included in other Queensland Government legislation.</p>
<p>Natural justice, procedural fairness and confidentiality (Councillor Conduct Tribunal)</p>	<p><b>10.3 Standard of proof</b> – Section 179(5) of the LG Act, which establishes that the standard of proof in misconduct hearing is the balance of probabilities, be retained.</p>	<p>The government <u>supports</u> retaining section 179(5) of the LG Act.</p>
<p>Natural justice, procedural fairness and confidentiality (Councillor Conduct Tribunal)</p>	<p><b>10.4 Reasons</b> – Section 179(6) of the LG Act, that requires the panel or tribunal to keep a written record of the hearing, be amended to add: (c) the reasons for its decision.</p>	<p>The government <u>supports in principle</u> requiring the CCT to keep reasons for its decision, however specific drafting of the provision will be guided by similar provisions included in other Queensland Government legislation.</p>

Chapter/topic	Recommendation	Queensland Government response
<p>Natural justice, procedural fairness and confidentiality <b>(Councillor Conduct Tribunal)</b></p>	<p><b>10.5 Appeals</b> – The provisions of the LG Act limiting appeals, be amended to permit appeals to the District Court for decisions of the proposed Tribunal on misconduct matters on questions of law only, and for jurisdictional error.</p>	<p>The government <u>supports in principle</u> allowing for an appeal against a decision of the CCT. However, the government <u>supports</u> that an appeal should also be permitted on the merits of the matter and not just on a question of law or jurisdictional error. An appropriate body to conduct reviews and appeals will be identified.</p>
<p>Natural justice, procedural fairness and confidentiality <b>(Councillor Conduct Tribunal)</b></p>	<p><b>10.6 Councillor as complainant</b> – That subsections 177A(4)(5) and (6), which require a complainant who is also a councillor to appear before the panel or tribunal to confirm the complaint, be deleted as several other recommendations of the Panel will make it redundant.</p>	<p>The government <u>supports in principle</u> making consequential amendments to remove obsolete and redundant provisions.</p>
<p>Role of the Minister and the department <b>(Administration and governance)</b></p>	<p><b>11.1 Local Government Liaison Group</b> – DILGP establish the Local Government Liaison Group to coordinate the provision of advice for local government councillors on the interpretation of relevant legislative provisions, and to provide assistance and training in areas such as declarations of interests, declarations of material interests and conflicts of interest. The group should provide advice to the Minister, through DILGP, on governance issues such as the proposed Code of Conduct. And it should include the CCC, the Ombudsman, the Auditor-General and the Independent Assessor, together with the LGAQ and the LGMA.</p>	<p>The government <u>supports</u> establishing the LGLG as an administrative action.</p>
<p>Reconstituting the complaints authorities <b>(Councillor Conduct Tribunal)</b></p>	<p><b>12.1 Local Government Conduct Tribunal</b> – the functions of the Local Government Remuneration and Discipline Tribunal and the regional conduct review panels be transferred to the proposed CCT.</p>	<p>The government <u>supports</u> reconstituting the Local Government Remuneration and Discipline Tribunal as the CCT and removing the need for the regional conduct review panels. However, see the government's response to recommendations 12.2 and 12.4.</p>



Chapter/topic	Recommendation	Queensland Government response
Reconstituting the complaints authorities <b>(Councillor Conduct Tribunal)</b>	<b>12.2 Councillor Conduct Authority</b> – The Local Government Remuneration and Discipline Tribunal be reconstituted as the Councillor Conduct Authority with the Councillor Conduct Tribunal as one of its two constituent parts, the other being the Independent Assessor.	The government <u>supports in principle</u> the reconstitution of the Local Government Remuneration and Discipline Tribunal as the CCT. However, the creation of a new statutory authority is not required to achieve this objective.
Reconstituting the complaints authorities <b>(Independent Assessor)</b>	<b>12.3 Authority's chief executive</b> – The Independent Assessor be the chief executive officer of the Councillor Conduct Authority.	The government <b>supports in principle</b> the creation of a statutory role for the Independent Assessor, reporting directly to the relevant Minister. However, the creation of a new statutory authority is not required to achieve this objective.
Reconstituting the complaints authorities <b>(Councillor Conduct Tribunal)</b>	<b>12.4 Transfer of tribunal's responsibilities</b> – The former tribunal's responsibilities for establishing categories of local governments and deciding to which category each local government belongs, be transferred to DILGP, and its responsibility for deciding the remuneration that is payable to the mayors, deputy mayors and councillors be transferred to the Queensland Independent Remuneration Tribunal (QIRT).	The government <u>partially supports</u> this recommendation as it supports the responsibility for deciding remuneration being separated from the disciplinary function of the CCT. However, the government will consult further about the appropriate body to determine the remuneration of local government councillors.
Reconstituting the complaints authorities <b>(Independent Assessor)</b>	<b>12.5 Statutory appointment of Independent Assessor and Tribunal President</b> The Independent Assessor and the President of the new Tribunal be statutory appointments, and that both should be appointed for fixed-terms of up to five years. Other sessional members of the Tribunal be appointed for three year terms by the Minister, on the recommendation of the President of the Tribunal.	The government <u>partially supports</u> this recommendation as it supports the appointment of the Independent Assessor and CCT members as statutory appointments, but all significant appointments should be approved by the Governor in Council, not by the Minister.

