Parliamentary Committees



2022-2023 Budget Estimates
Volume of Additional Information

Report No. 20, 57th Parliament
Transport and Resources Committee
August 2022

Table of Contents

List of Members granted leave to attend and ask questions at the hearing

1.	Jon Krause MP, Member for Scenic Rim
2.	David Crisafulli MP, Member for Broadwater
3.	Jarrod Bleijie MP, Member for Kawana
4.	Dale Last MP, Member for Burdekin
5.	Fiona Simpson MP, Member for Maroochydore
6.	Steve Minnikin MP, Member for Chatsworth
7.	Pat Weir MP, Member for Condamine
8.	Tim Mander MP, Member for Everton
9.	Andrew Powell MP, Member for Glass House
10.	Michael Berkman MP, Member for Maiwar
11.	Amy MacMahon MP, Member for South Brisbane
12.	Jim McDonald MP, Member for Lockyer
13.	Robbie Katter MP, Member for Traeger (no longer able to attend)

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

Question on Notice

Question No. 1

Asked on 12 July 2022

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

QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2022–23 to 2025–26 (QTRIP), referenced on page 8 of Budget Paper 3, will the Minister outline steps that have been taken to plan for a rail link connecting the North Coast Line to the Sunshine Coast?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is investing at record levels to deliver better rail services in South East Queensland.

This includes a $550.8 million investment in the Beerburum to Nambour Stage 1 project, jointly funded by the Australian Government and a further $6.25 million allocated to planning of further stages of that project. The Australian and Queensland governments have also committed a further $1.5 million to undertake pre-investment planning for the North Coast Line. The pre-investment planning will develop a comprehensive corridor strategy and investment program for rail between Brisbane and Gympie.

A new rail link to the Sunshine Coast is currently being investigated under planning for a Direct Sunshine Coast Line. Formally known as the Caboolture to Maroochydore Corridor, or CAMCOS, this largely protected corridor connecting the Sunshine Coast to the North Coast Line is an important part of the Palaszczuk Government's longer-term vision for public transport on the Sunshine Coast.

I note the former Morrison Government's pre-election budget announcement of $1.6 billion towards a Sunshine Coast Rail extension. The former federal Minister for Communications, Urban Infrastructure, Cities and the Arts, the Honourable Paul Fletcher MP provided a highly redacted document as justification for a supposed $3.2 billion costed project.

It is unfortunate that the agreed inter-governmental process for considering this matter, a jointly funded $6 million planning exercise, was ignored by the Morrison Government in its pre-election budget.

Right now, thanks to that jointly agreed process, there are surveyors in the field collecting the sort of data that is required to obtain a fully costed proposal.

It is important that we finish this planning work for both governments to have confidence in the scope, timing, costs of such a significant and transformational project. This work is well underway and will be finalised for the consideration of both governments well before the first dollar of the Morrison Government's budgeted funds are scheduled to flow to Queensland in 2024–25.

In preparation for a future spur line on the Sunshine Coast corridor, protection activities were undertaken in 2001. In 2009, the track between Caboolture to Beerburrum was upgraded and duplicated to accommodate additional services on the line. Also in 2009, the open level crossing at Beerwah was removed, ultimately providing for a future branch line from Beerwah to Maroochydore.

The Beerburrum to Nambour Rail Upgrade project has commenced and will improve services for passengers and freight between Beerburrum and Nambour. Stage 1 will improve the capacity and reduce travel time of the North Coast Line between Beerburrum and Beerwah, ultimately supporting future growth on the network north of Beerwah, including the future spur line. Stage 1 has been jointly funded by the Australian and Queensland governments, with a commitment of $550.8 million.

The Australian and Queensland governments have also committed $6.25 million towards the Beerburrum to Nambour Rail Upgrade Duplication Study, which will inform Stage 2 of the Beerburrum to Nambour Rail Upgrade project and progress planning for the future needs of the north coast rail line between Beerwah and Nambour.

Question on Notice

Question No. 2

Asked on 12 July 2022

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

QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2022–23 to 2025–26 (QTRIP), referenced on page 8 of Budget Paper 3, The COVID-19 pandemic, a significant infrastructure pipeline throughout Australia and international supply chain uncertainties are placing pressure on the delivery of projects in New South Wales and Victoria. What impact are these drivers having on Queensland's roads and rail projects?

ANSWER:

I thank the Committee for the question.

I note that governments across Australia are experiencing an increasingly competitive and heated building and construction market due to the COVID-19 pandemic and a range of other factors impacting infrastructure delivery.

I also note that, at the June 2021 Infrastructure and Transport National Cabinet Reform Committee, jurisdictions across Australia reported significant increases in cost-over-business-case construction estimates for major transport infrastructure projects. In Queensland, this has been further impacted by recent natural disasters and increased demand for construction associated with population growth.

These pressures are not isolated to the larger construction projects and are being felt across the breadth of the building and civil construction sectors. Department of Transport and Main Roads (TMR) standard project management includes allowances for anticipated and unforeseen risks. Despite this disciplined approach, the scale of cost escalation being experienced and current pressures on critical supply chains, TMR is anticipating that additional Australian and Queensland Government funding will be required to deliver our committed and approved projects.

The TMR material and resource cost increases are varied across the road and rail projects but reflect an extraordinary escalation in construction costs. From 2020 to 2022, on average, gravel increased by 28 per cent, bitumen increased by 36 per cent, asphalt increased by 14 per cent, concrete increased by nine per cent, precast bridge deck units increased by 10 per cent, fuel increased by 53 per cent and steel reinforcing increased by 67 per cent.

The cost pressures and supply chain issues that TMR are experiencing are not unique to Queensland, and are being experienced across the country. To deliver our record infrastructure program, it is more important than ever that Queensland competes for skilled, quality workers, especially with New South Wales and Victoria who have significant forward programs and are competing for the same people. We have already seen labour rates increase by nine per cent on TMR projects and it is anticipated that this increase will continue if we are to be competitive in an increasingly tight labour market.

Queensland's Best Practice Industry Conditions for transport projects (Transport BPIC) strongly positions delivery in Queensland by outlining a set of conditions and wage outcomes reflecting best practice industrial relations and helps position Queensland in highly competitive market as a desirable place to work in civil construction.

The Transport BPIC strengthens TMR's application of the Best Practice Principles and Buy Queensland approach to help address current industry challenges, enhance our ability to attract and retain relevant skilled workers, source quality materials and provide better conditions for Queensland workers.

Additionally, TMR continues to do all it can to support industry through this period of economic uncertainty. A range of relief measures have been implemented, in consultation with our principal contractors, to respond to the extraordinary escalation of their material costs, in particular prefabricated steel, steel reinforcement and ready-mix concrete, as well as fuel costs impacting supply and delivery costs more broadly, in particular asphalt production. These measures have been welcomed by industry.

TMR is exploring and implementing proactive solutions to manage risk and best position the department to deliver Queensland's record infrastructure program. These initiatives include collaborative contracting, attracting and retaining a sustainable workforce, investing in research, innovation and transitioning towards a circular economy, applying value engineering to options assessment, product and service procurement strategies.

Collaborative contracting
TMR's procurement and contracting framework is helping to address time, cost and capacity challenges on projects by working closely with industry on a more collaborative procurement and delivery model—a streamlined, collaborative framework for awarding contracts based on capability, capacity, past performance and ability to deliver value-for-money. The model assists in unlocking market capacity by reducing the time and cost of tendering.

Leveraging the prequalification process to ensure key requirements are met before procurement commences and developing new contract forms, enables TMR to better manage new and evolving risks.

Research, innovation and transitioning to a circular economy
TMR actively engages with industry in the pursuit of innovations that enhance safety, sustainability, accessibility, efficiency and value for money. For example, investigations into the use of alternative construction materials, such as recyclable and waste materials and fibre composites.

TMR currently allows many recycled materials to be used in road projects. Examples are reclaimed asphalt pavement, construction and demolition waste, recycled crushed glass, fly ash, blast furnace slag and crumb rubber. TMR also undertakes insitu recycling of existing pavements including concrete pavements and hot-in-place asphalt recycling. Changes to specifications have been made to facilitate use of recycled materials.

Value Engineering and Options Assessment
In any project, there are often many elements that can be delivered via a range of options to ensure the desired functionality and outcome. The options analysis (referred to as value engineering) is undertaken across project features, material selection, equipment and so on with a view to achieving desired functionality and scope at the lowest 'whole of life cost'.

Product and Services Procurement Strategies
Where possible, alternative sourcing scenarios are being identified and TMR is pre-ordering where possible to reduce supply risk.

TMR is constantly investigating and assessing alternative options for road construction materials, with a priority for local materials. Through evaluating acceptable performance, more materials can be used from a larger number of suppliers and the supply chain of permissible materials can be better assured. Examples include:

- increasing the range of permissible source rock that quarries can use to produce granular materials in pavements. Research into alternative test methods and specifications is underway with sandstone being one of the first materials being investigated
- fly ash is an essential supplementary material added to many pavements and to concrete that will become less viable into the future as renewable energy generation expands, and traditional power generation transitions over time.
- TMR is investigating alternative fly ash sources for concrete including reclaiming and or reprocessing fly ash from waste fly ash dams and other fly ash storage repositories at power stations, imported sources, and other alternative sources or materials.

Question on Notice

Question No. 3

Asked on 12 July 2022

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

QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2022–23 to 2025–26 (QTRIP), referenced on page 9 of Budget Paper 3, will the Minister provide an update to the Committee on patronage on Gold Coast Light Rail, progress on extending the Light Rail from Broadbeach to Burleigh Heads and planning for an extension of Light Rail to Coolangatta?

ANSWER:

I thank the Committee for the question.

The first stage of the Gold Coast Light Rail opened in 2014, consisting of 14 trams and 16 stations servicing a 13-kilometre route between the Gold Coast University Hospital and Broadbeach — part of one of the fastest-growing regions in Australia.

Stage 2 was delivered in record time by the Palaszczuk Government, opening in late 2017 ahead of the Commonwealth Games. This stage saw an additional four trams and connected the Gold Coast University Hospital station with Helensvale station. The 7.3-kilometre extension provided a seamless connection with heavy rail, linking Brisbane and the Gold Coast.

Almost 100,000 passengers travelled every day on the G:link trams during the 2018 Commonwealth Games, totalling more than 1.1 million passengers during the event. This was almost four times the usual patronage numbers since the opening of stage two of the light rail project.

Gold Coast Light Rail is a public transport success story. Since opening, more than 63 million passenger trips have been conducted on the light rail.

The introduction and extension of light rail services has seen demand for public transport increase on the Gold Coast by over 50 per cent in the year 2018–19. This is in comparison to 2013–14 before the introduction of light rail. In the 2018–19 financial year, the last full financial year before COVID-19, annualised passenger trips reached over 10.7 million trips.

In the last six months up to June 2022, 81 per cent of trips on G:link services were made by Gold Coast residents. This data was collected by the operator, GoldlinQ from a total of 2228 customers surveyed, which is also reported every six months in its Passenger Satisfaction Report.

COVID-19 has impacted patronage across transport modes, however, light rail has become the best performing mode in South East Queensland with June 2022 figures around 93 per cent of the same period pre-COVID-19, reinforcing the embrace of this vital public transport infrastructure by locals and tourists alike.

Stage 3 of the Gold Coast Light Rail project extends the current system 6.7 kilometres from Broadbeach to Burleigh Heads, and includes eight new stations. With the majority of early works now complete, major construction has begun and will take about three years to complete.

Planning has begun for Gold Coast Light Rail Stage 4, a 13-kilometre extension south of the Light Rail Stage 3, linking Burleigh Heads to Coolangatta via the Gold Coast Airport.

I acknowledge some community concern about the proposed route of Gold Coast Light Rail Stage 4.

I also note that some state and federal elected officials, who have personal interests, have expressed strong views about a proposed route of Gold Coast Light Rail 4.

I am pleased to advise the Committee that during extensive community consultation on a concept design for Gold Coast Light Rail Stage 4 between Burleigh Heads and Tugun, independent market research of respondents along the corridor revealed almost two thirds support for light rail along the Gold Coast Highway as envisaged.

One of the concerns expressed during the consultation phase is the potential for the Gold Coast Highway to be reduced from two to one lane in each direction at certain locations along the route.

I am also pleased to advise that the Department of Transport and Main Roads (TMR) and the Gold Coast City Council (GCCC) have undertaken to protect two lanes of highway in both directions at all points adjacent to the corridor.

The Queensland Government has committed $3.7 million to undertake a preliminary business case along with GCCC's financial contribution of $670,000. An additional $1.83 million has been committed by GCCC, bringing council's total commitment to planning for Gold Coast Light Rail Stage 4 to $2.5 million and total project commitment to $6.2 million.

The preliminary business case is underway and expected to be complete over the course of 2023.

Multi-modal corridor planning between Tugun and Coolangatta was completed in June 2022 and included reviewing all previous planning and developing an updated transport strategy for this corridor. The study built on the work completed for the Burleigh Heads to Tugun section and considered all transport modes to determine the preferred function for the next 20 years.

In 2020, TMR completed the Gold Coast Multi-Modal Corridor Study between Burleigh Heads and Tugun to review all previous planning and develop an updated transport strategy considering all transport modes for this corridor. The study found the Gold Coast Highway could be transformed into a high amenity community-focused boulevard with priority given to walking, bike riding and light rail.

The study concluded a future southern extension of the light rail should follow the existing Gold Coast Highway alignment, and that current property setbacks along the corridor through Palm Beach are generally adequate for future requirements and that property impacts will be limited.

The Gold Coast Highway route was found to be the most direct and fastest of the corridors investigated. It also has the greatest potential for mode shift to public transport as it is close to where people already live, follows the alignment of the existing frequent bus route 700 and provides the potential to transform the Gold Coast Highway into the Gold Coast Boulevard through careful design and treatment.

Alternate routes to the Gold Coast Highway route were found to either add a considerable time to the commute or create a substantially higher property impact.

Community engagement on Gold Coast Light Rail Stage 4 is taking place in alignment with the progress of the Multi-modal Corridor Studies. Community consultation on the Burleigh Heads to Tugun section was carried out from July to September 2021. Consultation on the Tugun to Coolangatta section is being planned for late 2022.

The Burleigh Heads to Tugun Community Consultation report is now available on the project webpage.

Question on Notice

Question No. 4

Asked on 12 July 2022

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

QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2022–23 to 2025–26 (QTRIP), referenced on page 8 of Budget Paper 3, will the Minister advise the current status of the Coomera Connector project and how the government's best practice industry conditions on transport infrastructure projects such as this are supporting good jobs for Queenslanders, and if the Minister is aware of any alternative approaches?

ANSWER:

I thank the Committee for the question.

We need a Second M1. That is why the Palaszczuk Government has backed it and locked in $2.16 billion in joint-funding to build Stage 1 of the Coomera Connector – the single largest road project in Queensland. Our plan will take 60,000 cars a day off the M1 and provide for additional capacity.

Stage 1 will be delivered in three packages, and I am pleased to advise that Stage 1 North (from Shipper Drive, Coomera to Helensvale Road, Helensvale) will begin mainline construction once environmental approvals are in place, which is expected later this year.

Stage 1 Central (from Helensvale Road, Helensvale to Smith Street Motorway, Molendinar) is currently in a competitive tender process and a design and construct contract is expected to be awarded in late 2022.

Stage 1 South (from Smith Street Motorway, Molendinar to Nerang–Broadbeach Road, Nerang) design contract is expected to be awarded later this year.

With a number of challenges facing the civil construction industry, including increasing competition for workers, supply chain disruption and extraordinary cost escalation putting pressure on the market, there is an opportunity right now to enhance the way we procure and deliver major projects to provide better outcomes for Queensland.

Best Practice Industry Conditions are about directing our significant investment in transport infrastructure towards reputable suppliers who can not only do the job effectively, but also provide good quality, safe, secure and local employment.

The Coomera Connector is a critical and prominent project for the Gold Coast and, in this increasingly competitive market, we need to ensure a workforce with optimal levels of skills and experience is attracted and retained for the life of the project.

To help achieve these goals, the Department of Transport and Main Roads engaged with a number of workforce and industry representatives to develop a set of Best Practice Industry

Conditions suitable for the project and the Queensland transport civil construction industry. The document is called the Transport BPIC.

The Transport BPIC reflects best practice industrial relations and provides for competitive wages and better conditions that enable quality, secure employment and ensure the highest possible standards for safety and wellbeing of workers on the project.

For the Stage 1 North construction package, the successful tenderer considered the Transport BPIC and provided a positive response, making a number of commitments which speak to the better outcomes we are seeking for Queensland.

This helps Queensland keep pace with other states—particularly New South Wales and Victoria—who are delivering significant infrastructure programs, and positions the project as an attractive option for skilled workers.

There is a commitment to providing more time for life through a mix of fixed and flexible rostered days off for workers to address the current culture of extended working hours. This not only improves the wellbeing and productivity of workers on the project, but it also fosters a more diverse and inclusive workforce by removing some of the barriers to attraction and retention, particularly for women.

The project nature of civil construction does not provide a lot of stability for workers and can cause disadvantage and impact safe work practices. On the Coomera Connector Stage 1 North, the joint venture has committed to more secure employment for workers on the project.

There is also an emphasis on training opportunities and favourable conditions for adult apprentices to help grow our skilled workforce for the future. The project an opportunity to establish school-based apprenticeships with the project timeframe working favourably to attain their qualifications on the job.

Overall, these commitments under the government's Best Practice Principles and BPIC policy will lift project productivity and contribute to a healthier, more diverse workplace with an improved workforce and safety culture.

This means the Coomera Connector project will not only deliver a congestion-busting piece of infrastructure, but it will also contribute to the long-term sustainability of our industry and ensure delivery of our record infrastructure pipeline — a great result for workers, industry and Queensland.

Question on Notice

Question No. 5

Asked on 12 July 2022

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

QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2022–23 to 2025–26 (QTRIP), referenced on page 8 of Budget Paper 3, will the Minister advise of the governments record road investment, including maintenance funding and how this is set to benefit regional Queenslanders?

ANSWER:

The Palaszczuk government's Q*ueensland Transport and Roads Investment Program* (QTRIP) *2022–23 to 2025–26* outlines $29.7 billion in road and transport infrastructure investment, estimated to support an average of 25,200 direct jobs over the life of the program, which helps to promote more jobs in more industries, and protects our lifestyle while offering better services as part of the Queensland Government's clear and unified vision. Funding allocated to the QTRIP 2022–23 to 2025–26 is $2.2 billion more compared to the previous $27.5 billion QTRIP 2021–22 to 2024–25.

This QTRIP is the seventh record QTRIP in a row, representing an affordable, sustainable, and deliverable pipeline that ensures Queenslanders can be confident that we will continue to productively and sustainably manage growth and recognise challenges, including the protracted La Nina weather conditions, labour constraints and supply chain issues.

Regional Queensland

Regional Queensland will benefit through an $18.1 billion commitment in QTRIP 2022–23 to 2025–26 to infrastructure and operations outside of the Brisbane Metropolitan area, estimated to support on average 16,220 direct jobs over the life of the four-year program.

Major regional road investments, many jointly funded with the Australian Government, include:

- $2.163 billion Coomera Connector (Stage 1), Coomera to Nerang
- $1.065 billion Rockhampton Ring Road
- $1 billion Bruce Highway, Cooroy to Curra (Section D)
- $1 billion funding commitment towards upgrades of the Inland Freight Route (Charters Towers to Mungindi)
- $1 billion Pacific Motorway, Varsity Lakes to Tugun upgrade
- $662.5 million Bruce Highway, Caboolture – Bribie Island Road to Steve Irwin Way upgrade
- $481 million Bruce Highway, Cairns Southern Access Corridor (Stage 3), Edmonton to Gordonvale
- $359 million Cairns Ring Road (Cairns CBD to Smithfield)
- $350 million Mackay Port Access, Bruce Highway to Mackay – Slade Point Road, construct new two-lane road
- $336 million Bruce Highway, Tiaro Bypass
- $320 million Sunshine Motorway, Mooloolah River Interchange Upgrade (Stage 1)

- $301.3 million Bruce Highway, Maroochydore Road and Mons Road interchanges upgrade
- $300 million Cairns Western Arterial Road, Redlynch Connector Road to Captain Cook Highway duplication
- $237.5 million Cape York Region Package Stage 2, including $44.9 million Peninsula Developmental Road, Archer River Crossing construct bridge
- $230 million Townsville Ring Road (Stage 5)
- $186.6 million Walkerston Bypass
- $144.6 million Mackay Northern Access upgrade
- $103 million Bruce Highway, Saltwater Creek and Deadmans Gully flood immunity upgrades
- $99.8 million Bruce Highway, Townsville Northern Access Intersections Upgrade
- $96.9 million Bruce Highway, Burdekin River Bridge rehabilitation program
- $95 million Garbutt – Upper Ross Road (Riverway Drive) Stage 2, Allambie Lane to Dunlop Street duplication
- $85.6 million funding for Cape York Region Package, Cooktown to Weipa Corridor upgrade, future priorities
- $80 million Rockhampton – Yeppoon Road upgrade
- $75 million Mount Lindesay Highway, Stoney Camp Road to Chambers Flat Road construct additional lanes
- $75 million Capricorn Highway (Emerald – Alpha) (Package 1), strengthen and widen pavement
- $70 million Bruce Highway (Rockhampton – St Lawrence), Pine Mountain Creek to Deep Creek safety improvements
- $70 million Townsville Connection Road (Stuart Drive), Bowen Road Bridge (Idalia) duplicate bridge and approaches
- $50 million Kennedy Developmental Road (The Lynd – Hughenden) progressive sealing.

Maintenance

The Palaszczuk Government is committed to maintaining a safe and resilient road network for all travellers. QTRIP 2022–23 to 2025–26 includes a record $4.94 billion towards maintenance, preservation, and operations, reflecting an increase of $277 million compared to the previous QTRIP 2021–22 to 2024–25. That is more than double than the roads maintenance budget under the previous government.

Queensland is a vast decentralised state, and the 33,384-kilometre state-controlled road network is the longest of any Australian state or territory. The Department of Transport and Main Roads (TMR) ‘run-maintain-build’ philosophy supports the prioritisation of investment in maintenance, preservation, and operations to get as much as possible out of the existing network, and does this through a structured program aimed at delivering agreed levels of service at minimum lifecycle cost.

Safety is TMR's number one priority and focusing adequate funding for routine maintenance activities, while balancing investment in preventative maintenance, helps ensure that the network is maintained in a safe and serviceable manner.

Question on Notice

Question No. 6

Asked on 12 July 2022

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

QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2022–23 to 2025–26 (QTRIP), referenced on page 117 of the Capital Statement found in Budget Paper 3, will the Minister advise the governments investment and commitment to projects in the Western suburbs of Brisbane, including building a new Centenary Bridge, its current status and number of expected jobs the project will create, and if the Minister is aware of any alternative approaches?

ANSWER:

I thank the Committee for the question.

The *Queensland Transport and Roads Investment Program* (QTRIP) *2022–23 to 2025–26* projects in Western Brisbane, referenced on page 117 of the Capital Statement found in Budget Paper 3, include the:

- Centenary Bridge Upgrade
- Centenary Motorway and Logan Motorway interchange upgrade
- Springfield Park 'n' Ride
- Station accessibility upgrades for Bundamba and East Ipswich stations.

The Queensland Government has committed $20 million for planning and design, and $112 million for construction of a new three-lane northbound Centenary Bridge over the Brisbane River at Jindalee. This also includes refurbishment of the existing bridges and improved active transport facilities for the river crossing. The Australian Government has committed $112 million for construction, making the total committed funding $244 million.

The Centenary Bridge Upgrade will reduce the frequency and severity of crashes, while increasing efficiency and travel time reliability between Brisbane's western suburbs, local destinations and the CBD.

The Palaszczuk Government has committed $15 million for the Centenary Motorway and Logan Motorway interchange upgrade project, which will see the northbound lanes increase from one to two lanes through the section.

The project started construction in late June 2022 and is expected to be complete by mid-2023. The key benefits of the interchange upgrade include improved safety for all road users, improved network efficiency, reduced interchange queuing, increased capacity on the road network, and reduced peak hour congestion and improved travel time. This $15 million investment is estimated to support an average of 15 direct jobs over the life of the project. There are no viable alternatives for this project.

As part of the Palaszczuk Government's commitment to improving park ‘n’ ride facilities across South East Queensland, TMR completed and opened the new Springfield Central station park ‘n’ ride on 30 April 2022.

The Palaszczuk Government has also recently opened an accessibility upgrade to East Ipswich Station with a full accessibility upgrade at Bundamba Station now in initial stages of procurement by Queensland Rail.

$44.5 million was committed to upgrade the Springfield Central station park 'n' ride, and customers using Springfield Central station and surrounds can now directly benefit from the newly completed multi-storey carpark with the total number of park 'n' ride spaces in the precinct increased to 1100.

Question on Notice

Question No. 7

Asked on 12 July 2022

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

QUESTION:

In relation to Passenger Transport Services, referenced on page 9 of the Transport and Main Roads Service Delivery Statement, there have been recent reports about the safety of passengers and bus drivers on our PT network. What is the Palaszczuk Government doing to improve safety throughout our public transport system?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government takes the safety of passengers and bus drivers across the public transport network in Queensland seriously.

The Department of Transport and Main Roads (TMR) has been working with bus operators, drivers and unions to roll out bus driver safety initiatives across the State. This included the $3.93 million allocated for the Bus Driver Safety Scheme for driver safety barriers and $1.54 million for anti-shatter window film in existing buses. The installations have been completed under the scheme, and most of Queensland's contracted urban bus fleet now have a driver barrier and anti-shatter film. Barriers will be mandatory for all new contracted urban bus fleet, however, service delivery partners will retain the flexibility to select a barrier design suited to their operating requirements.

Bus driver and passenger safety also continues to be supported by:

- deploying senior network officers in areas where incidents are occurring
- supporting delivery partner-led enforcement using customer service officers
- implementing a smart ticketing system that will limit the driver's cash handling
- supporting de-escalation training resource for drivers, jointly developed with industry to help manage customer aggression
- delivering a refreshed 'Step Up' initiative in schools to promote appropriate behaviour on public transport to school students
- funding public awareness campaigns, including the state-wide "See it from their side" campaign in November 2019, promoting zero-tolerance toward bus driver violence, and "I live my life…. Without a knife", a knife crime prevention campaign in 2021 in partnership with Queensland Police Service
- hosting the Bus Driver of the Year awards which enhance goodwill toward bus drivers
- establishing the Queensland Bus Safety Forum, an opportunity for government and industry stakeholders to consider and discuss bus driver and passenger safety related issues.

TMR is working closely with operators, drivers, and unions to discuss security issues and identify mitigation strategies.

The Palaszczuk Government is committed to providing a safe environment for bus drivers and passengers.

Question on Notice

Question No. 8

Asked on 12 July 2022

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

QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2022-23 to 2025-26 (QTRIP), referenced on page 8 of Budget Paper 3, will the Minister advise the governments record investment in road and transport infrastructure for the Townsville region, including the Bowen Road Bridge upgrade, and how this is set to benefit Townsville residents?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government's history of record road and rail investment in the Townsville region shows no signs of slowing, with the *Queensland Transport and Roads Investment Program 2022–23 to 2025–26* including $1.069 billion for the Department of Transport and Main Roads' Northern District.

This $1.069 billion will not only support jobs, but will deliver critical road safety, capacity and efficiency upgrades on almost all of the district's major arterials – across the Burdekin, Charters Towers, Hinchinbrook, Palm Island and Townsville local government areas.

Freight rail operations will be improved through Queensland Rail's $77.25 million North Coast Line Capacity Improvement Project which is progressively lengthening eight passing loops from 650 to 950 metres between Rockhampton and Townsville to boost capacity along this important section of the network.

The Palaszczuk Government has also been progressively improving the efficiency and capacity on the Mount Isa line with $379 million in capital upgrades and maintenance work to be invested over five year from 2022–23.

In the Burdekin, maintenance of the region's iconic structure—the Burdekin River Bridge—will continue under a $96.9 million investment. The Queensland Government will also provide new overtaking lanes on the Bruce Highway south of Ayr and safety improvements north of Ayr, as part of three separate projects totalling $48 million.

On the Bruce Highway (Townsville Ring Road), the Queensland Government is delivering the $230 million Townsville Ring Road Stage 5 project, which will improve travel time reliability for freight and passenger vehicles and reduce peak hour congestion on the surrounding road network.

The project will also provide a new connection between the Ring Road and Beck Drive, improving local connectivity to important employment nodes and essential services in Townsville, including Lavarack Barracks, James Cook University and Townsville University Hospital.

In Townsville's growing northern suburbs, the Queensland Government is working hard on the $99.8 million Townsville Northern Access Intersections Upgrade which is delivering a new bridge over Black River, significant safety improvements and a dual-lane highway. I am also pleased to share that the new bridge is due to be opened to traffic in the coming months.

In the southwest, there's $95 million for the Riverway Drive Stage 2 project which will improve safety and capacity on the major arterial to and from the Upper Ross.

Construction also recently commenced on the $33.39 million Flinders Highway overtaking lane project which will make for a safer drive between Townsville and Charters Towers. This project includes pavement widening to accommodate wide centre line treatments and the installation of three new overtaking lanes on the national land transport network.

In the west, construction is progressing well on more than $40 million of pavement upgrades on the region's inland freight route—Gregory Developmental Road—between Charters Towers and the Lynd.

In addition to these projects which are already underway, the Queensland Government has also committed $46.4 million for the Townsville Connection Road safety improvement and congestion-easing project on busy Stuart Drive, which services nearly 24,000 vehicles per day.

This project includes duplicating Stuart Drive between University Road and the Bowen Road Bridge, upgrading the Mervyn Crossman Drive and Fairfield Waters Drive roundabout, signalising the intersections with both Gartell Drive and Kokoda Street and improving the active transport network/facilities. While early works are due to commence later this year, construction at the intersections is expected to commence in mid-2023 and be completed by late 2024.

In conjunction with the Stuart Drive safety improvement project, the Queensland Government also recently announced a further $70 million in Queensland Government funding to duplicate the Bowen Road bridge.

The new bridge will be built upstream of the existing bridge and, in conjunction with the safety improvement project, will mean that Stuart Drive will be two lanes in each direction between the Bruce Highway intersection and Ross River Road. This is welcome news to the many commuters from Cluden, Fairfield, Idalia, Wulguru, Woodstock and surrounds who make the daily trip into the Townsville CBD.

Many of these major road upgrades funded for construction in the Townsville City area include improvements to active transport facilities, to make it easier and safer for walking and bike riding around Townsville.

In addition to the above projects funded for construction, the Queensland Government is also preparing for the future of North Queensland through key planning projects, including:

- the $48 million Bruce Highway, Ingham to Cardwell Range deviation plan and preserve corridor project
- the $48 million Bruce Highway, Burdekin deviation plan and preserve corridor project
- more than $3 million to plan future upgrades on the Woolcock Street and Bruce Highway arterial, across three projects between Pilkington Street and Deeragun
- active transport links in Townsville such as across the Bohle River and in sections between the Townsville CBD and the University/Health Precinct.
- $1 million feasibility study – Queensland Rail Townsville Station Upgrade.

Question on Notice

Question No. 9

Asked on 12 July 2022

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

QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2022-23 to 2025-26 (QTRIP), referenced on page 8 of Budget Paper 3, will the Minister advise how the government is keeping pace with growth in the Moreton Bay region, what investment it is making in road and transport infrastructure and its plan for future Bruce Highway upgrades in Southeast Queensland?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is delivering its seventh record transport and roads infrastructure program in a row, as detailed in the *Queensland Transport and Roads Investment Program* (QTRIP) *2022–23 to 2025–26*, which outlines $29.7 billion in investment over the next four years. This program of work is estimated to support an average of 25,200 direct jobs over the life of the program. Of this, $3.079 billion is committed across the Department of Transport and Main Roads' (TMR) North Coast region, estimated to support an average of 2700 direct jobs over the life of the program.

This includes key QTRIP 2022–23 to 2025–26 investments in the Moreton Bay Regional Council area such as:

- $662.5 million Bruce Highway, Caboolture–Bribie Island Road to Steve Irwin Way upgrade (jointly funded with the Australian Government)
- $163.3 million Bruce Highway, Deception Bay Road interchange upgrade (jointly funded with the Australian Government)
- $57 million Strathpine–Samford Road (Eatons Crossing Road and Mount Samson Road) intersection and safety improvements.

As part of the 2022 Federal Election, the Australian Government committed to additional funding on the Bruce Highway within the Moreton Bay Regional Council area, including:

- $586.4 million towards widening the Bruce Highway from six to eight lanes between Anzac Avenue and Uhlmann Road
- $200 million towards widening the Bruce Highway from six to eight lanes between Dohles Rocks Road and Anzac Avenue and installing entry and exit ramps at the southern end.

Confirmation of these commitments and related funding arrangements will need to be confirmed as part of the Federal Budget in October 2022.

In addition, TMR has been planning for a new 60-kilometre transport corridor to connect Steve Irwin Way, Beerburrum with the north Brisbane area. The Bruce Highway Western Alternative is being planned in stages. This planning will identify land that needs to be protected for the future motorway. The planning is considering multi-modal and active transport needs.

I am pleased to advise that as from 29 July 2022 the community has been invited to share its thoughts on Stage 2 of the Bruce Highway Western Alternative, identified as being the section from Moorina to Narangba. Two options are being presented for both the northern and southern sections of the alignment.

The new road will increase capacity across the network and reduce congestion and long-term reliance on the Bruce Highway. This project forms part of the $20 million North Brisbane Bruce Highway Western Alternative project with $10 million each committed by the Australian and Queensland governments.

With growing population pressures across the Moreton Bay region, an alternative road to the west of the Bruce Highway will boost the capacity of the transport network, reduce congestion and future proof the Moreton Bay lifestyle.

The corridor for Stage 1 has been identified from Moodlu to Moorina within the future Caboolture West development area. Stage 2 of the corridor from Moorina to Narangba is now open for consultation with drop in sessions being arranged across August 2022.

Question on Notice

Question No. 10

Asked on 12 July 2022

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

QUESTION:

In relation to the Queensland Transport and Roads Investment Program 2022-23 to 2025-26 (QTRIP), referenced on page 9 of Budget Paper 3, will the Minister outline the benefits that commuters and residents will experience from the joint Australian and Queensland Government investment, doubling rail capacity between Kuraby and Beenleigh.

ANSWER:

I thank the Committee for the question.

The Brisbane to Gold Coast rail line provides a critical connection between Australia's third and sixth largest cities, helping people move quickly and conveniently across the region to access jobs, education and essential services.

To reduce road congestion and support growing population and rail patronage demand between Brisbane, Logan and the Gold Coast, the number of Beenleigh and Gold Coast train services will need to double over the next 20 years.

With Cross River Rail well underway, the section of rail line between Kuraby and Beenleigh is the next critical bottleneck to unlock to provide more frequent rail services in the future.

The Queensland Government, with co-investment from the Australian Government, has committed to increasing capacity between between Kuraby and Beenleigh stations by doubling track capacity, from two to four, coupled with modernised rail systems, station upgrades, level crossing removals, more park 'n' ride spaces and better active transport connections.

Currently, trains between Kuraby and Beenleigh share a single track in each direction, limiting the number of peak services that can run. All-stops Beenleigh trains need to be held to one side for about four minutes to allow Gold Coast express trains to pass through during peak periods.

The project will allow the free movement of both all-stops and express trains, so that more of our fastest services can run more frequently and more reliably in the future without inconveniencing customers on Beenleigh all-stops services.

We are making rail more accessible for customers through station upgrades at nine stations along the Kuraby to Beenleigh corridor. Upgraded stations will be fully accessible and include more lighting and CCTV to improve amenity and safety for people using stations and surrounding areas. We are also working across local and State government to ensure these stations integrate with the local precinct and community needs.

As part of these station upgrades, around 950 additional park 'n' ride spaces will be added along the corridor, making it easier for people to access train services – particularly at the express stops at Loganlea and Beenleigh.

Safety and connectivity for pedestrians and motorists in the community will also be improved with the removal of five at-grade level crossings along the corridor, and a new active transport network along the 20km corridor will improve access around the local community and support a healthier lifestyle.

Community consultation was undertaken in September and October 2021, with the project team receiving a large range of feedback from over 500 face-to-face engagements and nearly 400 emails and 300 phone calls.

The Department of Transport and Main Roads values the feedback from the community, which is informing the project's detailed design.

The Palaszczuk Government has also commenced early works on the jointly funded Loganlea Station relocation and park 'n' ride expansion. The new station will improve accessibility with raised platforms, station ramps and lifts, and will be situated closer to the expanded Logan Hospital and adjacent TAFE campus with up to 400 additional park 'n' ride spaces, expanding park 'n' ride capacity in the Logan area by around 1350 spaces.

Combined, this station relocation and the Kuraby to Beenleigh project (also known as Logan and Gold Coast Faster Rail) will deliver benefits to Queensland Rail customers on Beenleigh and Gold Coast services as well as to road users.

Question on Notice

Question No. 11

Asked on 12 July 2022

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

QUESTION:

Could the Minister provide the timeline of milestones for the Logan and Gold Coast Faster Rail, including the finalisation of the business case, design, construction start date and construction completion date?

ANSWER:

I thank the Committee for the question.

A Business Case for the Kuraby to Beenleigh project (also known as Logan and Gold Coast Faster Rail) was endorsed by the State Government in late 2021.

The project is now refining the reference design. This is a complex infrastructure project along an existing 20km rail corridor — a reference design is expected to inform a design and construct procurement to commence in 2023.

Other project activities underway include:

- detailed design for the related Loganlea Station Relocation and Park 'n' Ride Expansion project, located within the Kuraby to Beenleigh corridor
- securing land along the project corridor.

Further approvals, including environmental approvals, will follow.

Procurement planning has started for major works packages with tenders for design and construction expected to be released throughout 2023.

Major construction is expected to take approximately five years, followed by a rigorous period of operational readiness, safety testing and commissioning in the lead up to opening.

This project is a key infrastructure investment to get ready for population growth in one of Australia's fastest population growth corridors, through the Logan and Gold Coast Local Government Areas and, once completed, will play a major role supporting the Olympic and Paralympic transportation task in 2032.

Question on Notice

Question No. 12

Asked on 12 July 2022

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

QUESTION:

I refer to the $619,366,000 reduction in QTRIP funding in the 2022/23 financial year (compared to the QTRIP issued in 2021), and ask the Minister to advise how much of this funding was bought forward to 2021/22, how much has been pushed out in the forwards, and how much is due to projects being cancelled?

ANSWER:

I thank the Committee for the question.

The *Queensland Transport and Roads Investment Program* (QTRIP) *2022–23 to 2025–26* outlines $29.7 billion in road and transport infrastructure investment, estimated to support an average of 25,200 direct jobs over the life of the program, helping to promote more jobs in more industries, protect our lifestyle and offering better services, as part of the Queensland Government's clear and unified vision.

This QTRIP is the seventh record QTRIP in a row, representing an affordable, sustainable, and deliverable pipeline that ensures Queenslanders can be confident that we will continue to manage growth productively and sustainably, recognising challenges including the protracted La Nina weather conditions, labour constraints and supply chain issues.

Overall, QTRIP 2022–23 to 2025–26 has seen an increase of approximately $2.2 billion in funding across the four-year period when compared to the previous QTRIP 2021–22 to 2024–25, including:

- new major projects such as Brisbane Metro Woolloongabba Bus Station and New Generation Rollingstock Automatic Train Operation and Platform Screen Doors fitment
- construction funding commitment for Logan and Gold Coast Faster Rail (Kuraby to Beenleigh) upgrade
- increased funding for Coomera Connector (Stage 1) and Gold Coast Light Rail (Stage 3)
- new funding provided under the Disaster Recovery Funding Arrangements relating to the 2022 weather events.

QTRIP is a complex and dynamic program, with fluctuations in budgets varying year on year as projects and programs change throughout the year to meet demand and respond to different circumstances, including weather events, COVID impacts, and so on.

The Department of Transport and Main Roads (TMR) has consistently delivered ahead of its capital program in recent years, helping to support Queensland's economic recovery through strong infrastructure delivery.

The QTRIP 2022–23 to 2025–26 year 1 (2022–23) budget of $6.614 billion is $620 million less than QTRIP 2021–22 to 2024–25 year 2 (2022–23) budget of $7.234 billion.

The change in 2022–23 budget figures is attributable to various programming changes, noting cashflows in QTRIP are indicative and subject to change. Factors impacting on the reduction include:

- approximately $200 million related to TMR accelerated estimated actual budgets into 2021–22. This is related to various projects, including Cooroy to Curra (Section D), Cairns Southern Access Corridor (Stage 3) Edmonton to Gordonvale and Pacific Motorway Varsity Lakes (Exit 85) to Tugun (Exit 95) upgrade
- approximately $200 million related to Road Safety Program Tranches 4 and 5. This was deferred to 2023–24 due to delayed Australian Government approvals.
- various other adjustments on a range of investments to align cashflows with delivery schedules and future expectations, including decreased budgets in 2022–23 for:
    - Kuraby to Beenleigh rail capacity improvement
    - Warrego Highway funding commitment
    - Bruce Highway additional funding commitment
    - Cunningham Highway Future Projects funding commitment.

Question on Notice

Question No. 13

Asked on 12 July 2022

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

QUESTION:

Could the Minister advise the status of the following projects from the 2021/22 QTRIP that do not appear in this year's QTRIP, including the status of funding allocated beyond 2021/22 in last year's QTRIP:

a) Gold Coast Line Train Stations, funding commitment (Investment ID 1449551)
b) Southport- Burleigh Road (Investment ID 1836391)
c) Boondall train station park n ride business case (Investment ID 1916944)
d) Wooloowin train station, upgrade station (Investment ID B06067)
e) Bruce Highway, Haughton River floodplain upgrade (Investment ID 8785)
f) Peninsula Development Road, Bamboo to south of Duck Holes (Investment ID 1447579).

ANSWER:

I thank the Committee for the question.

The Queensland Transport and Roads Investment Program (QTRIP) is a complex and dynamic program, with fluctuations year-on-year as projects and programs progress through their lifecycle. QTRIP 2021–22 to 2024–25 and QTRIP 2022–23 to 2025–26 each included more than a thousand investment line items.

There are various reasons why the investments in question appeared differently in QTRIP 2022–23 to 2025–26 compared to last year's QTRIP 2021–22 to 2024–25, including changes to the QTRIP publication approach (revised project thresholds given the increasing size of the program), completion of projects and changes to Investment Names and Investment IDs for administrative purposes.

The individual reasoning for the projects noted is outlined below.

a) Gold Coast Line Train Stations, funding commitment (Investment ID 1449551)

This investment appears on page 24 of the QTRIP 2022–23 to 2025–26 with a revised Investment Name.

b) Southport–Burleigh Road (Investment ID 1836391)

The Southport–Burleigh Road (Investment ID 1836391) is now budgeted for in the 'Other Works' section on page 29 of QTRIP 2022-–3 to 2025–26

c) Boondall train station park 'n' ride business case (Investment ID 1916944)

The feasibility study for Boondall train station park ‘n’ ride has been completed.

d) Wooloowin train station, upgrade station (Investment ID B06067)

Funding for improvements at Wooloowin station are held in the Other Works section on page 131 of QTRIP 2022–23 to 2025–26.

e) Bruce Highway, Haughton River floodplain upgrade (Investment ID 8785)

Main construction on the Bruce Highway, Haughton River floodplain upgrade was completed in 2021.

f) Peninsula Developmental Road, Bamboo to south of Duck Holes (Investment ID 1447579).

Funding for Bamboo to South of Duck Holes in QTRIP 2021–22 to 2024–25 has been directed to other works on the Peninsula Developmental Road, to achieve the overall benefits of the program.

Question on Notice

Question No. 14

Asked on 12 July 2022

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

QUESTION:

For each future road corridor shown in Figure 15 of the South East Queensland Regional Transport Plans, could the Minister advise actions that the Department will take in the 2022/23 financial year including planning, land acquisition, and construction.

ANSWER:

I thank the Committee for the question.

Regional Transport Plans set the direction for the development of each region's transport network over a 15-year planning horizon.

The future road corridors identified within Figure 15 of the South East Queensland (SEQ) Regional Transport Plans are taken from *ShapingSEQ – the South East Queensland Region Plan 2017*, and will help to support regional connectivity, productivity, and prosperity. The efficient and reliable movement of people and goods is critical in contributing to SEQ's economic growth and ensuring the competitiveness of the region. Planning is well underway for these corridors, noting Figure 15 is outlining a planned future strategic road and freight system for 2041 and beyond.

The table below provides information on each of the future road corridors shown in Figure 15 of the SEQ Regional Transport Plans and identifies those actions that will be undertaken in 2022–23 to facilitate their progress. Any land acquisition will be undertaken as required in line with the Department of Transport and Main Roads' early acquisition and property resumption processes.

Future Road Corridor	2022–23 Queensland Transport and Roads Investment Program Commitments
North South Arterial (Boundary Road to Bells Creek Arterial Road)	• Planning is underway to identify corridor requirements and a preferred location for preservation of a future transport corridor east of the Bruce Highway. • The planning is considering multi-modal and active transport needs.
Bruce Highway Western Alternative (Beerburrum to North Brisbane)	• Planning is underway for a new transport corridor to connect north Brisbane and Beerburrum. • This planning will identify land that needs to be protected for a future motorway. • The planning is considering multi-modal and active transport needs.
North West Transport Corridor	• No planning underway in 2022–23.
Western Ipswich Bypass (Warrego to Cunningham)	• No planning underway in 2022–23.
Park Ridge Connector (PRC) (Gazetted as a Future State Controlled Road (FSCR)) between Logan Motorway/Wembley Road interchange and Graner Road, Park ridge south.	• PRC is gazetted as a FSCR between Logan Motorway/ Wembley Road interchange and Granger Road, Park Ridge South. • Planning project underway to identify an extension of the corridor between Granger Road and Camp Cable Road.
Coomera Connector Stage 1 – Coomera to Nerang	• The Australian and Queensland governments have committed $2.162 billion to construct Stage 1 of the Coomera Connector.
Coomera Connector Future Stages – Loganholme to Coomera	• Planning project underway for future stages business case between Loganholme and Coomera.
Southern Infrastructure Corridor.	• The SEQ Regional Transport Plan lists the Southern Infrastructure Corridor as medium/long term action. • No planning underway in 2022–23.
Bromelton North–South Arterial Road	• Planning project underway to identify the corridor between Mt Lindesay Highway at Woodhill, Bromelton and Mt Lindesay Highway at Josephville.
Toowoomba Second Range Crossing.	• The $1.6 billion Toowoomba Second Range Crossing was open to traffic in September 2019.

Question on Notice

Question No. 15

Asked on 12 July 2022

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

QUESTION:

With regard to the rollout of the Digital Licence App, as mentioned on page 2 of the Service Delivery Statement, could the Minister advise the forecast number of Queenslanders that will have a digital licence by the end of the 2022/23 financial year?

ANSWER:

I thank the Committee for the question.

The Digital Licence project is on track to deliver Queensland's first digital driver licence. TMR is rolling out and trailing the Digital Licence to ensure we have the safest and most secure system in Australia. Security needs to be taken seriously, requiring a phased roll out with extensive testing and customer feedback.

To date, the app has been successfully trialled and tested on the Fraser Coast. It was used by approximately 800 customers, with a satisfaction rating of 94 per cent. The trial of the app will be expanded to include Townsville in late 2022. The updated version of the app will also be made available in the Fraser Coast, to both existing trial participants, and those looking to join for the first time.

The app will then become available to all Queenslanders in 2023.

Once the digital licence is available to all Queenslanders, it will be available to all four million driver licence holders—as well as photo identification card and marine licence holders—should they wish to access the digital version of their credential. The Department of Transport and Main Roads cannot accurately predict the number of individuals that will download the app, however, it is anticipated there will be strong interest and uptake.

Question on Notice

Question No. 16

Asked on 12 July 2022

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

QUESTION:

Could the Minister provide an outline of the "Olympic and Paralympic modelling and analysis" project (Investment ID 2262949) including the scope of work and completion date?

ANSWER:

I thank the Committee for the question.

Over the next decade, South East Queensland's (SEQ) population is forecast to grow by approximately 770,000 people to 4.55 million. The Department of Transport and Main Roads (TMR) is committed to investing in growth, evidenced by the $29.7 billion total investment through the *Queensland Transport and Roads Investment Program 2022–23 to 2025–26*, supporting 25,200 jobs over the life of the program.

The growth in SEQ is a sign of a region with a burgeoning economy and high liveability, enabled by prudent Government policy, planning and investment. There is no greater sign of this positive reflection on the region, including in an international context, than earning the right to host the 2032 Olympic and Paralympic Games (the Games).

To support the Games planning, TMR is currently expanding and refining its transport modelling to include elements such as spectator and workforce travel behaviour characteristics, assumptions for spectator accommodation, Games Route Network factors (on which Athletes will travel between the villages to venues with guaranteed travel times), and public transport requirements.

As was adopted for the successful 2018 Gold Coast Commonwealth Games, a partnership approach will be applied in which the Games' models will be available to be used by key stakeholders (including local authorities and the Brisbane Organising Committee for the Olympic Games) to inform Games related planning.

Modelling and analysis work will be ongoing in the lead up to the Games.

Question on Notice

Question No. 17

Asked on 12 July 2022

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

QUESTION:

Can the Minister confirm that the TransLink Smart Ticketing project is still on track to complete the roll out of the new system across South East Queensland and 18 regional urban networks by the end of 2022 and will be delivered within the $371.1m project budget?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is investing $371.1 million in a world-class Smart Ticketing solution that is delivering Queenslanders and visitors with new ways to plan and pay for public transport across the state.

This world-class project will put Queensland on par with the global ticketing networks in Singapore, New York, Chicago and Boston.

Smart Ticketing is introducing new ways to pay with Visa, Mastercard and American Express contactless debit and credit cards, smartphones and smart devices in addition to existing *go* cards and paper tickets.

The project is also delivering a new mobile app and web portal to support self-management and personalisation of customer accounts through the digital integration of ticketing, payment and journey planning options, all underpinned by real-time service information.

Smart Ticketing is being delivered in partnership with Cubic Transportation Systems (Cubic), drawing on their global expertise, proven technology and experience delivering global ticketing networks.