Chapter/topic	Recommendation	Queensland Government response
Reconstituting the complaints authorities (Councillor Conduct Tribunal)	<b>12.6 Qualifications of Tribunal members</b> – A person who is to be appointed to the Tribunal must have extensive knowledge of, and experience in, one or more of the following: <ul style="list-style-type: none"> <li>• Local government.</li> <li>• Investigations.</li> <li>• Law.</li> <li>• Public administration.</li> <li>• Public sector ethics.</li> <li>• Public finance.</li> </ul>	The government <b>supports</b> the requirement for certain qualifications for CCT members.
Reconstituting the complaints authorities (Councillor Conduct Tribunal)	<b>12.7 Rules for Tribunal</b> – The president should draw up and publish on the website the rules governing the way Tribunal hearings are conducted.	The government <b>supports</b> the publication of practice directions to govern how CCT hearings are conducted.
Reconstituting the complaints authorities (Independent Assessor)	<b>12.8 Independent Assessor's decisions about councillors to be published</b> – Section 181A of the LG Act (records about complaints) be amended to provide in sub-section (1) that the section also concerns complaints received by the Independent Assessor that are referred to the council to be dealt with as inappropriate conduct and relevant misconduct decisions by the proposed Tribunal.	The government <b>supports in principle</b> publication of decisions subject to appropriate protections.
Reconstituting the complaints authorities (Administration and governance)	<b>12.9 CEOs must publish disciplinary decisions</b> – Section 181A(2)(a) of the LG Act (records about complaints) be amended by substituting 'and' for 'or'.	The government <b>supports in principle</b> publication of decisions.
Reconstituting the complaints authorities (Councillor Conduct Tribunal)	<b>12.10 Authority to publish complaints decisions on website</b> – The CCA establish a website where all the Tribunal's decisions, and the reasons for them, are published and where decisions of councils concerning inappropriate conduct are also published.  Decisions by the Independent Assessor dismissing complaints that are trivial, vexatious etc. should also be published in summary form.	The government <b>supports in principle</b> the publication of the CCT's decisions, subject to appropriate protections and provided those decisions are not subject to confidentiality due to an overlap with an ongoing investigation by the CCC. The government considers that councils should be responsible for publishing their own decisions, but the CCT website could link to the council decisions.



Chapter/topic	Recommendation	Queensland Government response
Reconstituting the complaints authorities <b>(Administration and governance)</b>	<b>12.11 Authority to publish complaints decisions on website</b> – The publication of information about new councillor complaints should be suspended during the caretaker period before a council election.	The government <u>will consider</u> this recommendation as part of its broader consideration of the CCC's report. The CCC report recommended that the CC Act be amended to make it an offence for any person to publicise allegations of corrupt conduct against a councillor or candidate during a local government election period.
Reconstituting the complaints authorities <b>(Brisbane City Council)</b>	<b>12.12 Brisbane City Council</b> – The disciplinary system provided for in the <i>City of Brisbane Act 2010</i> be aligned with that proposed for the LG Act.	The CCC's proposal is still currently under consideration.  The Queensland Government <u>supports in principle</u> the systems being aligned between the two Acts, but proposes that changes be made to the LG Act in the first instance and the system be rolled out to the City of Brisbane Act within six months if, after review and consultation with Brisbane City Council, this is desirable.

Abbreviations:

CC Act = *Crime and Corruption Act 2001*

LGAQ = Local Government Association of Queensland

CCC = Crime and Corruption Commission

LGLG = Local Government Liaison Group

CCT = Councillor Conduct Tribunal

LGMA = Local Government Managers Australia

DILGP = Department of Infrastructure, Local Government and Planning

QIRT = Queensland Independent Remuneration Tribunal

LG Act = *Local Government Act 2009*