Since the first customer trial launch on Gold Coast Light Rail in December 2020, over 1.2 million trips have been taken which used credit or debit card as the payment, with an average of over 3400 trips per day.

Similarly, customers on the Ferny Grove line are equally enthusiastic about Smart Ticketing, with an average of 1400 trips per weekday and 94 per cent of customers surveyed liking the system since its launch on 6 June 2022.

I am also proud to see a strong First Nations influence on the project. *The Connecting Thread* artwork was developed by local Gilimbaa artist Elisa Carmichael (Quandamooka) specifically for the Smart Ticketing project, with wrapped ticket validators installed late last year for the Gold Coast Light Rail trial and earlier this year on the Ferny Grove line on the heavy rail network.

Smart Ticketing will be progressively rolled out across the South East Queensland (SEQ) heavy rail network line by line, with an expected completion date by the end of this year.

The bus solution is also well progressed with Cubic having successfully installed functional equipment on a proof-of-concept bus as the first step in testing the bus software. Further testing of the software will continue over the coming months prior to installation forecast to commence on SEQ buses and ferries from the end of this year.

Planning is well underway to support the rollout of Smart Ticketing on SEQ buses and ferries in the first half of 2023 followed closely by regional buses.

Smart Ticketing will also play a role in ensuring Brisbane is Games Ready for 2032. Our international and domestic visitors will be able to use one system across the state without the requirement to plan ahead. They will be able to hop straight on a bus, train or ferry and pay with their contactless credit and debit card or smart device.

The delivery of the project has been impacted by significant and ongoing supply chain disruptions resulting in delays to procurement lead times. This has seen an increase across all necessary equipment required to deliver Smart Ticketing with standard lead times of eight weeks now being delayed by up to 40 weeks. Supply chain delays have directly impacted equipment including bus validator mounts, platform validators and driver console units.

Cubic's key resources to undertake specialist tasks have also been impacted by COVID-19.

The Smart Ticketing project has been able to absorb the financial costs associated with COVID-19 and supply chain related delays within its existing budget.

TMR continues to work with Cubic to minimise these delays and provide a revised schedule.

Question on Notice

Question No. 18

Asked on 12 July 2022

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

QUESTION:

I refer to the government's commitment that all buses purchased after 2025 will be electric and ask the Minister, for each bus depot used to deliver TransLink contracted services, to advise:

a. the financial year that recharging equipment will first become operational
b. the financial year that each depot will be converted to full electric vehicle operation
c. the breakdown of funding each financial year over the forwards and beyond for the rollout of electric recharging stations at these depots.

ANSWER:

I thank the Committee for the question.

On the 16 March 2022, the Palaszczuk Government released the 10-year Zero Emission Vehicle (ZEV) Strategy and two-year Action Plan.

The ZEV Strategy will accelerate the move to cleaner transport and help to meet our 2030 and 2050 emission targets. Queensland is uniquely placed to become a manufacturing powerhouse to deliver zero emission technologies and support emerging industries, contributing to Queensland's economic recovery plan by creating new jobs and strengthening manufacturing opportunities.

The ZEV Action Plan commits $45 million to provide rebates of $3000 able to be claimed when purchasing an ZEV up to $58,000, which makes the purchase of some ZEV's more affordable for Queenslanders. The plan commits a further $10 million for co-investment with local government and industry to provide electric vehicle public charging infrastructure across Queensland, enhancing access to efficient charging to support electric-vehicle uptake and connect communities across the state.

In June of this year, the Palaszczuk Government announced a $2.75 million extension to the Queensland Electric Superhighway (QESH) which will deliver a further 18 charging sites, making it a truly regional connector, creating more tourism and economic opportunities across the state. Another six sites were identified and added to the QESH Stage 3 roll out, bringing the total up to 24 sites in west. This investment provides industry and business the confidence to invest in the electric vehicle charging network across Queensland.

The Palaszczuk Government has made a commitment that from 2025 all new urban buses in South East Queensland will be zero emission buses, and for regional Queensland, implementation will begin between 2025–2030.

In line with this commitment, the Department of Transport and Main Roads (TMR) and contract delivery partners have commenced rolling out electric buses across the Translink public transport network.

Since June 2022, Translink now has eight electric buses operating across its network at Yarrabilba, Redland Bay and the Sunshine Coast. Additionally, there are two bio-ethanol fuelled buses operating urban services in Mackay.

During 2022–23, TMR expects to roll out another 60 zero emission buses across the Translink network at Spring Hill, Logan, Moreton Bay, Cairns, and Gold Coast. This includes another 17 buses for Redland Bay in 2023.

TMR is working closely with delivery partners to evaluate the performance of buses and charging infrastructure. Planning works are being undertaken to inform the delivery of the project which includes determining how and when each depot will undergo redevelopment and the breakdown of costs for each financial year.

I note the state LNP opposition does not have a policy on tackling carbon emissions, let alone a transport decarbonisation policy.

Question on Notice

Question No. 19

Asked on 12 July 2022

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

QUESTION:

Could the Minister provide the 2021/22 (actual) and 2022/23 (forecast) government subsidy per public transport passenger for:

a) long distance train services
b) South East Queensland bus services
c) Light rail services
d) South East Queensland rail services
e) Brisbane ferry services.

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government recognises the importance of continued investment in our public transport network to enable Queenslanders to connect more easily to health services, education, jobs and with each other.

That is why we are investing a record amount in public transport projects across Queensland including the $5.4 billion Cross River Rail project which will unlock the bottleneck in the South East Queensland (SEQ) rail network, and will transform the way we move throughout South Eastern Queensland.

The Queensland Government provides significant funding through service contract payments to assist delivery partners plan and deliver bus, ferry, light rail and rail services across South East and regional Queensland. Fare revenue is collected on these services, but it does not cover all transport operator costs. The Government historically subsidises over 80 per cent of transport operator costs to help offset the cost of providing public transport. Passenger transport services are delivered through contractual arrangements with delivery partners for the following modes:

- bus services in SEQ, Cairns, Townsville, Toowoomba, Mackay, Rockhampton, Airlie Beach and Proserpine, Bowen, Innisfail, Bundaberg, Gympie, Maryborough and Hervey Bay, Kilcoy to Caboolture, Gladstone, and Warwick
- ferry services in SEQ and Magnetic Island
- light rail services on the Gold Coast
- train services across SEQ (Citytrain) and long-distance routes (Traveltrain).

The government also invests in regional aviation and long-distance coach transport connecting communities and ensures that Queenslanders, even those who live in remote areas of the state, can access essential services. TMR provides seven subsidised air services to 23 regional communities and 20 subsidised long-distance coach services to approximately 170 regional cities and towns. TMR sets minimum service levels, maximum fare prices and on time performance standards on these routes to ensure an appropriate level of service is provided for these communities.

TMR also administers the Local Fare Scheme, which provides a significant discount of up to $200 per one-way flight for eligible residents between selected airports in remote parts of Far North Queensland. This discount facilitates affordable air travel for access to health, education, allied services, and also assists to promote social and recreational connections for those living in remote communities. The Local Fare Scheme was cut under the previous LNP government which left many rural and remote communities facing expensive airfares often leaving these communities more isolated.

Patronage levels before the COVID-19 pandemic were sitting at record levels however across the network patronage continues to impact revenue. We also saw a shift in workplace practices with more people choosing to work from home as this was an option provided by employers once lockdowns had ended.

The below table is a breakdown of government subsidy per public transport passenger trip:

Government subsidy per public transport passenger trip	**Actual 2018–19 FY $**	**Actual 2021–22 FY $**	**Forecast 2022–23 FY $**
Traveltrain	516.38	799.35	753.37
SEQ bus	4.02	8.16	6.21
Light rail	3.64	8.00	5.71
SEQ Rail	13.93	29.93	22.45
SEQ ferry	2.13	7.24	5.05

Question on Notice

Question No. 20

Asked on 12 July 2022

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

QUESTION:

Could the Minister advise how many times the Bruce Highway Trust Advisory Council met in 2021/22 and the dates of those meetings?

ANSWER:

I thank the Committee for the question.

The Bruce Highway Trust Advisory Council brings together all levels of government, leaders from Queensland's peak transport and industry bodies, and six regionally-based members who reside within the vicinity of the highway north of Gympie.

The role of the Bruce Highway Trust Advisory Council is to oversee the development of a 15-year Vision and three five-year rolling Action Plans and the Safer Bruce 2030 Action Plan to unlock economic growth, build flood resilience and improve safety on this nationally-significant link between Brisbane and Cairns for State and Federal Ministerial consideration.

The Bruce Highway Trust Advisory Council met on two occasions in 2021–22**,** on 16 September 2021 and 23 November 2021.

The fifth meeting of the Bruce Highway Trust Advisory Council was initially scheduled to be held in April 2022. However, it necessarily had to be deferred due to caretaker conventions in the lead-up to the 2022 Federal Election, noting the Australian Government is a major funding partner for upgrades to the Bruce Highway.

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

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 1
Asked on 12 July 2022

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

QUESTION

With reference to SDS - Department of Energy and Public Works page 1, will the Minister advise how much the Government has spent to date on developing the hydrogen industry and the progress made to help grow Queensland's renewable energy sector.

ANSWER

Queensland's abundant renewable energy sources, existing infrastructure at key ports, as well as technical and research capabilities, position the state well to scale up a hydrogen industry. That is why there are more than 40 hydrogen projects throughout Queensland.

Renewable hydrogen production in Queensland has the potential to significantly support the state achieving its 50% renewable energy target by 2030, and net zero emissions by 2050.

Since 2019, the Queensland Government has invested over $110 million to support the development of the emerging hydrogen industry in Queensland. The $3.34 billion Queensland Jobs Fund, which includes the $35 million Hydrogen Industry Development Fund (HIDF) and the $2 billion Queensland Renewable Energy and Hydrogen Jobs Fund (QREHJF) which is boosting the state's industry footprint, creating jobs and strengthening our economy.

HIDF was established to drive investment and accelerate development of hydrogen projects in Queensland. Funding has been allocated over two rounds to projects that have a variety of domestic renewable hydrogen applications, such as transport, gas-blending, off-grid storage and wastewater treatment.

Approved projects that are supported through round one of the HIDF include:

- $1.78 million funding commitment for Australian Gas Network Limited to build a renewable hydrogen production facility, including a gas blending trial of up to 10 per cent hydrogen, into the Gladstone City gas distribution network

- $0.94 million funding commitment for Spicers Retreats Scenic Rim Ecotoursim Demonstration which will use low pressure hydrogen to provide electricity for five eco-camps

- $5 million funding commitment for Sun Metals Corporation to integrate renewable hydrogen into potential applications including remote area power, transport and heavy industry.

Round two investments announced so far have included:

- $5 million funding commitment towards the $20.6 million development of a Sealink passenger ferry powered by hydrogen fuel cells between Gladstone and LNG facilities on Curtis Island

- $2.7 million funding commitment for Emerald Coaches to integrate two hydrogen fuel cell electric buses into its transport fleet in the Bowen Basin

- $2 million funding commitment to integrate hydrogen production with wastewater treatment at Goondiwindi Regional Council.

The $2 billion QREHJF allows energy government-owned corporations to increase ownership of commercial renewable energy and hydrogen projects, as well as support the development of infrastructure, including through partnerships with the private sector. Hydrogen projects that have been supported by this fund to date include:

- $28.9 million funding commitment for the Kogan Creek hydrogen demonstration plant and refueller network at the CS Energy Kogan Creek power station near Chinchilla

- $15 million for the Central Queensland Hydrogen (CQ-H2) Stanwell-Iwatani consortium's project in Gladstone to provide the detail required for final investment decision.

In addition to these projects funded from QREHJF, the government has also provided support out of the Queensland Jobs Fund to Australian energy technology company Lavo Hydrogen Technology Limited to establish a $15 million hydrogen fuel cell manufacturing facility. This project will be based in the Greater Springfield area and will support up to 200 constructions jobs and almost 170 operational jobs.

The Queensland Government is also supporting Fortescue Future Industries (FFI) $114 million Global Green Energy Manufacturing Centre, which will be the world's largest electrolyser facility. In February 2022, Powerlink and Economic Development Queensland signed an agreement to connect sites at Gibson Island and Aldoga near Gladstone to Powerlink's transmission network. In its initial stage, this project will create more than 100 construction jobs and 50 operational jobs.

To ensure a skilled sustainable workforce can support the hydrogen industry, the government has continued to facilitate skills development by investing in world class hydrogen training facilities. This investment has included:

- $20 million towards stage two of the Queensland Apprenticeships Centre at Beenleigh, including a Hydrogen Training Centre of Excellence that will provide apprentices with the skills and expertise to work safely with hydrogen

- $17 million towards the $23 million Pinkenba Renewable Energy Training Facility, where apprentices and qualified electricians will be trained in the skills needed by the renewable energy and hydrogen industries into the future

- $10.6 million towards the Hydrogen and Renewable Energy Training Facility at Bohle TAFE in Townsville

- $2 million to upgrade training facilities at Gladstone State High School to prepare students for future jobs in the hydrogen industry.

To further support skills and training, $4 million has been allocated for an energy training and skills strategy, consisting of electric vehicle skills fund, hydrogen skills fund and TAFE renewable energy strategy.

The Queensland Government is also supporting research for the hydrogen sector. This includes:

- $600,000 in financial support over four years for the Future Energy Exports Cooperative Research Centre

- $250,000 towards the QUT-led H2XPort renewable pilot plant hosted at the Queensland Government's Redlands Research Facility

- $100,000 to support the National Energy Resources Australia (NERA) national hydrogen technology clusters program. The NERA regional clusters program has now been extended to include three clusters in Queensland (South-East Queensland, Gladstone and Toowoomba).

In addition to this, Queensland, Victoria, and New South Wales announced in March 2022, a landmark tri-state collaboration on a renewable hydrogen refuelling network for heavy transport and logistics along Australia's eastern seaboard.

In 2021, QFleet leased the first five hydrogen fuel cell electric vehicles for the state providing a practical demonstration of the safe and sustainable use of hydrogen fuel and supporting BOC's $4.2 million development of a renewable hydrogen plant at Bulwer Island. In July 2022, works commenced on the associated hydrogen refuelling facility at the BP truck stop at the Port of Brisbane. This will be Australia's first public service station with a hydrogen refuelling facility, and the first to be built along the east coast hydrogen superhighway.

The development of Queensland's hydrogen industry will complement the growth of Queensland's renewable energy sector.

Since 2015, there have been 50 large-scale renewable energy projects either built or committed to be built, representing an estimated $10 billion in investment and supporting an estimated 7,900 construction jobs. In the period between June 2021 to June 2022 21.4 per cent of Queensland's energy consumption was sourced from renewable energy. The Queensland Energy Plan is currently under development and scheduled for release later in 2022. The plan will establish a blueprint to guide the sustainable transformation of Queensland's energy system and position Queensland for net zero by 2050.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 2
Asked on 12 July 2022

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

QUESTION

With reference to SDS page 3 “Grow Queensland’s Energy Sector” will the Minster update the status of the Queensland Renewable Energy Target and what actions the Government is taking to ensure it is achieved by 2030.

ANSWER

In 2021-22, and by the methodology recommended by the Queensland Audit Office, 21.4% of Queensland’s electricity consumption was supplied from renewable sources. This is below the SDS target of 22% due to La Nina and adverse weather conditions which have had impact on solar generation.

The Queensland Government is committed to achieving 50% renewables by 2030. A range of measures have been implemented to help achieve this target, including growing the amount of storage in the energy system to support higher levels of wind and solar.

The Government’s forthcoming Energy Plan will outline the state’s pathway to achieving the target by 2030 and supporting emissions reduction outcomes.

In 2021, the Government established the $2 billion **Queensland Renewable Energy and Hydrogen Jobs Fund** (QREHJF) building on the previous $500 million Queensland Renewable Energy Fund to support renewable energy investments by government-owned corporations (GOCs).

QREHJF allows energy GOCs to increase ownership of commercial renewable energy and hydrogen projects and supporting infrastructure, including in partnerships with the private sector. Projects that have had an approved funding allocation from the fund and announced include:

- Wambo Windfarm (252 MW)
- Greenbank battery (200 MW / 400 MWh)
- Kogan Renewable Hydrogen project
- Central Queensland Hydrogen Project – FEED Study

In addition, the following projects built or financially committed since 2015 either have agreements to sell energy to energy GOCs or are owned by an energy GOC:

- Lilyvale Solar Farm, 100MW offtake agreement with Energy Queensland
- Mt Emerald Wind Farm, 170MW offtake agreement with Energy Queensland
- Normanton Solar Farm, 5MW offtake agreement with Energy Queensland

- MacIntyre Wind Farm, 400MW offtake agreement with CleanCo Queensland
- Western Downs Solar Farm, 320MW offtake agreement with CleanCo Queensland
- Kaban Wind Farm, 157MW offtake agreement with CleanCo Queensland
- Dulacca Wind Farm, 126MW offtake agreement with CleanCo Queensland
- Kennedy Energy Park solar and wind projects, 58MW offtake agreements with CS Energy
- Moura Solar Farm, 56MW offtake agreement with CS Energy
- Columboola Solar Farm 162MW offtake agreement with CS Energy
- Warwick Solar Farm offtake agreement with CS Energy
- Hughenden Solar Farm offtake agreement with CS Energy
- Clarke Creek Wind Farm 346MW offtake agreement with Stanwell
- CleanCo Queensland also to own and operate the 103MW Karara Wind Farm

Queensland government has also committed $147 million of direct government funding to support Genex's 250 MW Kidston pumped hydroelectric storage project.

In 2020, the Queensland Government's COVID-19 Economic Recovery Plan committed $145 million to establish three **Queensland Renewable Energy Zone** (QREZ) regions in northern, central and southern Queensland. These QREZ will coordinate network and renewable generation infrastructure with industry demand and will maximise local community benefits, and jobs as part of COVID-19 economic recovery.

The $145 million allocation to support QREZ includes:

- $40 million to upgrade the Cairns to Townsville transmission line in the Northern QREZ region, unlocking up to 500MW hosting capacity and enabling connection of the 157MW Kaban Wind Farm which is currently under construction.
- $35 million for studies into pumped hydro energy storage development.
- $20 million delivered for attracting additional industrial load in Central QREZ.
- $5 million for detailed design activities and planning including Powerlink analysis.
- $45 million being progressed to support additional connections in QREZ regions.

This coordinated approach to building generation and network infrastructure will help Queensland reach 50% renewables by 2030 in an efficient and effective way.

To enable the continued growth of renewable energy generation, the Government is investing in a range of short, medium and long duration storage and firming technology. On top of the $35 million allocated from QREZ funding, an additional $35 million was also allocated to advance identification and analysis of a second potential pumped hydro energy storage site in Queensland.

Queensland's GOCs are also investing in over **720 megawatts of batteries**.

Generation companies CS Energy and Stanwell are each investing in grid-scale batteries, with publicly-announced batteries including:

- CS Energy Chinchilla Battery (100 MW / 200 MWh)
- Stanwell Southern REZ Battery (150 MW / 300 MWh)
- CS Energy Greenbank (200 MW / 400 MWh)

Energy Queensland has committed to 24 megawatts of batteries to provide network support and other services at six locations across the state, including:

- Townsville (2x 4MW)
- Yeppoon (4 MW)
- Bundaberg (4 MW)
- Hervey Bay (4 MW)
- Toowoomba (4MW)

Energy Queensland has also announced it will deliver a further twelve batteries across the state, potentially another 48 megawatts of battery capacity. Planning for these batteries is underway.

There is a pipeline of other GOC battery projects in development.

Together these investments in energy storage will help unlock significant renewable energy resources around our state and support the transformation of our energy system.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 3
Asked on 12 July 2022

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

QUESTION

With reference to SDS page 3 – Grow Queensland's Energy Sector will the Minister advise whether there is enough gas supply in Queensland to ensure customers have access to reliable, cost-effective electricity.

ANSWER

Queensland has enough gas supply to meet its forecast demand in the electricity system. Queensland's total gas demand for electricity generation in 2020-21 was 45PJ. Total gas produced in Qld is 1,500PJ. Just 3% of the total gas produced in Queensland was used for electricity.

The Australian Energy Market Operator (AEMO) in its 2022 Gas Statement of Opportunities report did not indicate any gas shortfall risk for Queensland.

Southern states are facing maturing gas reserves and gas supply is a challenge for these states. Queensland gas has rallied to support southern needs during unusually cold winter weather. Southern states' restrictions and moratoriums on the development of gas has exacerbated supply problems in the south.

The Palaszczuk Government is also taking steps on increasing supply and released more than 20,000 square kilometres of land for gas exploration where the gas produced must be sold exclusively to the domestic market.

The Queensland Government has also committed $5 million to investigate options for a new gas pipeline, to connect the currently stranded Bowen Basin in central Queensland to the Australian east coast gas market, which Minister Stewart is driving.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 4
Asked on 12 July 2022

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

QUESTION

With reference to BP2 p161, what are the reasons for the forecast rise in dividends and tax equivalent payments from the electricity GOCs since the 2021-22 budget?

ANSWER

As reported in the 2022-23 budget, government-owned corporations (GOCs) in the electricity generation sector are forecasting to provide dividends of $284 million in 2022–23, increasing to $405 million in 2023–24 and then declining to $38 million in 2025–26. A corresponding trend is observable for tax equivalent payments.

The 2021-22 Budget had forecast no dividends from GOCs in the electricity generation sector over the forward estimates from 2022-23.

The rise in dividends and tax equivalent payments over the 2021-22 Budget forecasts is predominantly attributable to persistent elevation in wholesale electricity prices through to 2023-24. This elevation is predominantly attributable to volatility in fuel prices experienced globally. Dividends and tax equivalent payments are expected to return to more typical levels over the later years to 2025-26.

As the energy sector continues to transform, the increasing volume of renewables in the market will boost supply into the grid and put sustained downward pressure on wholesale electricity prices. As a result of this outlook, reduced dividends and tax equivalent payments are forecast for the three generators in 2025-26.

Dividends and tax equivalent payments reported in the 2022-23 budget for the Electricity Networks sector are comparable with those reported in the 2021-22 budget, with some reductions in tax equivalent payments over the forward estimates driven by Australian Energy Regulator revenue determinations leading to an expected fall in Energy Queensland and Powerlink’s earnings.

The government provides relief to consumers across the State from the cost of electricity in the form of Community Service Obligation payments under the Uniform Tariff Policy and other electricity concessions. In 2021-22, these payments totalled over $919 million.

Since 2018, Queensland Government has delivered $575 to households in electricity bill relief, including the $175 Cost of Living Rebate which will be provided to households from September 2022, worth a combined total of $1.185 billion.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 5
Asked on 12 July 2022

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

QUESTION

With reference to BP2 p161, noting the increased returns to electricity GOCs over the forward estimates when compared with last year's budget, how has the increased cost of electricity in Queensland compared with that in New South Wales?

ANSWER

Queensland retail electricity prices compare favourably to those in New South Wales.

The Australian Energy Regulator's (AER's) annual default market offers are reference bills that protect standing offer customers against unreasonable prices in an environment of rising living costs, where there is no other form of retail price regulation.

The table below shows the residential default market offer for each distribution network area in New South Wales and for Energex in south east Queensland.

	Annual Usage	2021-22	2022-23	Increase
Ergon (Regional)	4,296 kWh	$1,419 (33 cents per kWh)	$1,550 (36 cents per kWh)	9.2%
Ergon (Regional) Cost of Living Rebate	4,296 kWh	$1,419 (33 cents per kWh)	$1,375 (32 cents per kWh)	-3.11%
Energex (SEQ)	4,600 kWh	$1,455 (32 cents per kWh)	$1,620 (35 cents per kWh)	11%
Energex (SEQ) Cost of Living Rebate	4,600 kWh	$1,455 (32 cents per kWh)	$1,445 (31 cents per kWh)	-0.7%
Ausgrid (NSW)	3,900 kWh	$1,393 (36 cents per kWh)	$1,512 (39 cents per kWh)	9%
Endeavour (NSW)	4,900 kWh	$1,609 (33 cents per kWh)	$1,836 (37 cents per kWh)	14%
Essential (NSW)	4,600 kWh	$1,907 (41 cents per kWh)	$2,092 (45 cents per kWh)	10%

Although south east Queensland has a larger percentage increase in 2022-23 compared to two of the New South Wales distribution networks, the overall cost of electricity in south east Queensland, when measured in cents per kilowatt hour, remains lower than in New South Wales.

The Queensland Government introduced a $175 cost of living rebate for every household in Queensland. This means that overall, for south east Queensland, instead of an 11% increase, the average household will face a 0.7% decrease – significantly cheaper when

compared to other states. For the typical regional Queensland household, the Cost of Living Rebate means an annual bill decrease of 3.11% in 2022-23.

In addition, unlike households in regional New South Wales, regional Queensland households are protected from higher costs of supply under the Queensland Government's Uniform Tariff Policy, which ensures these customers pay a similar price to households in south east Queensland through regulated retail prices set by the Queensland Competition Authority. The Queensland Government has budgeted a total of $638.5 million in 2022-23 to support this long-standing policy.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 6
Asked on 12 July 2022

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

QUESTION

With respect to Page 3 of the Regional Action Plan for Outback Queensland, will the Minister explain the value of connecting Mt Isa and the North West Minerals Province to the National Electricity Grid

ANSWER

The Queensland Government's recently released Resources Industry Development Plan recognises Queensland is home to many of the new economy minerals and metals that are critical to the production of renewable energy technologies such as solar panels, wind turbines and grid-capacity batteries.

The North West Minerals Province is one of the world's richest mineral-producing regions and has delivered significant economic benefits to Queensland for decades.

Large mining and industrial operations in the North West Minerals Province typically pay higher electricity prices than their National Electricity Market-connected competitors and are also seeking access to energy solutions that lower their emissions profiles.

Energy supply is one area where the Queensland Government can take action to support new economy minerals extraction and support the mining industry's capacity to grow, decarbonise, and increase production from this important mineral resource area.

The Queensland Government released a Consultation Regulatory Impact Statement to seek the community's views on three energy supply options for the North West Minerals Province. Two of those options involved building a 1,000km transmission line costing around $2.5 billion to connect Mount Isa to the National Electricity Market-supplied electricity grid.

To date the Queensland Government has provided $15.98 million to support the development of one option, the private CopperString 2.0 project. It has also entered into tripartite arrangements with the CopperString 2.0 project proponents to enable the project to secure further development funding.

The Queensland Government's final decision will consider the broad range of feedback received on all three options. It will weigh up the benefits and costs for the North West and Queensland as a whole, including helping to unlock the growth potential for new economy mineral production identified in the Queensland Resources Industry Development Plan.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 7
Asked on 12 July 2022

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

QUESTION

Noting SDS p57, will the Minister advise why the Government is investing $45M per year ongoing to prop up the Callide C4 coal plant when coal generation is a significant barrier to the renewable energy target, and why doesn't the government invest that money into nuclear energy instead?

ANSWER

$45 million has been allocated in 2022-23 for routine and ongoing maintenance, refurbishment, and repair at CS Energy's Callide Power Station. This is necessary ongoing work to ensure these baseload generation assets can continue to operate reliably and that Queensland businesses and households continue to access reliable electricity supply.

CS Energy undertakes maintenance work as part of its asset management strategy to ensure the safe and reliable operation of generators and to comply with legislation and standards including *Workplace Health and Safety Act 2011* and *Work Health and Safety Regulation 2011, Electrical Safety Act 2002,* Australian Standard AS 2593-2004 Boilers – Safety Management and Supervision Systems, Australian Standard AS1228-1997 Pressure equipment and National Electricity Market Performance Standards.

Coal generation provides dispatchable energy required by the market, as well as other valuable ancillary services which ensure system stability. In the long-term as the coal fleet progressively reaches end of technical life and retires, and the generation sector transforms to low carbon sources, these services will be provided by alternative technologies.

The CSIRO GenCost 2021-22 report found, following extensive consultation with the Australian electricity industry, that the CSIRO does not see any prospect of domestic projects for small modular nuclear reactors this decade, given the technology's commercial immaturity and high cost. The report places the levelised cost of energy for small modular nuclear reactors in 2030 at $136 to $326. Solar photovoltaic and onshore wind are shown to be about five times cheaper, at $27 to $56 and $40 to $59 respectively.

The Queensland Government has a very clear position that there is no role for nuclear power generation in Queensland. That's why 15 years ago the *Nuclear Facilities Prohibition Act 2007* was passed to enshrine our position on this matter.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 8
Asked on 12 July 2022

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

QUESTION

With reference to SDS page 1 - Department of Energy and Public Works, will the Minister advise how the Palaszczuk Government is managing the funding of major projects, and how does this compare with industry standards.

ANSWER

The Queensland Budget 2022-23, Capital Statement (Budget Paper 3), continues to deliver on the Queensland Government's $50 billion Infrastructure Guarantee, with total commitments of $59.1 billion over four years. Over the 11 years to 2025–26, the government will have supported over $138B in infrastructure works. In 2022–23, the government will invest $15.5 billion in capital, directly supporting around 48,000 jobs. $9.8 billion, or 63.3 per cent, of this capital program will be invested outside of the Greater Brisbane region, supporting around 31,100 jobs.

Contract variations and adjustments are common in all project delivery. They can be client or contractor initiated. The need for a variation can arise from a range of reasons such as documentation error, latent conditions, material supply issues or client requested scope changes.

All contract variations are considered and assessed by infrastructure professionals in industry and within the public sector.

The process of managing variations and adjustments is:
1. A variation or adjustment to the contract is issued
2. The managing contractor submits a claim or cost for the variation
3. Departmental officers and a qualified quantity surveyor review the claim/cost and, if required, seeks additional information from the contractor to support the claim/cost
4. The quantity surveyor provides a recommendation back to the department
5. The department's superintendent's representative either accepts the recommendation or makes their own determination
6. The department sends a letter to contractor advising of the agreed or determined value
7. The contractor can dispute the agreed or determined value if they disagree.

The Department of Energy and Public Works has proactively implemented a number of initiatives to strengthen the approach to capital infrastructure delivery across government.

The Major Projects Delivery Unit provides an end-to-end service for the delivery of significant and complex capital works projects. The unit's expertise covers a wide range of fields,

including program and project management, development management, contract law, engineering, architecture, finance, community consultation and stakeholder engagement.

The team provides professional Infrastructure Contract Management Services for all Queensland Government Agencies and administers Australian Standards suite of contracts for design and delivery of public projects.

Similarly, the Project Management Centre of Excellence (PMCoE) is a community of practice that provides the department with a consistent but scalable approach to project management across this diverse project portfolio.

PMCoE provides an online space for capital delivery teams to access a framework, as well as a set of tools and templates that reflect better practice, aligned to the scale of the project they are managing.

The centre has developed a unique toolkit for departmental practitioners that achieves full integration between the better practice principles of the Project Management Body of Knowledge (PMBoK) and the policy environment of the government.

It will embed a culture of continuous improvement through the establishment and maintenance of an oversight committee that works with divisional practitioners, as well as industry, to maintain relevance and respond flexibly to our changing environment.

Over the last few years, the pandemic, natural disasters and geopolitical conflict have impacted the availability and associated costs within building supply chains. Cost increases and project delays are not just an issue for Queensland or government projects but all projects. Labour shortages, material supply constraints and significant price increases are impacting all jurisdictions and across all projects, from the smallest of house renovation to the largest contractors.

The department has a proud history of delivering our projects on time and on budget, and within the project contingency.

We have excellent infrastructure professionals that work tirelessly to deliver new assets for the Queensland Government as efficiently as we can.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 9
Asked on 12 July 2022

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

QUESTION

With reference to the SDS, page 34, and the financial sustainability of the Queensland Home Warranty Scheme, will the Minister advise a) the number of claims made against the scheme, b) the number of claims where the claimant was successful, and c) the total dollar value paid out to homeowners, reported by each financial year from 2015/16 – 2021/22

ANSWER

Measure	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Claims received*	1,290	1,378	1,508	1,440	1,371	1,537	1,856
Claims approved	971	885	1,034	1,034	822	732	941
Claims paid (total)	$41.4M	$45.1M	$47.5M	$41.3M	$29.0M	$31.3M	$36.0M

* Claims received includes claims reopened.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 10
Asked on 12 July 2022

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

QUESTION

Minister, in reference to page 27 of the Department of Energy and Public Works Service Delivery Statement. Will you please outline how the Palaszczuk Government is leading the way on Electric Vehicles and supporting the development of this industry through the electrification of the Government vehicle fleet and are there any challenges?

ANSWER

In 2018, the then Department of Housing and Public Works released the *QFleet Electric Vehicle Transition Strategy* (EV Strategy) and the *QFleet Environmental Strategy.* The EV strategy aimed to double the number of EVs in the fleet each year, with at least 288 EVs by 31 December 2022. As at 30 June 2022 there are 303 EVs active and on order meaning this target will be exceeded.

In support of the department's strategy, in 2017, the Department of Transport and Main Roads (TMR) released the first electric vehicle strategy, *The Future is Electric.* This strategy focussed heavily on getting EV charging infrastructure installed with the main achievement being the Queensland Electric Super Highway (QESH), with 31 charging stations installed between Cairns and Coolangatta. Stage 3 of the QESH has been announced by TMR with mainly inland regional sites being the next locations to receive the charging infrastructure.

On 16 March 2022, the Department of Energy and Public Works, in partnership with TMR launched the Queensland Government's *Zero Emission Vehicle Strategy 2022-2032 (*ZEV Strategy) and *Action Plan 2022-2024* (Action Plan). A key QFleet Action Plan initiative is the transition of all eligible passenger vehicles to zero emission by 2026. Notwithstanding the challenges around the supply of electric vehicles in Australia, this strategy will put the Queensland Government in a strong position to have more than 3,000 electric vehicles in QFleet within four years.

The ZEV Strategy and Action Plan supports Queensland's shift to zero emission transport and will be critical to achieving the Queensland Governments 2030 and 2050 emission reduction targets.

Currently, the global motor vehicle industry is experiencing significant disruption due to several factors created by the COVID pandemic. These are affecting the supply of motor vehicles into Australia, which in turn affects QFleet's efforts to increase the number of electric vehicles.

Strategies that are being implemented to deal with these issues include bulk purchase of EVs together with forward forecasting future volume requirements with manufacturers. I have written to my state and territory counterparts seeking support to aggregate volumes of

required EVs to encourage manufacturers to prioritise a greater supply of these vehicles into Australia.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 11
Asked on 12 July 2022

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

QUESTION

Will the Minister outline the number staff (FTE) employed by the Queensland Building and Construction Commission (QBCC), broken down by division within the Commission for 2021/22?

ANSWER

Division	**FTE 2021-22**
Office of the Commissioner	15.80
Service Trades and Regulatory	176.40
Technical	110.96
Adjudication Registry	9.00
Legal Services	59.80
Information Services	73.83
Financial Services	24.60
Strategy and Transformation	29.14
Human Resources	12.42
Total	**511.95**

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 12
Asked on 12 July 2022

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

QUESTION

With reference to staff hired or contracted by the Queensland Building and Construction Commission (QBCC) since the 2015/16 financial year, will the Minister advise the following broken down by financial year:

a. The number of new staff hired;
b. The number of contractors engaged; and
c. The number of occasions where a recruitment company/agency has been engaged for the purpose of staff/contractor recruitment

ANSWER

a. New staff hired in each financial year from 2015-16 to 2021-22 is as follows:

Year	Total
2015-16	17
2016-17	17
2017-18	28
2018-19	56
2019-20	57
2020-21	38
2021-22	80

b. These figures are not readily available. The below table is a summary of the total expenditure for recruitment cost and the engagement of contractors for each financial year since 2015-16:

Year	Recruitment Cost ($'000)	Contractors and Temporary Employee Cost ($'000)
2015-16	306	9,454
2016-17	208	6,534
2017-18	146	5,439
2018-19	114	6,063
2019-20	212	7,858
2020-21	203	5,945
2021-22	345	5,131

c. The number of disclosures relating to recruitment and/or engagement of staff or contractors for each year is:

Year	Number
2019-20	127
2020-21	18
2021-22	18

Please note disclosures can be for multiple engagements.

Specific details of the contracts awarded to recruitment or other firms for the recruitment of staff or engagement of contractors in recent years (i.e. since 1 July 2019) are disclosed on the Queensland Government open data website in accordance with the requirements of the Queensland Procurement Policy. This information can be found at the following links:

- 2019-20: https://www.data.qld.gov.au/dataset/qbcc-contracts-disclosure-2019-20
- 2020-21: https://www.data.qld.gov.au/dataset/contracts-disclosure-reporting-2020-2021
- 2021-22: https://www.data.qld.gov.au/dataset/contract-disclosure-2021-22v3

Information prior to 2019-20 is not readily available.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 13
Asked on 12 July 2022

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

QUESTION

With respect to complaints for defective building work made to the QBCC, will the Minister advise the following from 2021/22:

a. how many complaints the Queensland Building and Construction and Commission (QBCC) has received regarding defective building work; and
b. the number of complaints which have resulted in a direction to rectify

ANSWER

During the financial year 2021-22, the Queensland Building and Construction Commission (QBCC):

a. received 5,450 complaints relating to defective or incomplete building work
b. issued 979 Directions to Rectify* in relation to defective or incomplete building work.

* Directions to Rectify may relate to complaints lodged in a previous reporting period. Directions to Rectify can contain multiple defective or incomplete items and, in some instances, relate to issues raised through more than one (1) complaint.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 14
Asked on 12 July 2022

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

QUESTION

With reference to the Home Warranty Scheme, can the Minister advise the following for the 2021/22 financial year:

a. the number of claims made against Home Warranty Scheme;
b. the number of claims where the claimant was successful;
c. the total dollar value paid out to homeowners under the Queensland Government's Home Warranty Scheme;
d. the median wait time to process a home warranty scheme application

ANSWER

For the financial year 2021-22:

a. 1,856 insurance claims were received* against the Queensland Home Warranty Scheme
b. 941 insurance claims were successful
c. $36M was paid out to homeowners under the scheme
d. of the 1,628 insurance claims finalised, the median wait time to process these applications was 24 working days.

* Claims received includes claims reopened.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 15
Asked on 12 July 2022

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

QUESTION

With reference to the staffing levels as part of the Building and Government Accommodation Service (SDS, Page 8), will the Minister explain the discrepancy between the budgeted and actual FTE count in 2021/22?

ANSWER

The budgeted Building and Government Accommodation Service staffing levels for 2021-22 were 264 full-time equivalent (FTE) and the estimated actual as at 30 June 2022 was 242 FTE. The variance of 22 FTE is primarily due to a contribution to the whole-of-government pool of unallocated FTE positions.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 16
Asked on 12 July 2022

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

QUESTION

With reference to SDS – Department of Energy and Public Works page 3 – can the Minister:

a. Provide, by energy source by MWH in tabular form, what comprises the 22% of the Renewable Energy Estimated actual for 2021/22 and the target for 2022/23, and
b. provide research/modelling on how the government will reach the 50% renewable energy target by 2030, including what projects/milestones are planned to reach this target?

ANSWER

Actual renewable generation for the 2021-22 period and its contribution to the 2021-22 SDS target are shown in the table below:

	GWh	**% of QLD energy consumption**
Bioenergy	1,508	2.3%
Hydro	793	1.2%
Wind	1,877	2.9%
Large-scale Solar	3,910	6.0%
Rooftop PV	5,813	8.9%
Total*	**13,902**	**21.4%**

**** Note:** numbers may not sum due to rounding*

In 2021-22, 21.4% of Queensland's electricity consumption was supplied from renewable sources. The 21.4% is slightly lower than the forecast of 22% that was made in the 2021-22 SDS. This was due to persistent La Nina conditions in the first half of 2022.

The SDS target for 2022-23 is 23% and as with the 2021-22 target has no sub-targets and therefore can be met from all renewable generation sources.

It is expected that the following new generation will commence operation in 2022-23:

Project	**Technology**	**Capacity**
Blue Grass Solar Farm (formerly Cameby)	Solar	148
Columboola Solar Farm	Solar	162
Edenvale Solar Park	Solar	146
Kaban Green Power Hub	Wind	157
Mica Creek Solar Farm (Stage 1)	Solar	44
Moura Solar Farm	Solar	110
Western Downs Green Power Hub	Solar	400

The Government's forthcoming Energy Plan will outline the State's pathway to achieving the 50% Queensland Renewable Energy Target by 2030 and supporting emissions reduction outcomes.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 17
Asked on 12 July 2022

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

QUESTION

With reference to SDS – Department of Energy and Public Works page 3:

a. how many kilometres of new transmission line is projected to be required to meet the 50% renewable energy target by 2030, and
b. the details of modelling for costs and social impacts involved in land resumption for the construction of such infrastructure?

ANSWER

The Queensland Government is preparing an Energy Plan which will outline how the Queensland Government will achieve its 50% renewable energy target by 2030 and ensure a sustainable and affordable energy future for Queenslanders. The Queensland Energy Plan is due for release later in 2022. Future transmission infrastructure requirements will therefore develop in-line with Queensland's strategic direction and will continue to adapt and respond as the electricity system transforms.

Powerlink Queensland is the Jurisdictional Planning Body for electricity transmission infrastructure in Queensland. Each year Powerlink releases a Transmission Annual Planning Report (TAPR) which includes information on electricity and demand forecasts, committed generation and network developments. It also sets out the transmission developments required to meet future electricity demand in a timely manner. Powerlink's TAPR will progress and adjust in response to the Queensland Energy Plan.

The Australian Energy Market Operator's (AEMO) Integrated System Plan (ISP) provides a strategic direction for the National Electricity Market and identifies future transmission projects required to ensure people and businesses receive reliable, secure and affordable power. Powerlink's transmission planning informs the ISP, while the ISP is also an important input to Powerlink's planning process.

Both the TAPR and ISP set out the current planned and anticipated transmission line upgrades, along with costs, however these may be revised and expanded following release of the Queensland Energy Plan.

Chapter 6 of the Powerlink TAPR explores potential network investments over a ten-year period, however in order to ensure the best outcome for people and businesses, the approach to how and when these transmission assets are delivered needs to be flexible. For example, decisions about when and where powerline replacements take place or new lines are built will be influenced by the location of new generation installed or generation removed from the network as well as the location of new electricity loads. These decisions

will influence the cost and location of this infrastructure. This information is covered in Powerlink's TAPR and AEMO's ISP.

Powerlink's transmission network extends 1,700 kilometres (km) from Cairns to the New South Wales border, and comprises 15,345 circuit km of transmission lines and 147 substations. For the period to 2030, Powerlink will undertake further network upgrades and connect new renewable energy generators to support commitments made by the Palaszczuk Government, and through the course of the Energy Plan.

In relation to the costs and social impacts related to land acquisition, Powerlink provides a comprehensive process for stakeholder consultation and compensation arrangements for land acquisition, which is available on its website. Any settlements are achieved in accordance with the appropriate legislation (*Acquisition of Land Act 1967*).

Separate and in addition to the land compensation paid to landholders for the acquisition of easements or land, Powerlink also have a Project Participation and Access Allowance (PPAA) program. The PPAA is made to eligible landholders whose properties are expected to be affected by field investigations during the environmental assessment phase of a transmission or substation project. Details of the PPAA, including allowance rates and eligibility are also made available on Powerlink's website.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 18
Asked on 12 July 2022

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

QUESTION

With reference to SDS – Department of Energy and Public Works page 1 "grow Queensland's energy sector", can the Minister advise the repairs and maintenance spend per annum, for each government-owned coal fired generator, from 2015 until current?

ANSWER

Government owned corporations Stanwell Corporation Limited and CS Energy Limited own and operate coal fired generators. These corporations invest in operational assets to ensure safe operation, improve efficiency and maintain their levels of performance and reliability to ensure they meet customer demand, business objectives and respond to market requirements.

Government owned corporations (and private owners of generation assets) implement asset management strategies and overhaul schedules which comply with Australian Standards, legislation and associated regulation, international safety and operating codes, and company specific policies and procedures. Examples of these requirements include *Workplace Health and Safety Act (QLD) 2011* and *Work Health and Safety Regulation (QLD) 2011, Electrical Safety Act (QLD) 2002,* Australian Standard AS 2593-2004 Boilers – Safety Management and Supervision Systems, National Electricity Rules and National Electricity Market Performance Standards, and *Environmental Protection Act (QLD) 2019* among others.

The capital spend on major overhauls and other major repairs for Stanwell and CS Energy in coal fired generation from 2015 is included in the table below.

The variation in annual spending is a feature of the sequence of major overhauls of individual units, which can occur on four- and five-year cycles. Annual funding may also move in response to unplanned outages, minor scope overhauls and implementation of longer lifecycle upgrades such as steam turbine upgrades and control system upgrades.

	2014-15 $M	**2015-16 $M**	**2016-17 $M**	**2017-18 $M**	**2018-19 $M**	**2019-20 $M**	**2020-21 $M**	**2021-22 $M**
Stanwell Corporation	89.10	149.60	96.10	65.90	104.60	103.40	150.80	83.00
CS Energy	34.75	120.30	51.41	59.69	103.50	143.57	78.20	55.30
Total	**123.85**	**269.90**	**147.51**	**125.59**	**208.10**	**246.97**	**229.00**	**138.30**

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 19
Asked on 12 July 2022

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

QUESTION

With reference to SDS – Department of Energy and Public Works page 1 "grow Queensland's energy sector", can the Minister advise:

a. the total cost to the Queensland Government for the duration the RERT was activated by AEMO on 15 June 2022, and
b. will these costs be passed on to energy retailers and consumers?

ANSWER

a. the total cost to the Queensland Government for the duration the RERT was activated by AEMO on 15 June 2022

The Reliability and Emergency Reserve Trader (RERT) is a strategic reserve that allows the Australian Energy Market Operator (AEMO) to pay a premium for additional capacity to be on standby during emergency events when electricity demand is forecast to exceed forecast supply. This is an emergency reserve that is otherwise not available in the market. Following RERT activation, AEMO publish estimates and final reports on their website. Further details are subsequently published in quarterly RERT reports.

On 15 June 2022, 34 Megawatts (MW) of RERT was activated in Queensland over a period of 5.5 hours. This consumed a total volume of 241 MW hours. AEMO have estimated the amount payable for RERT in Queensland is $4,218,891.00.

The value of managing electricity supply and demand is very high for the Queensland economy.

Final total costs associated with AEMOs necessary market intervention and compensation costs for administered pricing, directions, and market suspension will be published in AEMO's quarterly RERT report due in August 2022. This report will be publicly available on AEMO's website.

b. will these costs be passed on to energy retailers and consumers?

AEMO has commenced recovery of costs incurred for compensation and contracting RERT during the June 2022 emergency event.

The National Electricity Rules allow AEMO to recover costs from Market Customers who benefit from the activation of RERT, including in Queensland. Costs are based on respective jurisdictional loads at the time of RERT activation.

Queensland's electricity retailers will seek to pass these market costs on to their end use consumers, including large consumers.

RERT charges are based upon purchased load by energy retailers during the event to consumers based on MWh consumption by the customer during the event. These costs are proportionate to the amount of electricity used during that time, for example large industrial and commercial users tend to use more and are charged the greater portion of RERT.

AEMO's quarterly RERT report due in August 2022 will provide a clear point of reference and justification for costs passed onto market customers, in order to support security and reliability of the energy system.

TRANSPORT AND RESOURCES COMMITTEE

ESTIMATES PRE-HEARING QUESTION ON NOTICE

No. 20
Asked on 12 July 2022

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

QUESTION

With reference to the SDS page 2, can the Minister provide a breakdown for the $35m allocated in the budget for "feasibility works on further pumped hydro energy storage sites", by site and the funding allocated?

ANSWER

Queensland will require 6 to 10 gigawatts (GW) of storage with duration of 24 hours to support the transformation to a low carbon future. Pumped hydro storage is the only currently available technology which can economically provide storage at this scale.

Powerlink is undertaking studies into the feasibility of a pumped hydro facility at Borumba Dam, with storage capacity of 1.5 to 2 GW. If constructed, Borumba would be one of the largest pumped hydro facilities in the world, but even Borumba will not be sufficient to meet all of Queensland's future storage requirements.

National studies indicate there are around 1,700 Queensland sites suitable for further examination. Previous studies undertaken by the Queensland Government have identified around 14 sites suitable for further consideration. Locations considered for further investigation include those identified through the Queensland Hydroelectric Study.

The Queensland Government is currently reviewing information related to these additional sites. Through a multi-criteria analysis, the number of sites has been narrowed down, and later this year it is expected a site will be progressed for more detailed investigations. The new funding will be allocated to specific sites following that process.

The major costs involved in these detailed investigations are associated with environmental assessment including hydrological modelling, engineering studies into potential design options, geotechnical assessment of the site and some early works, with costs roughly equally split across all these categories.

Given the importance of pumped hydro as a future energy storage option, additional sites will continue to be investigated to ensure that they can be more quickly progressed into a detailed assessment stage should they be needed in the future. This will ensure that pumped hydro facilities can be delivered to meet Queensland's future energy storage requirements.

Pre-hearing Questions on notice and responses – *Minister for Resources*

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 1

asked on 12 July 2022

QUESTION:

Will the Minister please provide an update on the work of the Explosives Inspectorate in keeping Queenslanders safe?

ANSWER:

The Explosives Inspectorate performs three key functions in working to keep Queenslanders safe from the adverse effects of explosives.

Explosive substances and articles are authorised for use by suitably licensed and qualified persons. At the end of the 2021–22 financial year, there were approximately 1700 explosives substances and articles published on the Queensland list of authorised explosives.

The Explosives Inspectorate issues licences to appropriately security-cleared and competent persons and companies to use explosives in mining, quarrying, civil infrastructure development, sovereign defence capability establishment and, of course, entertainment, including fireworks and special effects. Import, export, transport and storage licence applications are also examined and approved. There are nearly 4000 licences currently administered by the inspectorate.

The Explosives Inspectorate monitors the safety and security of explosives across the entire supply chain. To keep Queenslanders safe, the inspectorate conducts inspections, audits, investigations and inquiries to ensure risks from explosives are being appropriately managed through compliance with the relevant legislation, standards and codes.

During the 2021–22 financial year, the Explosives Inspectorate exceeded its audit and inspection targets, the details of which are publicly available on the Resources Safety and Health Queensland website at www.rshq.qld.gov.au which is updated quarterly.

The inspectorate has undertaken a body of work to implement security clearance amendments to the *Explosives Act 1999* which took effect in 2020. At the end of the 2021–22 financial year, approximately 10 000 individuals had been security cleared for unsupervised access to explosives.

The work of the Explosives Inspectorate in assuring explosives safety and security requires active engagement with industry stakeholders to ensure they are equipped with the knowledge to discharge their obligations.

During the 2021–22 financial year, a working group was established with industry to investigate and provide guidance to the prevention of explosives misfires—an area of potentially significant safety risk to explosives users, including mine and quarry workers.

The misfires working group, consisting of 70 contributors from industry and the regulator will publish a good practice guide early in the 2022–23 financial year for the prevention of misfires .

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 2

asked on 12 July 2022

QUESTION:

With reference to page 4 of the SDS and the department's collection of geoscience and spatial data, can the Minister please advise of any data-driven improvements made within the last financial year to GSQ's Open Data Portal and the Queensland GeoRes Globe?

ANSWER:

In 2021-22, GSQ made over 90 000 new industry reports public on the GSQ Open Data Portal—more than doubling the number of datasets available.

These reports are of significant value to resource explorers as they can be used to discover new deposits. Making them available was a key priority for 2021-22 to better support economic recovery, jobs and growth in Queensland.

Other data-driven improvements included delivery of the 2022 Mount Isa Region Airborne Data Merge. This combined new high-resolution airborne magnetic and radiometric survey data with open-file explorations in the North West Minerals Province, an innovation to unlock the value of our existing data.

Further, an additional 4.5 terabytes of seismic data—also useful for discovery—was made available. The New Economy Minerals Initiative and Strategic Resources Exploration Program data collections were also published in the 2021–22 financial year.

In terms of process improvements, GSQ delivered a set of lodgement portal capability enhancements through 2021–22, simplifying the way industry submits coal, mineral and extractive production and sales data to the government.

Two new channels for submission were introduced—a defined template allowing users to extract and upload information directly from their databases, and a web form that vastly streamlines the legacy PDF and paper submission processes.

These enhancements were fully implemented by 30 June 2022 and represent a major step forward for industry reporting. Submissions are subjected to rigorous automated validation before the data is ingested by the departmental database, and have greatly reduced the administrative burden of dealing with incorrect or incomplete data, while modernising the process at the industry end.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 3

asked on 12 July 2022

QUESTION:

With reference to page 1 of the SDS and the commitment in the Queensland Resources Industry Development Plan to develop a battery strategy, can the Minister please advise the types of minerals used in battery production found in Queensland?

ANSWER:

The minerals used in battery production vary considerably depending on the type of battery being produced.

While we may not have the large lithium deposits of Western Australia, Queensland has a number of minerals used in a range of battery types, including large grid-scale batteries to the smaller rechargeable batteries used in phones and electric vehicles.

These minerals include copper, cadmium, aluminium, nickel, cobalt, and vanadium. Of these, we have significant existing production of copper—predominantly in the North West Minerals Province—and aluminium, produced in Gladstone from bauxite ore sourced from Cape York. Cobalt and cadmium are produced as by-products of other mineral production.

The state also has significant resources of nickel, cobalt and vanadium under assessment for development.

As identified in the Queensland Resources Industry Development Plan, the commitment to deliver a common user demonstration minerals processing facility for vanadium aligns perfectly with the battery strategy. This demonstration plant will assist the multiple developers in the North West Minerals Province that host some of the world's largest vanadium resources.

Given the positive indications of this development proceeding, together with already existing operations, Queensland is well placed to develop the Queensland Battery Industry Strategy, as identified in the Queensland Resources Industry Development Plan.

This strategy is not just about the mining of battery minerals but also bringing economic development and employment opportunities to regional Queensland in seizing opportunities to extend local supply chains, particularly in the development of battery chemicals and, possibly, multi-technology battery manufacturing.

In association with the battery strategy being led by the Department of State Development, Infrastructure, Local Government and Planning and the Department of Regional Development, Manufacturing and Water, the growth of renewable energy generation and Queensland's known resources of the minerals required for that sector puts the state in a position for long-term, sustainable growth in the resources sector.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 4

asked on 12 July 2022

QUESTION:

With reference to page 1 of the SDS and the action in the Queensland Resources Industry Development Plan regarding re-commercialising abandoned mines, can the Minister please provide an update on the Wolfram Camp mine pilot program?

ANSWER:

As one of the 43 actions in the Queensland Resources Industry Development Plan, a pilot program to re-commercialise an abandoned mine is being conducted by the Department of Resources.

The Queensland Government believes this pilot project to re-commercialise the former Wolfram Camp mine and surrounding exploration areas will help pave the way for more mining rehabilitation success stories across Queensland.

Advancing technology and changing market demands have created significant potential for abandoned mines to be brought back to life either as commercial operations or re-purposed for green energy, agriculture, tourism, research or other important uses.

The potential return to the state can help offset the cost of legacy liabilities on many of these sites, aided by the improved progressive rehabilitation requirements the state has introduced which will apply to any mining operations.

The Department of Resources has completed market sounding to gauge industry's views on the opportunities and challenges associated with re-commercialising Wolfram Camp and surrounding areas and abandoned mine sites in general.

The feedback provided an overwhelmingly positive view of the re-commercialisation of the Wolfram Camp area, which includes the former Bamford Hill mine. Wolfram Camp is currently managed as part of the department's Abandoned Mines Sites – Care and Maintenance, Risk Mitigation and Remediation Program.

There was a general view that re-commercialisation has potential to produce good social, economic and environmental benefits for local and regional communities.

The department is using the feedback from the above consultation to develop a tender package for the re-commercialisation of Wolfram Camp and surrounding areas for release to market towards the end of 2022.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 5

asked on 12 July 2022

QUESTION:

With reference to page 4 of the SDS and the department's objective to undertake compliance activities, can the Minister please provide an update in relation to the ongoing 6-month compliance audit of operators being undertaken in the Surat Basin?

ANSWER:

In April 2022, the Department of Resources commenced a compliance audit to determine resource permit holders' compliance with Queensland's land access legislation in relation to coal seam gas drilled wells in the Surat Basin.

The compliance audit has targeted 29 of 124 coal seam gas wells recorded as being drilled throughout February, March and April 2022. These 29 wells have been drilled by seven resource authority holders and include both vertical and directional wells.

To undertake each audit, the department requested documentation from each resource authority holder responsible for the targeted wells to demonstrate their compliance to the land access requirements relevant for that well. As of 22 July 2022, documentation has been provided for all 29 wells.

Once the department has completed its review of the documentation, the audit reports will be finalised, and the audit findings will be communicated publicly.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 6

asked on 12 July 2022

QUESTION:

Will the Minister please provide an update on the work of the Coal Inspectorate in keeping Queensland mine workers safe?

ANSWER:

Resources Safety and Health Queensland (RSHQ) is a risk-based regulator. That means its compliance and enforcement activities focus on the things that can seriously hurt people in the resources sector.

Each inspectorate within RSHQ has a compliance program that deliberately changes over time to reflect industry activities, safety and health performance, and emerging risks.

During the 2021–2022 financial year, the Coal Inspectorate focused on methane gas management and ventilation, worker supervision, vehicle interactions, dust control on surface coal mines and exposure to polymeric chemical use.

In January 2022, the Coal Inspectorate published industry guidance for managing heat exposure at surface coal mines and for autonomous mining operations.

The inspectorate finalised its investigations into three coal mining fatalities and the serious accident at Grosvenor mine.

Along with this, the regulator participated in the board of inquiry established in May 2020 by the then Minister for Natural Resources, Mines and Energy about the Grosvenor accident,. Inspectors gave evidence at public hearings and provided extensive investigation materials and briefings which informed the board of inquiry's findings and recommendations.

Sadly, the past year has seen the tragic deaths of three coal mine workers—Mr Graham Dawson at Crinum underground mine on 14 September 2021, Mr Clark Peadon at Curragh mine on 21 November 2021 and Mr Gavin Feltwell at Moranbah North underground mine on 25 March 2022.

These incidents are continuing to be thoroughly investigated. In the days following each incident, safety alerts were issued to industry providing general recommendations for immediate action, pending the outcomes of the investigations into the nature and cause of the incidents. The recommendations in these alerts are routinely followed up with coal mines during inspections conducted by the inspectorate.

In line with a recommendation from the Moura No. 2 Warden's Inquiry, the Board of Examiners has established a practicing certificate scheme for all statutory positions at Queensland mines, which has been operationalised by the Coal Inspectorate.

The practicing certificate scheme's online portal was launched on 10 June 2022 with information sessions run by the Board of Examiners with participation from the Coal Inspectorate, held in Emerald in December 2021 and in Moranbah in June 2022, to inform persons holding statutory positions of scheme requirements. Further online sessions will be held through to the end of the year.

Forums from the Board of Examiners and explosion risk zone controllers were held in December 2021 in regional centres with over 200 statutory officials in attendance.

Coal inspectors meet with operators, workers and management to help them understand and meet their obligations and enforce compliance when they fail to do so.

The Coal Inspectorate led the development of five new recognised standards that were introduced for the coal mining industry in the past year. Recognised standards provide ways for managing coal mining risks. The new recognised standards relate to management structures, respirable dust, heat management in underground coal mines, fluid power safety and underground explosion barriers as a means of addressing the risk of potentially catastrophic coal-dust explosions.

RSHQ has worked with the Public Service Commission to address the recommendations of the board of inquiry in relation to attracting, retaining and developing experienced personnel within the inspectorate.

In the 2021–22 financial year, the Queensland Mines Inspectorate exceeded its inspection and met its audit target.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 7

asked on 12 July 2022

QUESTION:

Will the Minister please advise what actions the Palaszczuk Government and Resources Safety and Health Queensland have undertaken in response to the recommendations made by the coal mining board of Inquiry?

ANSWER:

The Queensland Coal Mining Board of Inquiry made a total of 65 recommendations—25 in its Part I report (30 November 2020) and 40 in its Part II report (31 May 2021).

The board of inquiry directed 30 recommendations to the coal mining industry (three of those specifically at the Anglo American-operated Grosvenor mine); two recommendations to industry safety and health representatives appointed by the Mining and Energy Union; 30 recommendations to Resources Safety and Health Queensland (RSHQ); and three recommendations to the Coal Mining Safety and Health Advisory Committee.

RSHQ provides fortnightly updates of progress against the 30 recommendations it received. Five of the 30 recommendations made to RSHQ are already complete and work is underway on the remaining 25. Some of these recommendations endorsed improvements already underway by RSHQ, recommending it continue to progress this work.

It has been approved that RSHQ establish three working groups to develop a recognised standard for spontaneous combustion; and to review existing recognised standards for the control of risk management practices and training in coal mines. Meetings of these working groups have already taken place, with industry providing valuable feedback in the process. When finalised, the three recognised standards will address five of the recommendations made by the board of inquiry.

A critical risk program is being developed by the Coal Mines Inspectorate. This program will establish a framework for the identification and audit of critical controls or material unwanted events. This will address four of the board of inquiry's recommendations.

The Chief Inspector of Coal Mines has engaged and continues to engage with site senior executives at underground coal mines concerning recommendations the board of inquiry made for industry. The inspectorate will monitor implementation plans developed by industry.

RSHQ has completed work with the Public Service Commission to develop and implement a revised remuneration scheme in line with the board of inquiry's recommendation to ensure that it can attract and retain suitably qualified persons and incentivise inspectors to study to obtain a first-class certificate of competency.

Two inspectors have commenced the first-class mine manager's course developed by Simtars—with planned completion in December 2023.

Some of the recommendations require amendment to the legislative framework and are, therefore, matters for government consideration and careful policy development, which is underway and on track for consultation with industry.

To ensure industry is implementing its recommendations, the independent Commissioner for Resources Safety and Health has been asked to assist to develop an action plan, as well as oversee delivery on recommendations made to the Coal Mining Safety and Health Advisory Committee, which the Commissioner chairs.

The Queensland Resources Council has provided the industry's plan and provides quarterly updates about its progress and I have and will continue to engage with them on what they are doing in regards to the recommendations.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 8

asked on 12 July 2022

QUESTION:

Can the Minister provide an update regarding the funding model for the resources safety and health regulator?

ANSWER:

Resources Safety and Health Queensland (RSHQ) is the independent resources safety and health regulator and is funded by fees collected from the industries it regulates. A revised fee model was made by regulation in late 2021 and commenced on 1 January 2022.

The revised fee model was recommended following extensive consultation undertaken by an independent project management office (PMO) established by government in response to recommendations of the Coal Workers' Pneumoconiosis (CWP) parliamentary select committee in 2017.

The government established the PMO to consult with stakeholders and/or investigate CWP select committee recommendations relating to structural changes and the funding of the resources safety and health regulator. The PMO was tasked with providing advice to the then Minister for Natural Resources, Mines and Energy on options for an alternative regulator model and a sustainable and effective model to fund the regulator. The PMO was led by a PMO Executive, independent of existing government agency structures.

Stakeholder consultation was the centrepiece of the PMO's work program. The PMO released a number of discussion and focus papers for public consultation between March and May 2018; and also met with a number of organisations representing workers, industry and government through face-to-face meetings, forums and open-house consultations.

The PMO released its discussion paper 'Options for resources safety and health regulator models in Queensland' in March 2018, inviting stakeholder feedback on proposed options. To assist stakeholders in considering the options proposed in the discussion paper, the PMO released a costings paper prepared by external experts to stakeholders.

The PMO released its discussion paper 'Funding the resources safety and health regulator in Queensland' in May 2018, inviting stakeholder submissions, and supported by modelling undertaken by an external expert, as well as other supporting materials.

The funding model discussion paper outlined four options for stakeholder feedback, in summary:

- Option 1: the status quo – a three-tiered safety and health fee for the mining, quarrying and explosives industries, with the fee payable based on the number of workers employed.
- Option 2: increased fees within existing tiers—an alternative model based on existing tiers of the safety and health fee with an increase to fee levels per worker.

- Option 3: new tiers and adjusted fees—an alternative model with new tiers and adjusted fee levels per worker.
- Option 4: base and variable fee—the model includes a flat-rate base charge using the tiers proposed in Option 3 to cover the fixed costs of the regulator. It also includes a variable charge that is based on both employment numbers and safety risks.

Feedback from stakeholders was limited to eight responses—five from bodies representing industry, one from workers' representatives, and two from individuals. Stakeholders expressed a range of views, including alternative models. The Queensland Resources Council, which is the peak body representing larger mining operators in the highest paying category of fee-payers, did not identify a preferred option.

The PMO's final report, 'Queensland Resources Safety and Health regulator and funding models' (the PMO's report) was published in June 2018 and outlined the recommended regulator and funding models and the reasons for their selection from the options the PMO considered. The PMO's report was considered by the former State Development, Natural Resources and Agricultural Industry Development Committee in its examination of the Resources Safety and Health Queensland Bill 2019.

RSHQ was established as a statutory body by the *Resources Safety and Health Queensland Act 2020*, which commenced on 1 July 2020, to implement the PMO's recommended regulator model. During the second reading speech for the bill, the then Minister confirmed that the new regulator model would be supported by the revised funding model based on industry charged fees

The four-tier model recommended by the PMO and implemented by regulation in December 2021 determines the fee levels in each tier, based on estimated costs to determine the revenue to be collected. The fees charged per tier are progressive using tier 1 as the base, meaning tier 4 pays more than tier 3, tier 3 pays more than tier 2, and tier 2 pays more than tier 1.

Fees for tiers 2, 3 and 4 are set as multiples of the fee for tier 1. Tier 2 pays four times the fee of tier 1, tier 3 pays seven and a half times the fee of tier 1, and tier 4 pays 10 times the fee of tier 1. The multiplier progressively allocates the cost burden based on the size of the operator to reflect the increase in complexity of operations and the associated risk. Total revenue will be the fee for each tier multiplied by the total number of workers employed at operations within each tier.

The funding model spreads the cost burden across additional tiers providing a more equitable fee structure. The progressive structure provides increased stability in fee revenue to support the funding of the operations of RSHQ. Fees under the revised model have been set based on cost recovery principles.

In November 2021, prior to the making of the regulation to implement the new fee model, an information paper explaining the model was circulated to employers in the mining, quarrying and explosives sectors.

The new fee model commenced on 1 January 2022 and will ensure the financial sustainability of the regulator model implemented as part of a package of safety and health reforms following the CWP select committee's recommendations.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 9

asked on 12 July 2022

QUESTION:

Can the Minister provide the headline data from and provide information on emerging trends from the last 3 Statewide Landcover and Tree Study (SLATS) data release?

ANSWER:

The Statewide Landcover and Trees Study (SLATS), undertaken by the Department of Environment and Science, uses satellite imagery and field data to monitor and report changes in the extent of woody vegetation across the state.

SLATS reporting 2016–17 and 2017–18:

- The total statewide woody vegetation clearing rate was approximately 356 000 hectares per year (ha/yr) in 2016–17 and 392 000 ha/yr in 2017–18.
- Clearing rates in Category X areas (i.e. areas not generally regulated by the *Vegetation Management Act 1999*) accounted for about 78% or 278 000 ha/yr of the total area in 2016–17 and 81% or 318 000 ha/yr in 2017–18.
- In 2016–17, the clearing rates of regulated woody vegetation were about 78 000 ha/yr (22% of total statewide clearing rate) and 74 000 ha/yr (19% of the total statewide clearing rate) in 2017–18.
- Of Queensland's 13 bioregions, the Brigalow Belt and Mulga Lands recorded the highest clearing rates of regulated woody vegetation in the 2016–17 and 2017–18 periods. The Brigalow Belt's clearing rate was about 26 880 ha/yr in 2016–17, and 26 880 ha/yr in 2017–18. The Mulga Lands' clearing rate was about 13 800 ha/yr in 2016–17 and 34 980 ha/yr in 2017–18.

SLATS reporting 2018–19:

- The 2018–19 SLATS report represents a significant update and enhancement to the SLATS, incorporating the latest satellite technology and scientific capabilities.
- For the first time, the 2018–19 SLATS report included enhancements that identify and report on the baseline extent of woody vegetation, as at 2018. This will provide an important baseline for future monitoring and reporting of land clearing and regrowing vegetation by the Department of Environment and Science.
- In 2018–19, the total statewide clearing of woody vegetation in Queensland was 680 688 ha.
- The 2018–19 SLATS report identified that 559 844 ha of woody vegetation were cleared and a further 120 844 ha were impacted by partial clearing. (Note that, in previous SLATS reports, areas that were partially cleared were not reported separately from areas that were completely cleared.)

Trends from the SLATS:

- The change in the methodology used for the 2018–19 SLATS report means that the data from this report cannot be directly compared with previous reports.
- Clearing in Category X (unregulated regrowth vegetation) areas continues to predominate and accounted for about 70% or 477 390 ha of the total area cleared in 2018–19.
- About 30% of total 2018–19 clearing (203 292 ha) was in regulated woody vegetation. Most of this clearing involved the harvesting of Mulga to feed stock.
- The Brigalow Belt and Mulga Lands bioregions had the majority of clearing of regulated vegetation.
- In 2018–19, the areas cleared in these two bioregions were 41 508 ha (26 207 ha full clearing and 15 301 ha partial clearing) and 133 868 ha (54 608 ha full clearing and 79 260 ha partial clearing) respectively.
- The report shows less than 1% of cleared land was endangered and, apart from drought-related fodder harvesting, remnant clearing is less than 8% of all clearing.
- We will continue to work with industry and the community on the best ways to manage land clearing.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 10

asked on 12 July 2022

QUESTION:

Can the Minister advise the committee on the renaming actions taken this year under the Place Names Act 1994, including K'gari, and racially derogatory place names?

ANSWER:

The Department of Resources is the lead agency for officially naming areas and geographical features in Queensland under the *Place Names Act 1994*.

The department completed the following place naming actions during the 2021–22 financial year:

- Gave a name to Mayfly Gully in Brisbane City Council local government area.
- Gave a name to the new locality of Yaraka and altered the boundary of the locality of Isisford.
- Altered the locality boundaries of Dutton River and Stamford and gave a name to the new locality of Marathon within the Flinders Shire.

The department also commenced work on:

- a suggestion from Moreton Bay Regional Council to rename the Caboolture West local plan area to the new city of 'Moreton Valley', as well as to create and name five new suburbs within the local plan area.
- a suggestion to give a name to 'Falkor Reef'.

The department is also progressing the following actions specifically involving First Nations peoples:

- a proposal to rename Fraser Island to K'gari
- a proposal sent to public consultation on 8 July 2022 to change the name of Blackfellows Creek at Cairns to Bana Gindarja
- a proposal sent to public consultation on 8 July 2022 to change the name of Black Gin Creek at Longreach to Watyakan
- a proposal, which has just closed, to name an unnamed creek, in the Glastonbury area to Uncle Jimmys Creek
- a suggestion to change the name of Murray's Creek to Berajondo Creek.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 11

asked on 12 July 2022

QUESTION:

With reference to SDS page 1 and a *"resilient, responsible and sustainable Queensland resources industry that grows and transforms"*, please detail:

a. the department's consultation process prior to the increase in coal royalty rates being announced on 21 June 2022, including (i) which stakeholders were consulted and (ii) when the consultation took place, and

b. a summary of feedback received by stakeholders?

ANSWER:

a. Matters relating to mineral and petroleum royalties fall within the ministerial portfolio responsibilities of the Treasurer and Minister for Trade and Investment. Questions relating to changes to coal royalty rates should be referred to the Honourable Cameron Dick MP, Treasurer and Minister for Trade and Investment.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 12

asked on 12 July 2022

QUESTION:

With reference to SDS page 3 Land Services – and specifically in relation to Land Valuation objections please provide:

a. the number of land valuation objections received in total, split by LGA, for financial years reported individually from 2017 to current, and

b. the average adjustment made to the Land Valuation resulting from correctly made objections, for financial years reported individually from 2017 to current?

ANSWER:

	2017–18	2018–19	2019–20	2020–21	2021–22
Valuations issued by 31 March as part of the annual valuation program	507 406	1 028 933	825 801	275 248	1 528 195
Total objections properly made objections, including late objections relevant to the financial year	**1631**	**3965**	**2750**	**1513**	**3301**
Average adjustment	**3.97%**	**4%**	**4%**	**5.6%**	**3.2%**

Total valuation objections by local government area					
LGA	**2017–18**	**2018–19**	**2019–20**	**2020–21**	**2021–22**
BALONNE SHIRE				75	
BANANA SHIRE	24		63	22	
BARCALDINE REGIONAL				26	
BARCOO SHIRE				10	
BLACKALL TAMBO REGIONAL				14	
BOULIA SHIRE	54				40
BRISBANE CITY		2126	1082		1088
BULLOO SHIRE				14	
BUNDABERG REGIONAL			97		30
BURDEKIN SHIRE		43		14	
BURKE SHIRE			6		8
CAIRNS REGIONAL		110			75
CARPENTARIA SHIRE					20
CASSOWARY COAST REGIONAL			99		65
CENTRAL HIGHLANDS REGIONAL	25			74	
CHARTERS TOWERS REGIONAL	21			125	
CLONCURRY SHIRE			13		
COOK SHIRE				8	
CROYDON SHIRE					22
DIAMANTINA SHIRE	4			13	
DOUGLAS SHIRE	48				11

Total valuation objections by local government area					
LGA	**2017–18**	**2018–19**	**2019–20**	**2020–21**	**2021–22**
ETHERIDGE SHIRE		26			108
FLINDERS SHIRE			35		
FRASER COAST REGIONAL	67		163		82
GLADSTONE REGIONAL	22			30	
GOLD COAST CITY	207		456		433
GOONDIWINDI REGIONAL	80		30		8
GYMPIE REGIONAL		78		22	33
HINCHINBROOK SHIRE	19		7		
IPSWICH CITY		167			124
ISAAC REGIONAL	43			552	
LIVINGSTONE SHIRE			23		68
LOCKYER VALLEY REGIONAL		79			43
LOGAN CITY		339			157
LONGREACH REGIONAL		21		12	
MACKAY REGIONAL			295		
MARANOA REGIONAL	437			124	
MAREEBA SHIRE					36
MCKINLAY SHIRE			4		
MORETON BAY REGIONAL		317			182
MOUNT ISA CITY			17		
MURWEH SHIRE	62			17	
NOOSA SHIRE	30	11			30
NORTH BURNETT REGIONAL		49			18
PAROO SHIRE	2			1	
QUILPIE SHIRE	24			11	
REDLAND CITY		146			96
RICHMOND SHIRE			8		
ROCKHAMPTON REGIONAL			41		63
SCENIC RIM REGIONAL	264		51		51
SOMERSET REGIONAL		27		33	35
SOUTH BURNETT REGIONAL		183			24
SOUTHERN DOWNS REGIONAL				50	
SUNSHINE COAST REGIONAL	94	141			107
TABLELANDS REGIONAL				60	
TOOWOOMBA REGIONAL	104			82	98
TORRES SHIRE			1		
TOWNSVILLE CITY			247		146
WEIPA TOWN		1			
WESTERN DOWNS REGIONAL		101		45	
WHITSUNDAY REGIONAL				79	
WINTON SHIRE			12		

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 13

asked on 12 July 2022

QUESTION:

With reference to SDS page 3 Land Services – and specifically in relation to Land Valuations - can the Minister detail the number of properties in Queensland with a land valuation of $600,000 or more, that are subject to paying land tax, by year, from 2015 to 2022, and by LGA?

ANSWER:

The Valuer-General must, in accordance with the *Land Valuation Act 2010*, make and keep a valuation roll for each local government area; however, the Valuer-General has no visibility of how many properties are subject to paying land tax.

Questions relating to land tax should be referred to the Queensland Revenue Office.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 14

asked on 12 July 2022

QUESTION:

With reference to SDS page 1 and a *"resilient, responsible and sustainable Queensland resources industry that grows and transforms"*, please provide a list of all current unapproved Mining Lease applications the company who lodged them and the date of lodgement?

ANSWER:

As of 12 July 2022, the Department of Resources had no unapproved mining lease applications. There are 177 mining lease applications lodged between September 1991 and July 2022 which are under assessment, across a range of applicants for minerals, coal and infrastructure.

A mining lease application may not progress for approval by the Minister for Resources for a number of reasons, including:

- outstanding environmental authority approvals
- the ongoing conduct and resolution of court proceedings
- ongoing compensation negotiations with affected landowners
- outstanding consent of owners of other overlapped authorities
- negotiating outcomes with the relevant native title bodies
- if the department is still completing its assessment of the application against the matters prescribed under the *Mineral Resources Act 1989*.

Many aspects of the mining lease approval process fall outside of the direct control of the Department of Resources. The department directly assesses the technical and financial capability of an applicant, impacts under associated legislation—such as the *Human Rights Act 2019* and the Commonwealth *Native Title Act 1993*—and manages the public notification and briefing processes for mining lease applications.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 15

asked on 12 July 2022

QUESTION:

With reference to SDS page 1 and a *"resilient, responsible and sustainable Queensland resources industry that grows and transforms"*, please advise the total amount of external and internal costs incurred in relation to the approval process of Acland Coal Mine Stage 3 to date, listed separately by expense and date incurred?

ANSWER:

The New Acland Stage 3 project has received significant community interest and has a protracted legal history.

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

As at 13 July 2022, the department has obtained external advice to the total value of $244 525.68 across multiple years, relating to this project. Note that costs incurred by business units particularly relating to water—which was part of the former Department of Natural Resources, Mines and Energy—have been included for completeness. The costs are further broken down in the attached table.

External Expense	Date	Description	Total
Crown Law	15/06/2017	Judicial review - Litigation	$ 13,422.56
Crown Law	15/06/2017	Human rights advice	$ 4,629.90
Crown Law	17/07/2017	New Acland vs Smith Water	$ 4,830.53
Richard Cresswell Ecological	1/07/2017 to 31/12/2017	Review the New Acland conceptualisation and numerical model reports	$ 44,352.00
Crown Law	3/01/2018	BA02 - Statutory Interpretation	$ 10,917.00
CSIRO	1/05/2019 to 31/07/2019	Review specific aspects of the updated New Acland groundwater model including uncertainty analysis	$ 42,240.00
Crown Law	12/09/2019	AWL Licence	$ 2,066.45
Crown Law	28/10/2019	AWL Licence	$ 13,923.00
Crown Law	11/11/2019	AWL Licence	$ 310.20
Crown Law	25/11/2019 to 12/02/2020	Application of the Human Rights Act	$ 4,629.90
Crown Law	20/12/2019	AWL advice	$ 310.20
Crown Law	20/12/2019	AWL advice	$ 310.20
Crown Law	26/02/2020	ML application	$ 3,750.00
Crown Law	14/07/2020	ML application	$ 1,062.00
Crown Law	11/09/2020	High Court Briefing	$ 732.00
Crown Law	12/02/2020	ML application	$ 732.00
Crown Law	19/03/2021	Resource law - Litigation	$ 3,708.00
Crown Law	22/04/2021	New Acland V Oakey Creek	$ 2,106.00
Crown Law	22/04/2021	New Acland V Oakey Creek	$ 1,062.00
Crown Law	1/07/2021 - 14/07/2022	Advice on administrative law and proposed legislation	$ 21,436.00
Herbert Smith Freehills	22/02/2022 - 7/03/2022	Review of deeds of grant	$ 67,995.74
			$244,525.68

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 16

asked on 12 July 2022

QUESTION:

With reference to SDS page 1 and a "resilient, responsible and sustainable Queensland resources industry that grows and transforms", please provide for each financial year since 2015 for the Mining Inspectorate:

a. the total expenditure and

b. total FTE positions?

ANSWER:

a. Historic inspectorate expenditure (as at EOFY), $'M:

	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22*
Direct Costs	13.945	14.631	12.064	13.132	13.941	13.863	21.022	22.346

* FY22 pending audit clearance

For comparative purposes, the above table provides direct costs of the mines inspectorate. Since the establishment of Resources Safety and Health Queensland as a statutory body separate from a department on 1 July 2020, a full cost allocation methodology has been adopted to reflect corporate and all other overheads. Full costs of the mines inspectorate, including all overheads, were $27.049M in FY21 and $29.007M in FY22.

b. Historic inspector resourcing (as at EOFY):

FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22
46	44	39	42	44	44	47	49

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 17

asked on 12 July 2022

QUESTION:

With reference to SDS page 11 cash flow statements Financial Year 2022/23 please provide:

a. the full list of all grants and subsidies budgeted to be paid,

b. to whom they will be paid to, and

c. the amount to be paid to each recipient?

ANSWER:

a. Grants and subsidies budgeted to be paid in the 2022–23 financial year include

- Natural Resources Recovery grants—with a focus on sustainable land and regional economic prosperity, which will be made available to not-for-profit natural resource management organisations across Queensland, with the potential for other groups to work in collaboration on projects.
- Collaborative Exploration Initiative grants—which aim to support Queensland's resource exploration companies to grow and make the discoveries that will secure future resources for the benefit of the state and enable Queensland to find the future mines to produce the minerals and metals that the world needs.
- Resource Centre of Excellence – Future Industries Delivery Hub grant—which will fund a new future industries development hub at the Resources Centre of Excellence in Mackay, expanding the centre's reach into the new economy minerals sector.
- Native Title Compensation grants—which will be made available to native title parties who engage in direct negotiations with the State of Queensland, under the terms of the Queensland Native Title Compensation Framework, to resolve their native title compensation entitlements.
- Grants will also be made available to resource companies in Queensland to support the delivery of new gas well trials in the North Bowen and Galilee basins—which are funded by the Australian Government, under the Federation Funding Agreement arrangement.

b. Applications for these grants and subsidies are subject to the specific selection processes and criteria of the relevant program. In most cases, recipients will not be determined until the grant rounds for 2022–23 are finalised.

c. The amount to be awarded to each recipient under most of the above grant programs will not be determined until the grant rounds for 2022–23 are finalised.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 18

asked on 12 July 2022

QUESTION:

With reference to SDS page 11 cash flow statements Financial Year 2022/23 please provide:

a. consultancy expenses for the 2021-22 financial year, split by consultant and project, and

b. the budget forecast for 2022-23 for external consultancy expenses, split by consultant and project?

ANSWER:

a. The Department of Resources' total expenditure for external consultants in the 2021–22 financial year is nil. Please note, 2021–22 expenses are subject to audit by the Queensland Audit Office, which will be completed in August 2022.

b. The Department of Resources does not expect to have any expenditure for external consultants during the 2022–23 financial year.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 19

asked on 12 July 2022

QUESTION:

With reference to SDS page 2, QRIDP:

a. how will DOR and other departments meet the objectives and action items in the QRIDP, and

b. what mechanisms or procedures are in place to monitor ongoing compliance and implementation of the plan?

ANSWER:

a. The Queensland Resources Industry Development Plan includes 43 actions across six key focus areas which will deliver an ambitious 30-year vision for a resilient, responsible and sustainable Queensland resources industry that grows as it transforms. It is intended to be a living document, reviewed and iterated at intervals to respond to emerging industry and community stakeholder needs.

   Government has committed $68.5 million over 5 years to implement the plan. It is a whole-of-government plan with funding allocated across seven departments to deliver on the actions within each portfolio's responsibility. A breakdown of this funding is available on page 10 of Budget Paper 4, which is available at www.budget.qld.gov.au/files/Budget_2022-23_BP4_Budget_Measures.pdf.

b. A key mechanism for ensuring ongoing accountability in the delivery of the Queensland Resources Industry Development Plan is the establishment of a Ministerial Queensland Resources Industry Development Plan Advisory Group.

   This group will monitor, guide and advise on implementation of government and industry actions, and expectations agreed to in the plan. The group will consist of a core membership of government and industry peak bodies, and representatives invited by the Minister for Resources. Other community and stakeholder groups will be invited to attend where the focus of the agenda is relevant to those stakeholders.

   The group will be governed by terms of reference and will be a key mechanism in ensuring the plan fulfils its ambitions by driving ongoing engagement with all stakeholders. This will ensure that implementation progress is shared, and emerging policy and reforms continue to be collaboratively developed. It will also provide industry with a structured way to share with the government how they are delivering on expectations.

   In addition to this ministerial group, a Reform Delivery Office within the Department of Resources has also been established to drive and monitor implementation of the department's key reform initiatives, including the Queensland Resources Industry Development Plan, and it will embed action leads with clear avenues to report progress and provide project assurance.

The Reform Delivery Office will also provide program management capability and expertise as well as strategic change management and coaching to support delivery of the plan.

The Reform Delivery Office will track milestones and benefit realisation of the plan's initiatives and actions. The Reform Delivery Office's monitoring capability will provide necessary information to enable clear articulation of initiative progress, including risks, issues and key decisions required, and will ensure that momentum is maintained for the successful delivery of outcomes.

For actions led by other agencies, the Department of Resources will continue to collaborate with these agencies through existing working relationships and partnerships to ensure the overall intent of the plan is realised and implemented in a cohesive way.

Additionally, the actions in the plan will be monitored and progress reported at www.resources.qld.gov.au/qridp. This website will also provide links to other government initiatives that work together with the Queensland Resources Industry Development Plan to support the resources industry's growth, sustainability and diversification.

TRANSPORT AND RESOURCES COMMITTEE

Pre-Hearing Question on Notice

No. 20

asked on 12 July 2022

QUESTION:

With reference to SDS page 3, Land Services, what actions are being taken to:

a. identify, and

b. fund, new commercial moorings for river trading opportunities in the Brisbane River, and

c. what is the timeline for such actions?

ANSWER:

The Department of Tourism, Innovation and Sport is the agency responsible for engaging with the private sector to investigate short, medium, and long-term opportunities for commercial moorings along the Brisbane River.

Answer to question taken on Notice at the hearing – *Minister for Resources*

TRANSPORT AND RESOURCES COMMITTEE

Question Taken on Notice

2 August 2022

Question asked by: Member for Callide

Hansard page reference: 99

Question

I do have a follow-up question also to Mr Stone. How many staff have left the mine safety inspectorate in the last 12 months?

Answer

Eight mines inspectors left (i.e. resigned or retired from) the Queensland Mines Inspectorate, Resources Safety and Health Queensland, in the 2021-22 financial year.

Documents tabled at hearing – 2 August 2022

Documents tabled at the hearing – 2 August 2022	
1.	Paper tabled by Minister for Transport and Main Roads – SEQ Rail Connect
2.	Paper tabled by Minister for Energy, Renewables and Hydrogen and Minister for Public Works and Procurement - Photo turbine and generator
3.	Paper tabled by Member for Gregory - Emails regarding RTI requests
4.	Paper tabled by Minister for Energy, Renewables and Hydrogen and Minister for Public Works and Procurement - Design Guidance for Flood Resilient Homes

Department of Transport and Main Roads

SEQ Rail Connect

Preparing South East Queensland's rail network for the future

Tabled by: Minister for Transport and Main Roads

At: Transport and Resources Committee Estimates Hearing

Date: 2 August 2022

Signature:

Queensland Government

Minister's Foreword

I am pleased to present *SEQ Rail Connect* – our blueprint for preparing the South East Queensland (SEQ) rail network for the future.

In SEQ, the rail network is at the centre of providing safe, reliable, and accessible public transport to connect people to jobs, study, essential services, and to each other. It also plays a critical role in efficiently moving freight and providing connections to our regional towns and cities via long-distance train services.

The Queensland Transport and Roads Investment Program 2022-23 to 2025-26 (QTRIP 2022-23 to 2025-26) includes $7.154 billion for an ambitious but achievable pipeline of rail infrastructure over the next four years. The Queensland Government is proud to be investing in the SEQ rail network at record levels. QTRIP 2022-23 to 2025-26 includes $6 billion[1] over four years towards the SEQ Rail Connect priorities. In addition, we have fully funded Cross River Rail which will unlock the bottleneck at the core of our rail network and deliver four new underground train stations and extensive upgrades to eight above-ground stations in Brisbane. QTRIP 2022-23 to 2025-26 includes investment towards three new train stations on the Gold Coast. We're investing $7.1 billion[2] in new trains to be built here in Queensland, and spending $717.3 million upgrading the signalling system so we can run more trains safely on the SEQ rail network. Jointly funded by the Australian Government, we have committed $2.6 billion towards delivering the critical Logan and Gold Coast Faster Rail Project, unlocking more of our fastest services between Brisbane and the Gold Coast. At the same time, we're investing $371.1 million to roll out Smart Ticketing statewide, upgrading accessibility at train stations, and expanding the number of park 'n' ride spaces in SEQ so accessing public transport is even easier for customers.

Cross River Rail will transform the way our rail network operates and how customers travel by train in SEQ. Preparing for this transformation will be a key focus over the next few years. We're closely monitoring travel patterns as we move through the COVID-19 pandemic and planning how many train services will be needed at what time of day when services commence through the Cross River Rail twin tunnels in 2025. As we get closer to the opening of Cross River Rail, we'll be helping customers understand how their current public transport journeys might change as train and connecting bus timetables are updated. We will be preparing for certain train lines to run through the twin tunnels while others run via the existing surface tracks. We'll be talking to SEQ residents about the opportunities Cross River Rail provides to unlock new, faster and more reliable public transport journeys.

We're also looking beyond Cross River Rail, preparing for a growing SEQ region and the Brisbane 2032 Olympic and Paralympic Games. *SEQ Rail Connect* will deliver a reliable, redesigned rail network with increased service capacity to support high volume movements of athletes, officials, media, spectators, and workforce between venues, accommodation, and the region's world-renowned tourist destinations.

We welcome the opportunity to work with the Australian Government and our partners in the rail industry to deliver the critical program of rail improvements set out in *SEQ Rail Connect* to keep the SEQ region moving and to deliver better journeys for customers.

Mark Bailey MP

Minister for Transport and Main Roads

[1] $6 billion is calculated as the four year forward estimate for heavy rail and light rail related projects in SEQ, excluding maintenance funding. Project investment budgets quoted throughout SEQ Rail Connect are consistent with Indicative Total Budgets outlined in QTRIP 2022-23 to 2025-26 (subject to rounding). The sum total of Indicative Total Budgets quoted is different to the four year forward estimate. See QTRIP 2022-23 to 2025-26 for further detail.

[2] Subject to outcomes of the ongoing procurement process.

Cover image courtesy of Cross River Rail. Concept image only. Subject to change.

Contents

Image courtesy of Cross River Rail.
Concept image only. Subject to change.

The Department of Transport and Main Roads acknowledges the Traditional Owners and Custodians of this land and waterways.

We also acknowledge their ancestors and Elders both past and present.

The Department of Transport and Main Roads is committed to reconciliation among all Australians.

'Travelling' by Gilimbaa

Image courtesy of Cross River Rail. Concept image only. Subject to change.

SEQ Rail Connect at a glance

SEQ Rail Connect is a blueprint for rail readiness in the growing SEQ region. It will help deliver the Queensland Government's vision for a single, integrated transport network accessible to everyone.

Priority outcomes

A redesigned network, ready for Cross River Rail, with simplified and consistent service types and more reliable operations.

Better journeys with more frequent and faster services and greater comfort with more seats and more trains.

Easier access to more locations with upgraded stations and better connections.

Key delivery timings

Now

Before Cross River Rail opening:

- Getting ready for Cross River Rail by redesigning the network and updating timetables.
- Delivering new and upgraded stations.
- Creating a more efficient and safer network using a new train control system.
- Growing the passenger train fleet by building more trains.
- Providing better located stabling for the train fleet.
- Rolling out the Smart Ticketing solution statewide.

Next

In the five years immediately following Cross River Rail opening:

- Providing more services, more often using a redesigned network.
- Increasing track capacity through rail upgrades.
- Improving safety by removing and upgrading level crossings and upgrading tracks and stations.

Future

Longer term upgrades:

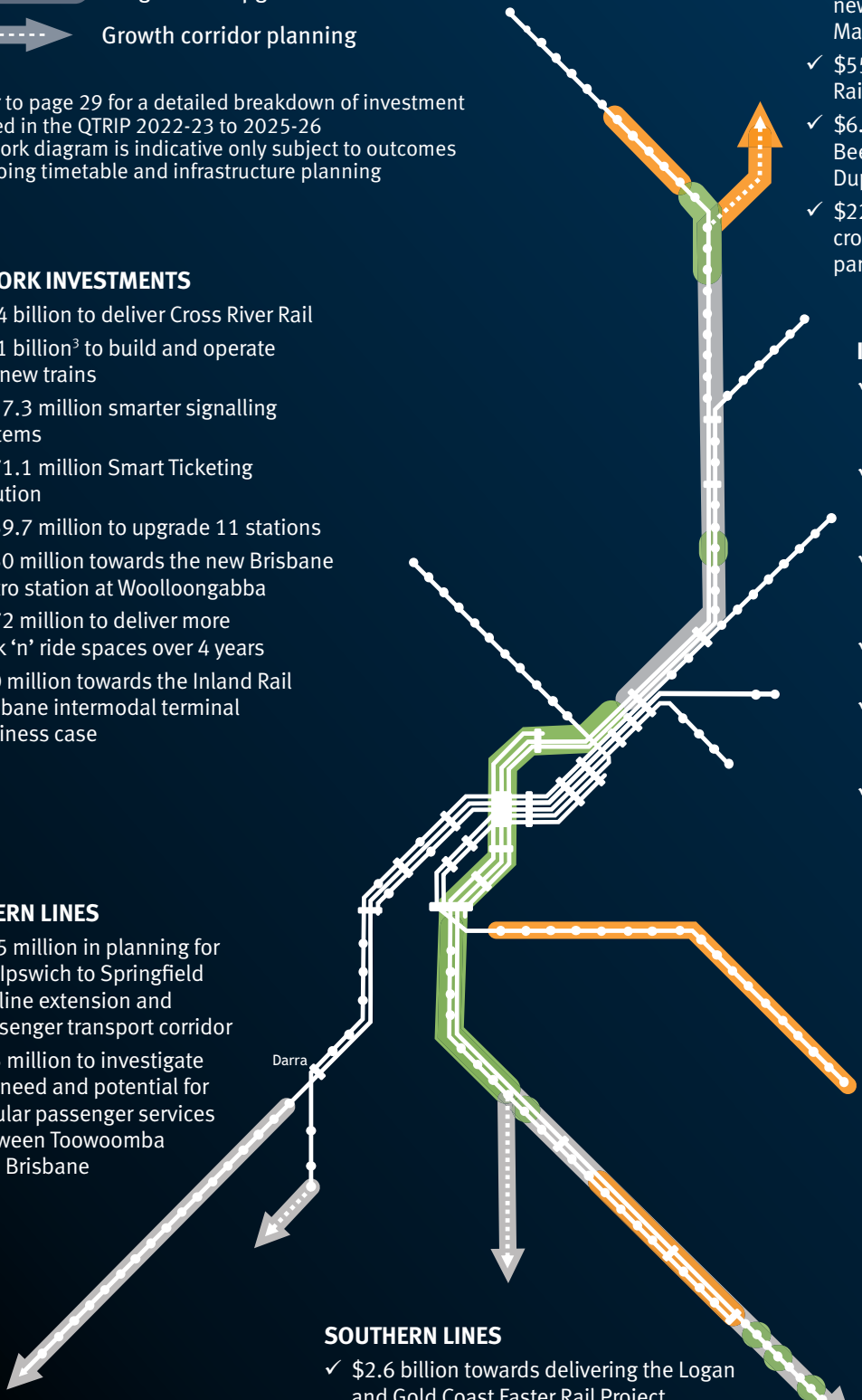
- Planning now for future new rail corridors and investments in faster rail services linking our growing regions.

Investment highlights

Upgrade delivery timing

- Now — Before Cross River Rail opening
- Next — In the five years immediately following Cross River Rail opening
- Future — Longer term upgrades
- Growth corridor planning

* Refer to page 29 for a detailed breakdown of investment as listed in the QTRIP 2022-23 to 2025-26
* Network diagram is indicative only subject to outcomes of ongoing timetable and infrastructure planning



NETWORK INVESTMENTS

- ✓ $5.4 billion to deliver Cross River Rail
- ✓ $7.1 billion[3] to build and operate 65 new trains
- ✓ $717.3 million smarter signalling systems
- ✓ $371.1 million Smart Ticketing solution
- ✓ $359.7 million to upgrade 11 stations
- ✓ $450 million towards the new Brisbane Metro station at Woolloongabba
- ✓ $172 million to deliver more park 'n' ride spaces over 4 years
- ✓ $10 million towards the Inland Rail Brisbane intermodal terminal business case

NORTHERN LINES

- ✓ $6 million in planning for the proposed new rail line between Beerwah and Maroochydore
- ✓ $550.8 million Beerburrum to Nambour Rail Upgrade – Stage 1
- ✓ $6.25 million in planning for Beerburrum to Nambour Rail Upgrade Duplication Study
- ✓ $224.3 million Beams Road level crossing removal and Carseldine station park 'n' ride upgrade

INNER NETWORK

- ✓ 4 new underground stations at Roma Street, Albert Street, Woolloongabba and Boggo Road
- ✓ 8 above-ground station upgrades at Exhibition and between Dutton Park and Salisbury
- ✓ $8 million pedestrian connection from Exhibition station to Gregory Terrace
- ✓ $8.5 million Yeronga station pedestrian overpass
- ✓ $119.2 million to expand Mayne Yard to support Cross River Rail operations
- ✓ $301.4 million Clapham Yard Stabling

WESTERN LINES

- ✓ $2.5 million in planning for the Ipswich to Springfield rail line extension and passenger transport corridor
- ✓ $15 million to investigate the need and potential for regular passenger services between Toowoomba and Brisbane

CLEVELAND LINE

- ✓ $1.7 million in planning to improve reliability on the Cleveland Line
- ✓ $135.7 million to upgrade the Lindum station precinct
- ✓ $1.5 million in planning to improve the Coorparoo level crossing precinct

SOUTHERN LINES

- ✓ $2.6 billion towards delivering the Logan and Gold Coast Faster Rail Project
- ✓ $125.1 million for the Loganlea Station Relocation and Park 'n' Ride Upgrade
- ✓ $206 million to remove the Boundary Road level crossing
- ✓ $120 million towards construction of 3 new stations at Pimpama, Hope Island and Merrimac
- ✓ $8.1 million to investigate the potential for faster rail from Brisbane to the Gold Coast
- ✓ $874,000 in planning to extend the Gold Coast heavy rail corridor to Gold Coast Airport
- ✓ $20 million to plan for passenger services from Salisbury to Beaudesert
- ✓ $1.2 billion Stage 3 extension of Gold Coast Light Rail to Burleigh Heads

[3] Subject to outcomes of the ongoing procurement process.

The critical role of rail

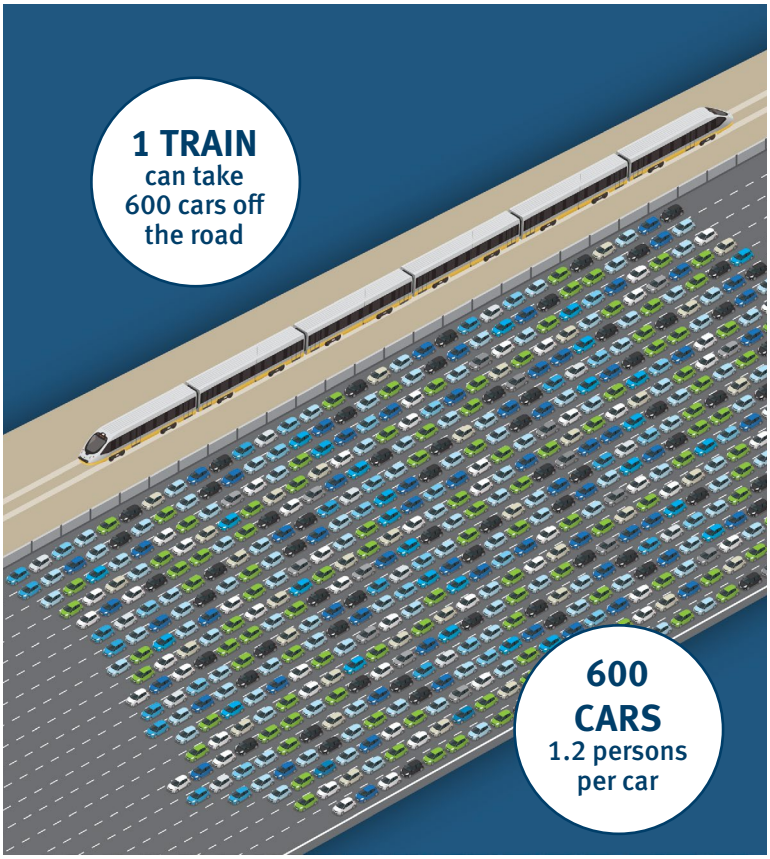
The rail network is the backbone of the SEQ public transport network. It connects our capital city, major cities on the Gold Coast and Sunshine Coast, and growing regional centres in Moreton Bay, Logan, Ipswich and Redlands with reliable and convenient services.

For those living in greater Brisbane, the rail network provides frequent connections to and from the central business district and key destinations where South East Queenslanders work, play, study, and access other essential services like hospitals.

Heavy rail is best suited to moving large numbers of people over long distances and providing links through congested areas such as Brisbane's inner city. It is one of the most efficient, accessible, safe and green forms of mass transit.

The rail network means large numbers of people can be moved quickly and efficiently, taking the pressure off SEQ roads. It also plays a critical role in our state and national freight supply chains.

SEQ Rail Connect is a blueprint for ensuring the rail network keeps pace with the changing needs of SEQ customers and community and continues to play its key part in making SEQ a liveable, productive, and sustainable region.



5.045 million people
in SEQ by 2036 [4]

[4] Based on 12 local government areas. Source: Queensland Government population projections, 2018 edition; Population by age and sex, regions of Australia, 2016 (Cat no. 3235.0).

More people, more journeys

SEQ has experienced significant population growth over the last two decades.

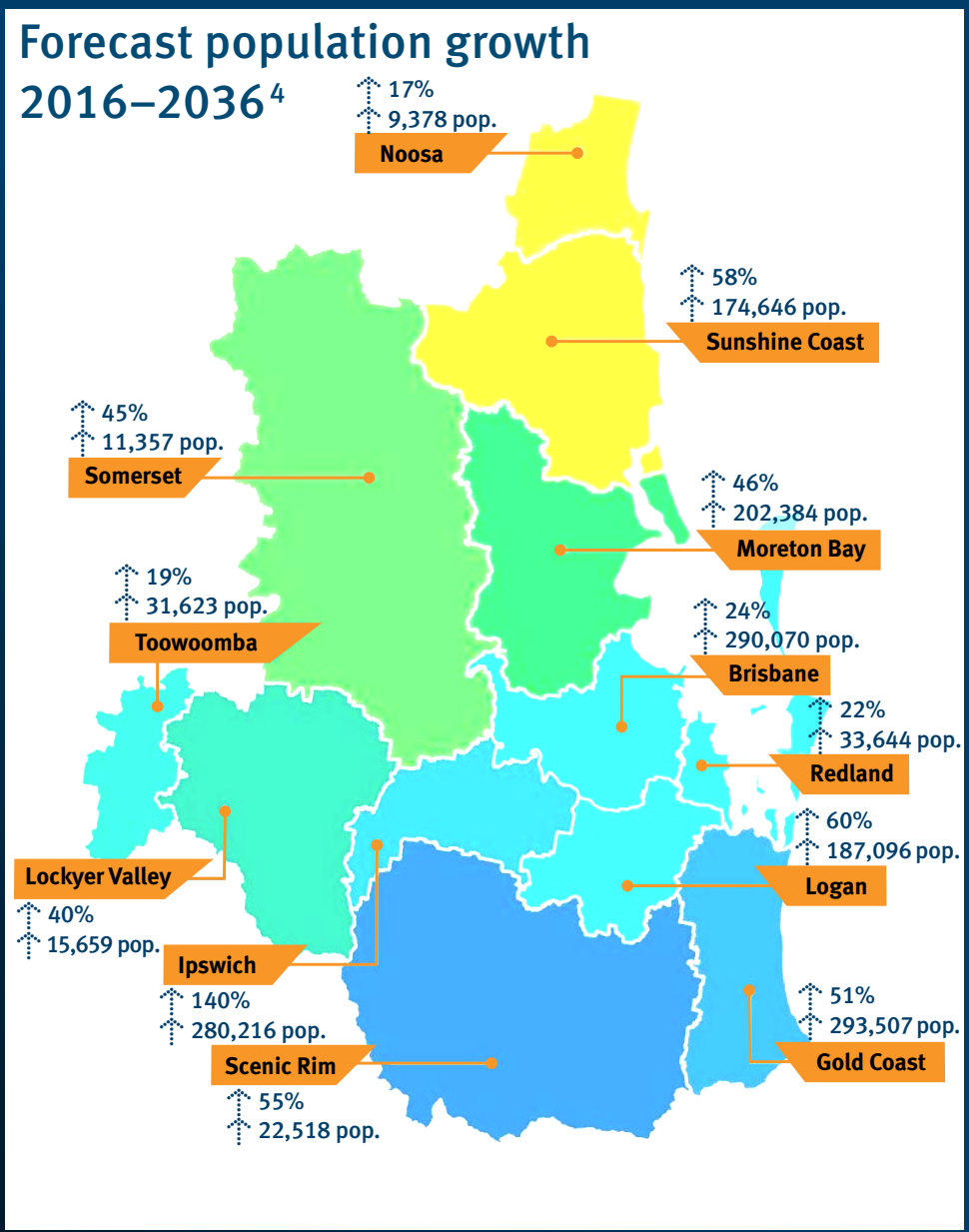
This growth is expected to continue with up to an extra 1.552 million people living across the 12 local government areas by 2036 (compared to 2016)[4].

As the population grows so will the number of people using trains to connect to work, study and other essential services. *SEQ Rail Connect* is key to getting prepared for the increased demand.

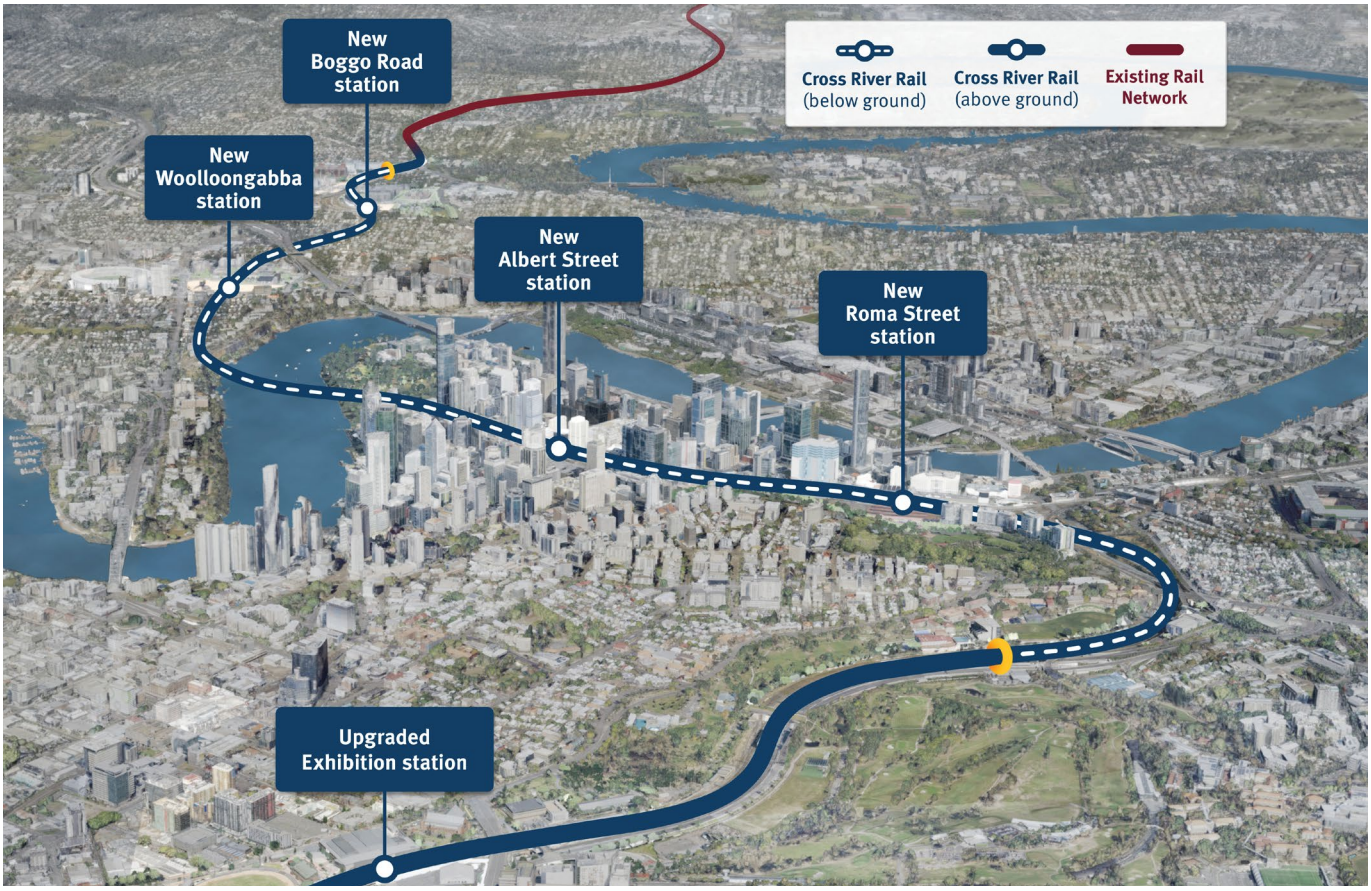
In addition to more people travelling each day, the average distance people travel is increasing as more people move to growth areas outside Brisbane. The current and forecast distribution of population and employment reinforces the importance of strong inter-regional passenger transport connections and enhancing capacity on the rail network.

A well-planned and reliable rail network is vital to efficiently getting people to where they need to go, encouraging more people onto public transport and managing road congestion.

Forecast population growth 2016–2036[4]



Please note that the 2018 edition projections shown above were developed prior to the onset of the COVID-19 pandemic. Actual growth rates may vary from those shown above.



Cross River Rail transforming our rail network

Cross River Rail is the centrepiece of *SEQ Rail Connect*, unlocking the bottleneck at the core of our rail network.

Cross River Rail is a new 10.2km rail line with 5.9km of twin tunnels running under the Brisbane River and central business district, and includes four new underground stations at Boggo Road, Woolloongabba, Albert Street and Roma Street.

The project will also deliver an upgraded surface station at Exhibition to support year-round passenger services; a rebuild for seven stations between Dutton Park and Salisbury; construction of three new stations on the Gold Coast at Pimpama, Hope Island and Merrimac; upgraded stabling facilities and installation of a new world-class signalling system in key parts of the network.

Benefits for the whole of SEQ

Once operational, Cross River Rail will transform the way we travel across the whole of SEQ. Journeys will be quicker from doorstep to destination; stations will be in more convenient locations. There will be capacity to increase train services as our population grows and public transport will become a more viable option for the whole region, helping to ease congestion on our roads.

Capacity and reliability

Cross River Rail delivers a second river crossing at the core of the rail network with capacity for 24 trains per hour in each direction. Not only does this enable increased frequency of trains across the whole of SEQ, a second rail path through the Brisbane city centre will reduce congestion, increase network reliability, and improve rail as a customer experience.

Work is underway

Construction of Cross River Rail is now underway at 15 separate worksites, creating jobs, training opportunities and support for local businesses right when our economy needs it most. In total, Cross River Rail will create 7,700 jobs and 450 trainee and apprentice opportunities during construction and more than 1,500 Queensland companies have already benefitted as either suppliers or subcontractors.

Planning for the future of rail doesn't end with Cross River Rail

Cross River Rail is an essential part of delivering the rail network SEQ needs for the future. But Cross River Rail alone won't prepare us for the challenges of more people moving to the SEQ region, and more people travelling by train.

As the region grows, further investment will be required to deliver new trains, stations, track upgrades at key points on the network, signalling infrastructure, level crossing upgrades, and stabling yards, as well as to train more drivers and rail staff. Delivering rail network upgrades involves long lead-times.

SEQ Rail Connect ensures the required investments in the rail network are identified early, well-planned, and sequenced so it runs efficiently, and customers have a seamless experience.

It identifies the investments required beyond Cross River Rail to ensure we are getting the most out of our rail network. Having a clear blueprint for these investments is even more important as we progress detailed event transport planning for the Brisbane 2032 Olympic and Paralympic Games. This may require us to deliver some of these improvements sooner, which we cannot do in isolation. Charting a clear path, allows us to engage early with funding partners to contribute to projects that will ensure competitors, officials, and spectators move efficiently to and from events.

Key challenges and opportunities for the SEQ rail network in the decade ahead:

A growing population and growing demand for train journeys in SEQ

Managing the uncertainty of COVID-19 impacts

Getting ready for the Brisbane 2032 Olympic and Paralympic Games

The nationally significant role of the SEQ rail network in creating a liveable, productive, and sustainable region

Shifting people from cars to train travel through better rail infrastructure and services

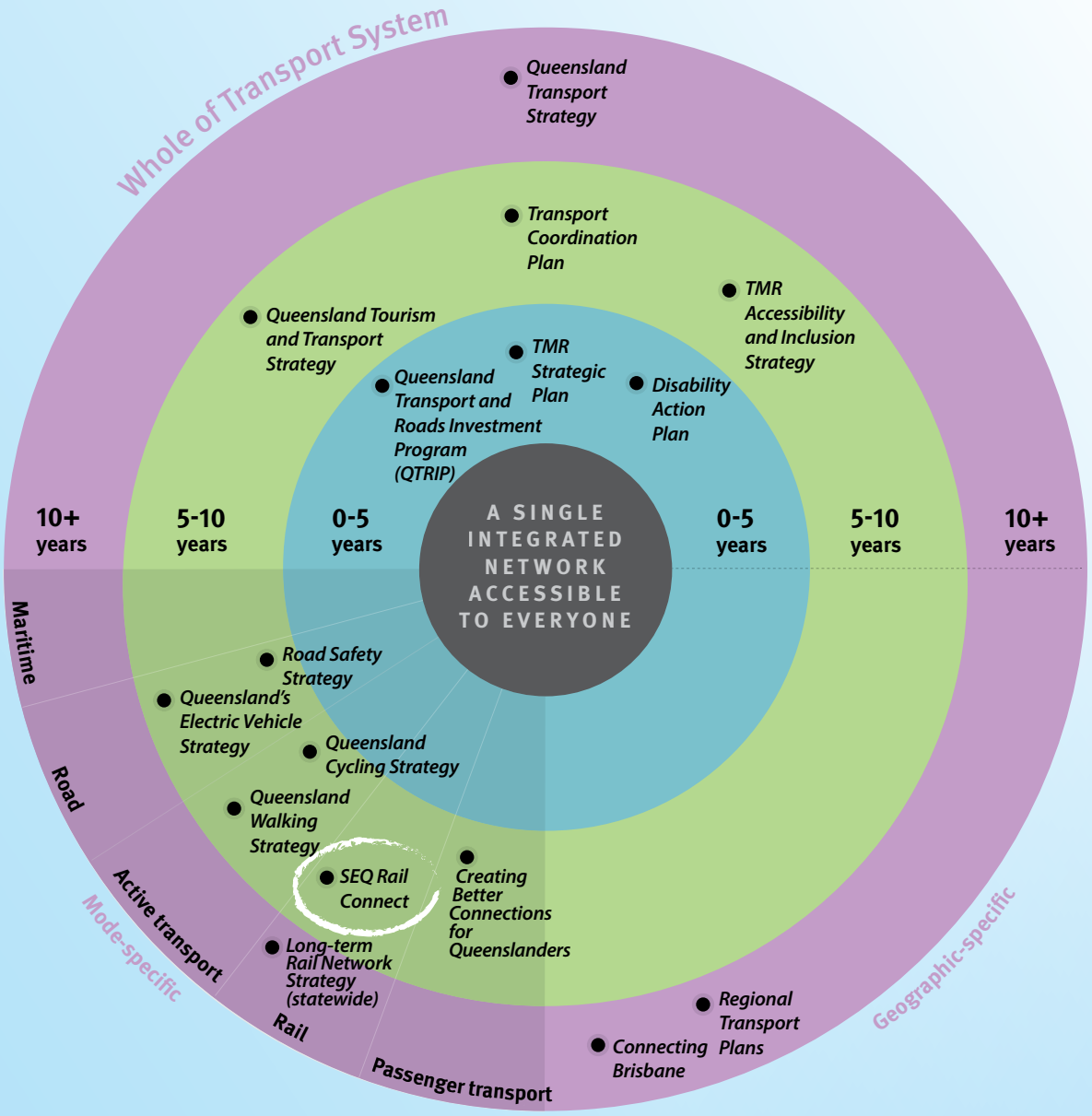
Seamlessly integrating new train stations and services with the existing SEQ public transport network.

The bigger picture

In Queensland, the Department of Transport and Main Roads (TMR) has statewide responsibility for managing the transport system and ensuring it meets community needs now and into the future. TMR undertakes short- and long-term planning for the whole system, for each transport mode, and for specific geographic locations within the transport system. Planning activities are all focused on creating a single, integrated transport network accessible to everyone.

SEQ Rail Connect will shape the SEQ rail network to ensure it is ready for the opening of Cross River Rail, keeps pace with population growth, works to reduce road congestion and meets changing community needs. TMR works closely with Queensland Rail, the Cross River Rail Delivery Authority and other delivery partners to ensure improvements and daily operations on the SEQ rail network meet the needs of current and future passenger and freight customers.

SEQ Rail Connect is an important part of the broader suite of planning documents. It delivers on the objectives of the *Transport Coordination Plan 2017-2027* and should be read in conjunction with the *30-year Queensland Transport Strategy*, the *South East Queensland Regional Transport Plans*, and *Creating Better Connections: a 10-year plan for Queensland passenger transport.*



How does COVID-19 impact our planning?

The COVID-19 pandemic has dramatically changed the way we live, work, and travel. While Queensland's population is expected to continue to grow, there also is ongoing uncertainty around the depth of impacts of the COVID-19 mitigation measures on Queensland's future population growth. Due to the COVID-19 pandemic, Australia's national borders were closed on 20 March 2020 to everyone except Australian citizens, permanent residents, and their immediate families, with few exceptions. Up to January 2022, border closures and quarantine measures were put in place to control the effects of the COVID-19 pandemic, reducing growth due to overseas migration[5]. In addition to national border closures, there were a series of localised lockdowns and interstate border closures. Nevertheless, Queensland experienced strong net interstate migration in 2020 and 2021. According to Federal Government forecasts, over the next four years to 2025-26, we are expecting another 88,000 Australians[6] – the equivalent of a city the size of Rockhampton – to call Queensland home.

As at early May 2022, there were 33 percent fewer trips on public transport each week than prior to COVID-19[7]. The time of day people are travelling is also shifting with the number of off-peak trips recovering quicker than trips during peak times. More people are working from home more often. While COVID-19 related border closures impacted on the number of people moving to Queensland from overseas, the year to September 2021 saw the highest number of people moving to Queensland from interstate since 1994[6] .

It's important we carefully consider these changes to how we live, work, and travel in planning how many train services will be required in the future, to which locations, and at what times of the day. A responsible government reviews and adjusts plans as necessary to make sure investment happens at the right time and at the right level.

These trends are still evolving rapidly and the 'new normal' is still uncertain. TMR has partnered with The University of Sydney to understand how work and working from home has been affected by COVID-19, and how this change impacts travel demand and travel behaviour in urban and metropolitan areas. These findings will help to inform policy and planning for the future of transport.

SEQ Rail Connect reflects our current planning and identifies the rail investments we know we will need in coming years even against the backdrop of COVID-19 impacts. We will continue to monitor changes in demand and adjust our plans to reflect changing customer expectations, travel patterns, and demographics in SEQ.

33%

SEQ public transport trips in early May 2022 compared to pre-COVID-19 [5]

(early May 2022 compared to early May 2019, all modes)

41,000

Queensland gained approximately 41,000 more people due to net interstate migration in the year to September 2021[6]

[5] Queensland domestic border restrictions were lifted on 15 January 2022. International border restrictions were lifted for vaccinated travellers on 22 January 2022. Please refer to covid19.qld.gov.au for up to date information.

[6] Based on 2022-23 Australian Government Budget, Budget Paper 3, Table A.6 Net interstate migration by state, for years ending 30 June.

[7] Based on Translink ticketing data week ending 8 May 2022 compared to the same period in 2019, all modes.

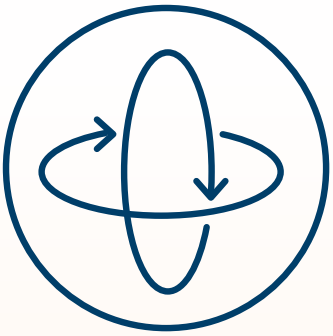
Priority outcomes

SEQ Rail Connect is focused on three overarching priorities that will shape the SEQ rail network over the next decade. They are:

- Ready for Cross River Rail
- Better journeys for our customers
- Easier access to more locations

By focusing on these priority outcomes, we'll be delivering safe, reliable, and accessible train journeys for customers while preparing our rail network for the future.

Priority outcomes



Ready for Cross River Rail

A redesigned network, ready for Cross River Rail, with simplified and consistent service types and more reliable operations.

Better journeys for our customers

Better journeys with more frequent and faster services and greater comfort with more trains and more seats.

Easier access to more locations

Easier access to more locations with upgraded stations and better connections between home, work, study, leisure, and essential services.

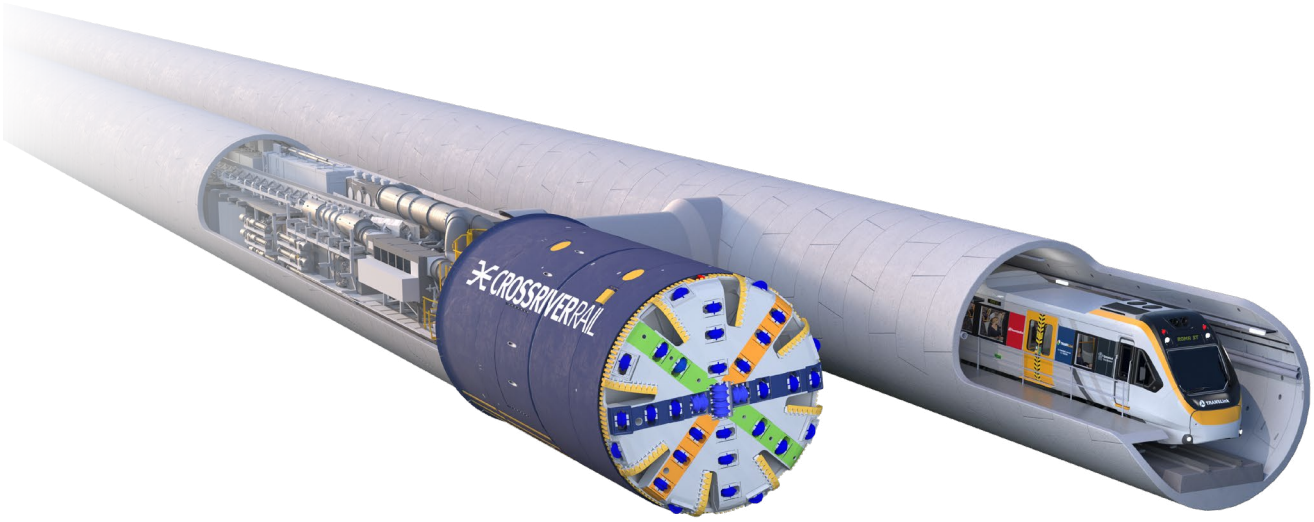


Image courtesy of Cross River Rail. Concept image only. Subject to change.

Focus areas

Key initiatives and planning

- Untangling the network
- Service types matched to demand

→

- Cross River Rail
- Timetable changes

- New digital and real-time journey planning tools
- Smarter signalling
- More trains, more seats
- Unlocking capacity
- Stabling upgrades
- Expanding the network
- Sharing the network

→

- Smart Ticketing
- European Train Control System
- Queensland Train Manufacturing Program
- Logan and Gold Coast Faster Rail Project
- Beerburrum to Nambour Rail Upgrade
- Cleveland line upgrade
- Mayne Yard reconfiguration
- Clapham Yard stabling
- Outer network stabling
- Network readiness
- Sunshine Coast rail planning
- Faster rail planning
- Growth corridor planning
- Inland Rail

- New stations
- More accessible stations
- Quicker trips with fewer and upgraded level crossings
- Better connections with the integrated transport network

→

- New Cross River Rail stations
- New Gold Coast stations
- Station accessibility upgrades
- Level crossing upgrades
- Connecting bus service improvements
- Investing in more park ‘n’ ride spaces
- On demand public transport connections
- Active transport connections
- Integration with Brisbane Metro and light rail

Ready for Cross River Rail

Cross River Rail will change the way train services operate and how customers travel.

Providing a second river crossing in Brisbane will create increased capacity for rail services within Brisbane's inner city, enabling different travel patterns, servicing new and upgraded stations, and better integrating with bus services.

Some services will remain on existing surface tracks and use the existing rail bridge to cross the Brisbane River. Others will run through the Cross River Rail twin tunnels.

Untangling the network

The way the lines are currently paired will not work for Cross River Rail because trains from different lines would need to cross paths or merge to access the new twin tunnels. This will stop us from using the Cross River Rail twin tunnels at full capacity. To 'untangle' the network, and remove the need for trains to merge, we will change which train lines are 'paired' with each other. This means there will be a change in which origin stations of the train lines connect to which destination stations.

This redesign will divide the SEQ rail network into three timetable sectors which can operate independently through the city centre. This means we can plan services to avoid delays on one sector impacting services on all sectors.

Sector 1 will be a north-south spine, connecting the northern and southern regions and supporting faster rail. Trains on this sector will run via the Cross River Rail twin tunnels and stations, on high-capacity infrastructure with services that look and feel different.

Ready for Cross River Rail: key investments and planning

NOW

Before Cross River Rail opening:

CROSS RIVER RAIL

Transforming SEQ public transport and facilitating wider network growth through a 10.2km rail line from Dutton Park to Bowen Hills, including 5.9km of twin tunnels, four new underground station and upgrades to eight existing stations.

TIMETABLE CHANGES

Preparing the network for Cross River Rail opening by delivering timetable changes to transition to the redesigned network.

NEXT

In the five years immediately following Cross River Rail opening:

PROGRESSIVELY INCREASE SERVICES TO MEET DEMAND

Continuing planning to increase the number of services using some of the increased network capacity provided by Cross River Rail.

FUTURE

Longer term upgrades:

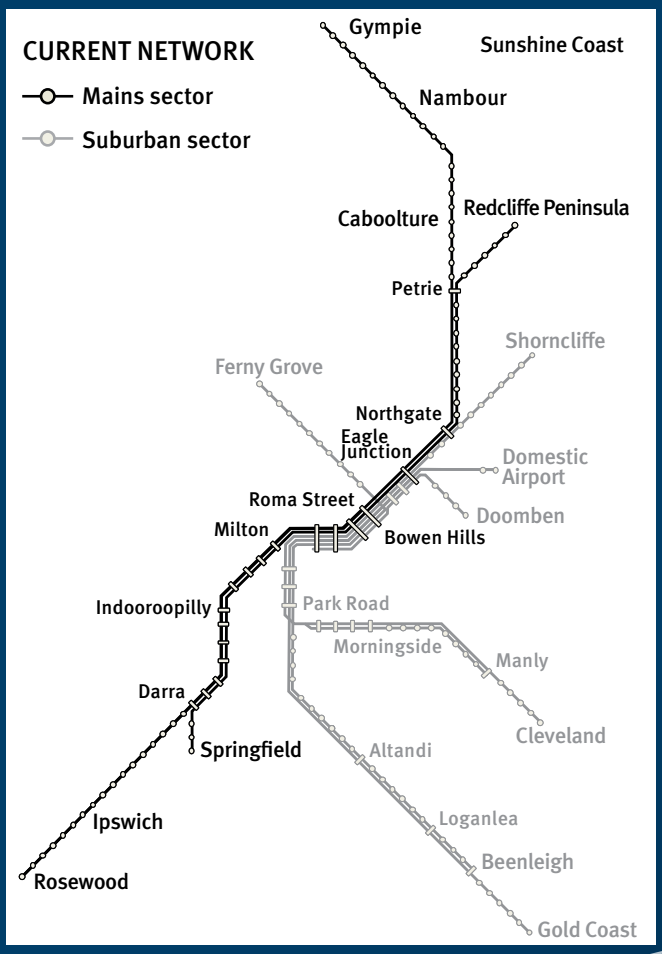
CONTINUE TO GROW TO MATCH DEMAND

Continuing planning to increase the number of services using some of the increased network capacity provided by outer network upgrades.

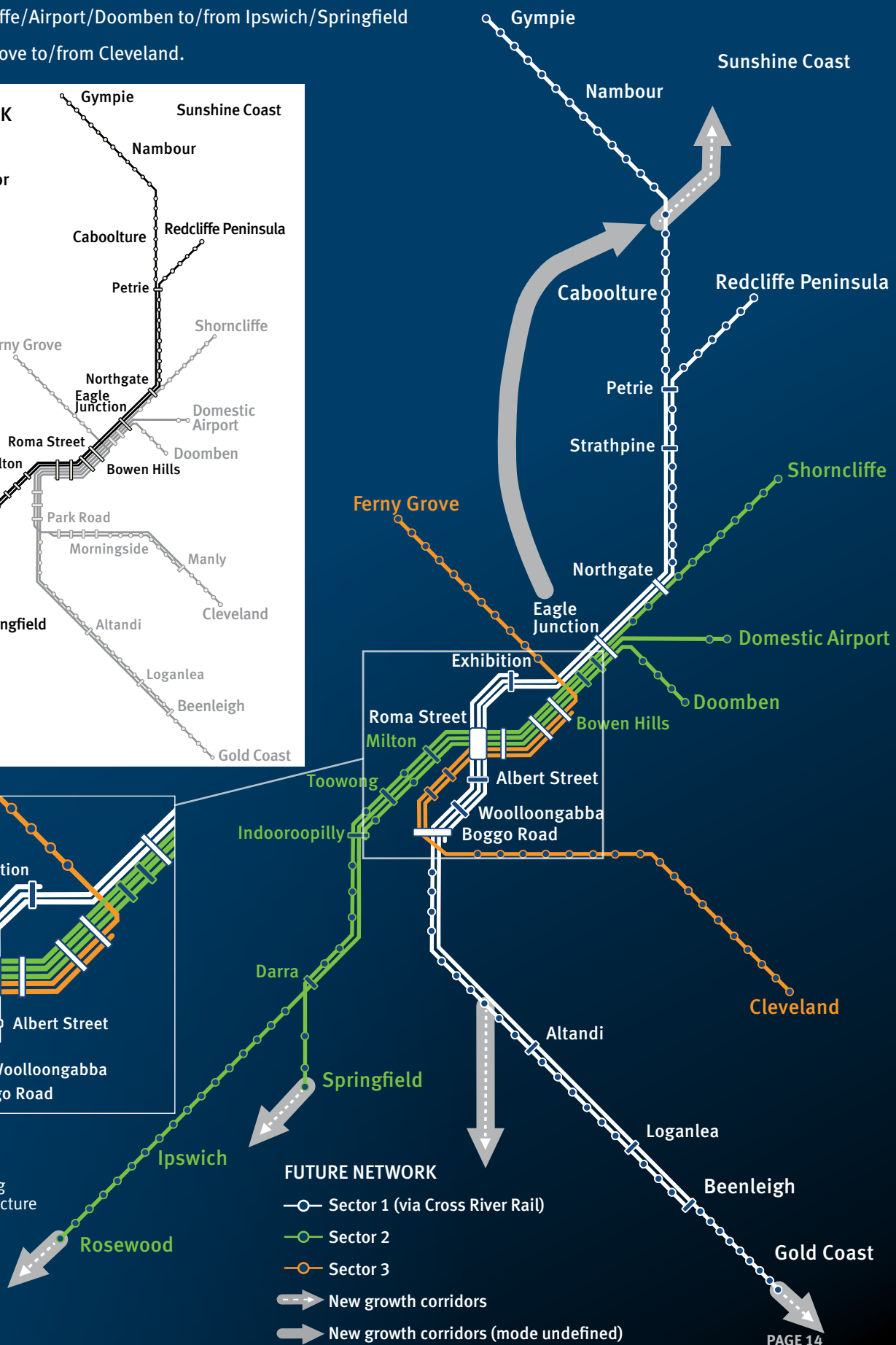
Our redesigned rail network

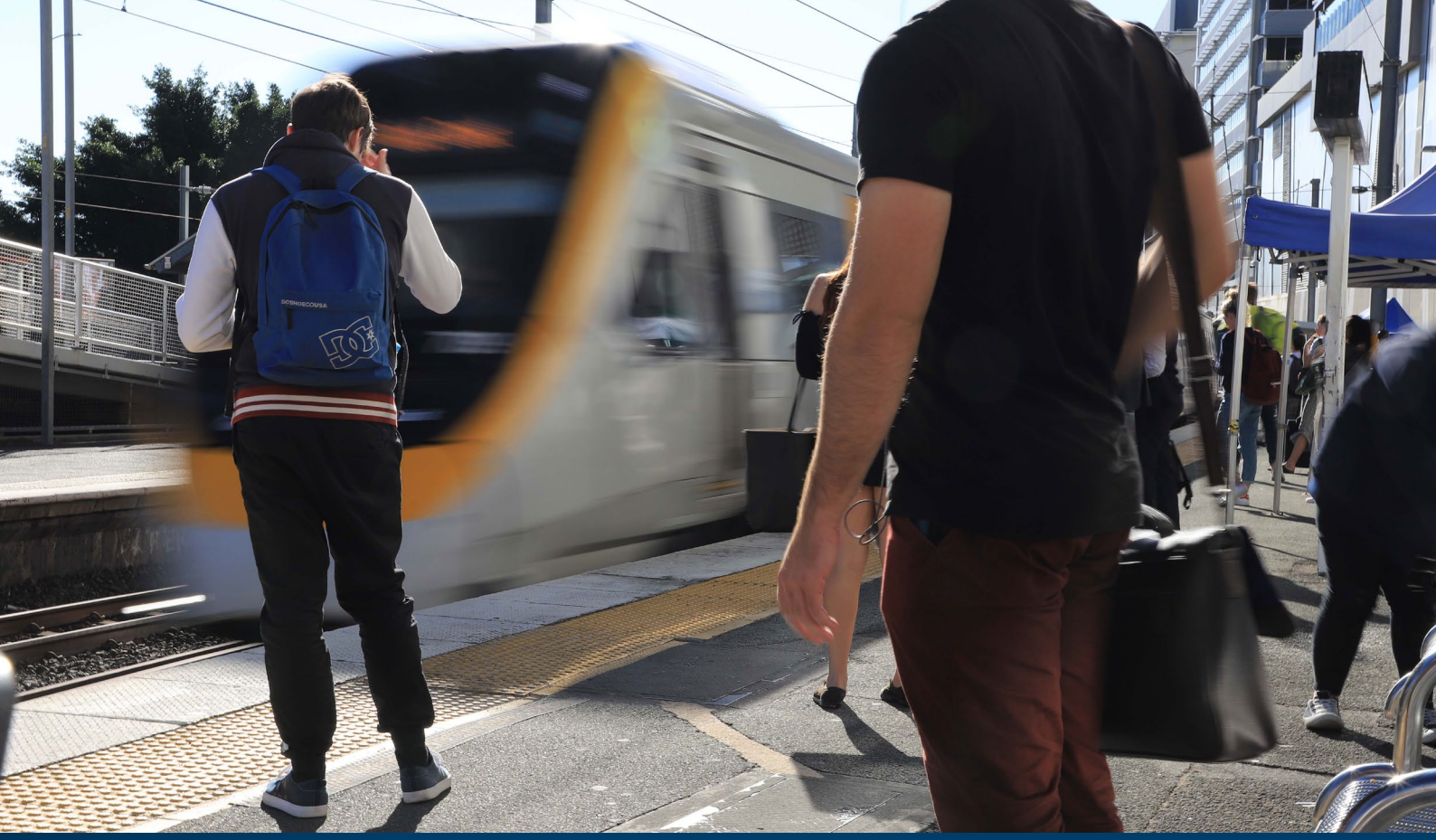
The SEQ future rail network will be restructured into three sectors:

- Sector 1–Sunshine Coast/Caboolture/Redcliffe Peninsula to/from Gold Coast/Beenleigh (via Cross River Rail twin tunnels)
- Sector 2–Shorncliffe/Airport/Doomben to/from Ipswich/Springfield
- Sector 3–Ferny Grove to/from Cleveland.



* Network diagram is indicative only subject to outcomes of ongoing timetable and infrastructure planning.





Timetable changes

Our current rail services are designed for the network we have, not the network we're building, so we will take steps to move between the two. An important part of transitioning to the new three-sector network ready for the opening of the Cross River Rail twin tunnels is delivering a series of timetable changes.

TMR is working with the Cross River Rail Delivery Authority and Queensland Rail to determine the best timing for these changes to minimise customer impacts and in response to changing travel patterns we are seeing throughout the COVID-19 pandemic.

Closer to the time as planning is finalised, more information will be provided on what these changes mean for customers.

Cross River Rail provides capacity for more services in the heart of the city. *SEQ Rail Connect* is our pragmatic plan that progressively increases service levels in response to customer demand over the coming years.

A simplified, easier to understand network with two distinct service types and station hierarchy

More flexibility with extended peak period frequencies into off-peak times to give customers new opportunities to accommodate variable start and finish times and respond to 'COVID normal'.

Less waiting with more flexible and reliable connections. Demand-driven services with enough seats for longer-distance trips and more frequent services with standing room for shorter trips.

Faster journeys with more express services, improved alignments, and infrastructure upgrades to overcome capacity constraints.

Improved reliability and on-time running with a more resilient network, that is better able to contain network disruption.

Service types matched to demand

We will continue to move towards our vision for two consistent service types across the network, each with distinct characteristics:

- faster, more reliable express services for customers travelling longer distances from the Gold Coast, Caboolture/ Sunshine Coast and Ipswich
- suburban 'turn up and go' services providing frequent and flexible connections for customers in inner areas, knowing there will be a train at their local station at least every 15 minutes from 7am to 7pm.

These consistent service types will better connect our rapidly growing communities in the north, south and west of the SEQ region, as well as providing flexible services that meet the needs of our urban communities.

We've partially delivered this vision with long distance services to the Sunshine Coast and Gold Coast already running all-day express and turn up and go services provided between Northgate, Ferny Grove, Darra, Coopers Plains and Cannon Hill and the Brisbane city centre. As demand increases, new capacity will allow us to increase the number of stations with 15-minute turn up and go services.

The redesign of the network combined with the introduction of two distinct service types each with consistent stopping patterns will make it easier for customers to understand the network.

Long distance express

Categorisation:

- Long-distance connections between cities more than 30km from the Brisbane city centre
- Wider station spacing

Characteristics:

- Train with passenger amenities where possible
- Predominately express services

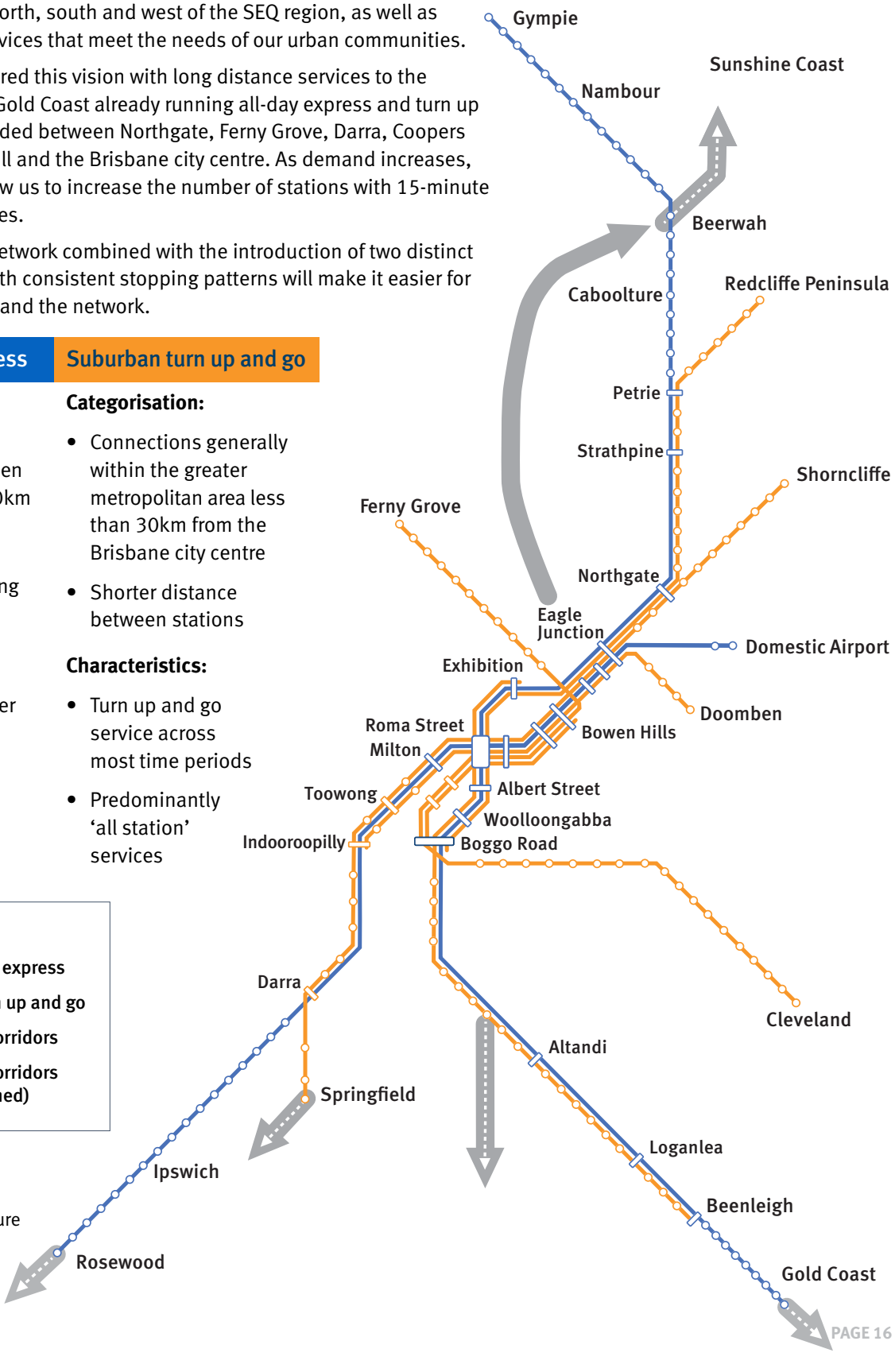
Suburban turn up and go

Categorisation:

- Connections generally within the greater metropolitan area less than 30km from the Brisbane city centre
- Shorter distance between stations

Characteristics:

- Turn up and go service across most time periods
- Predominantly 'all station' services



* Network diagram is indicative only subject to outcomes of ongoing timetable and infrastructure planning.

Better journeys for customers

Enhancing customer experience is a key driver of *SEQ Rail Connect*. Rail network customers include those travelling on Citytrain regular passenger services, as well as Queensland and inter-state long distance customers and freight and other third-party operators. We want rail journeys to be fast, comfortable and reliable.

As well as delivering new train stations, new connections via rail, and more reliable travel times, we're also investing in new systems and technology to make travel easier for customers.

Smart Ticketing

The $371.1 million Smart Ticketing solution will make choosing public transport easier. The solution is already being successfully trialled on the G:link network on the Gold Coast and is currently being progressively trialled across the heavy rail network.

Smart Ticketing will introduce more than 14,000 devices that will accept contactless credit or debit cards, smartphones and smartwatches in addition to legacy *go* cards, paper ticket and the new Translink card.

New digital and real-time journey planning tools

In the future, customers will also benefit from improvements via a new TransLink app and website, and greater use of real-time information to plan their journeys, minimise the impact of disruptions, and help customers catch connecting services.

Unlocking capacity

Track upgrades are key to delivering greater safety, efficiency and reliability. We need to widen rail corridors connecting to high-growth areas such as the Gold Coast and Sunshine Coast to support long distance express and suburban turn up and go services.

For example, the current two-track section between Kuraby and Beenleigh stations means express services to and from the Gold Coast, and all-stops Beenleigh services share a single track in each direction. This bottleneck limits train speeds, reliability and the capacity to provide more services to the growing southern region. Removing the bottleneck will minimise delays to express services, create faster rail journeys, and reduce wider network impacts during unplanned delays.

Smarter signalling

The European Train Control System (ETCS) is a modern signalling system that will enable increased capacity on the rail network, making services more reliable, safer and allowing the wider SEQ network to run more efficiently. ETCS helps to make our rail network smarter by integrating with the new Train Management System to relay real-time information between trains and the rail management centre, reporting the position, direction and speed of each train.

This real-time information makes it possible for trains to safely and reliably travel closer to each other. It also makes it possible to automatically update train schedules, which means more timely and accurate information for customers. The ETCS is essential for the safe operation of trains through the Cross River Rail twin tunnels.

More trains, more seats

Modernising the fleet of trains (also referred to as rollingstock) to deliver services and meet demand is a key aspect of delivering better journeys for customers.

This investment will also benefit local communities and businesses through job creation.

The Queensland Train Manufacturing Program will boost the state's train manufacturing industry and build and operate 65 trains. The new trains will be built in Queensland in a $239 million purpose-built manufacturing facility to be constructed at Torbanlea (north of Maryborough).

More trains will mean more seats, less crowding in peak periods, reduced waiting times with more services, and more space for customers to relax.

Stabling upgrades

SEQ Rail Connect matches fleet expansion with stabling strategically located near the end of different lines in order to limit running of empty trains and boost the use of existing rail infrastructure across the network.

New and extended stabling facilities in the greater Brisbane, South Coast and North Coast regions will be built to accommodate new trains and to improve operational efficiencies.

Sharing the network

The SEQ rail network is used by both passenger and freight trains. Maintaining access and supporting efficient rail freight is an important contribution to the state and national economy. As we implement *SEQ Rail Connect* we will plan passenger and freight services and infrastructure in tandem to ensure the network allows all users to operate reliably and grow.

Expanding the network

We are continuing to progress planning to expand the network to the Sunshine Coast in the north, from Salisbury to Beaudesert in the south, between Ipswich and Springfield in the West, and a corridor is protected for future extension of the Gold Coast line to the Gold Coast Airport.

We are also investigating the need and potential for regular passenger services between Toowoomba and Brisbane.

The *South East Queensland Regional Transport Plans* provides more information on the longer-term growth of the SEQ transport network.

Better journeys for customers: key investments and planning

NOW | NEXT | FUTURE

Before Cross River Rail opening:

EUROPEAN TRAIN CONTROL SYSTEM (ETCS) – INNER CITY

Investing $717.3 million in Level 2 upgrades in the inner city area. An additional $649.8 million will be invested in fitting out New Generation Rollingstock refitment to be ready for tunnel operations including signalling equipment, platform screen doors and automatic train operations . This will allow more trains to run more often, increase capacity and enhance the safety on our rail network.

QUEENSLAND TRAIN MANUFACTURING PROGRAM

Investing $7.1 billion[8] for new trains built in Queensland to expand and modernize the fleet.

MAYNE YARD RECONFIGURATION

Investing $119.2 million to expand Mayne Yard to support Cross River Rail operations and improve presentation of new trains.

CLAPHAM YARD STABLING

Investing $301.4 million to construct stabling at Clapham Yard (Moorooka) to house the increase to the SEQ train fleet.

OUTER NETWORK STABLING

Investigating outer network stabling requirements to support efficient and reliable three-sector operations.

[8] Subject to outcomes of the ongoing procurement process.

[9] Toowoomba to Gladstone Inland Rail Extension business case investigation area primarily beyond the SEQ rail network.

In the five years immediately following Cross River Rail opening:

EUROPEAN TRAIN CONTROL SYSTEM (ETCS) – NETWORK ROLL-OUT

Planning and investing in broader rollout of ETCS across the SEQ rail network.

LOGAN AND GOLD COAST FASTER RAIL PROJECT

Progressing planning to unlock constraints along the Gold Coast and Beenleigh corridor to enable express trains to pass all stops trains and improve travel time reliability, including station upgrades to improve accessibility and removing level crossings. We have committed $2.6 billion toward delivering the critical Logan and Gold Coast Faster Rail Project, jointly funded with the Australian Government. We've undertaken community consultation and are protecting the corridor.

SUNSHINE COAST RAIL PLANNING

Investing $6 million, jointly committed by the Australian and Queensland Governments, to progress planning for the proposed extension of passenger rail between Beerwah and Maroochydore. This new rail link would use the protected Caboolture to Maroochydore Corridor Options Study (CAMCOS) corridor.

A further $1.5 million has been committed as part of the Bruce Highway Western Alternative study to progress the broader Brisbane to Sunshine Coast Rail Corridor Strategy.

Longer term upgrades:

LONG TERM RAIL NETWORK STRATEGY

Investing $1.3 million to develop Queensland's long term rail network strategy which responds to the needs of rail customers beyond *SEQ Rail Connect*. This strategy will set a long-term vision and strategic directions for future investment in the passenger and freight rail network in SEQ and more broadly across the state.

FASTER RAIL

Working with the National Faster Rail Agency we've invested $8.1 million to investigate the potential for faster rail services from Brisbane to the Gold Coast. This included an Australian Government contribution of $4.75 million towards the Logan and Gold Coast Faster Rail Project business case, and $3.25 million towards the Brisbane to Gold Coast Faster Rail Corridor Strategy.

INLAND RAIL

Inland Rail is an Australian Government project to deliver a 1,700km freight railway between Melbourne and Brisbane. The Australian and Queensland governments are also working in partnership to deliver the Bilateral Agreement Rail Studies program to leverage opportunities provided by Inland Rail, including the following freight related projects:

- $10 million in the Inland Rail Brisbane intermodal terminal business case
- $20 million in Port of Brisbane further planning
- $10 million for the Toowoomba to Gladstone Inland Rail Extension business case[9].

Image courtesy of Cross River Rail.

Better journeys for customers: key investments and planning

NOW | NEXT | FUTURE

Before Cross River Rail opening:

BEERBURRUM TO NAMBOUR RAIL UPGRADE – STAGE 1

Investing $550.8 million in Stage 1, including track duplication between Beerburrum and Beerwah, in partnership with the Australian Government. This will provide additional capacity on the Sunshine Coast Line to ensure freight trains and passenger trains have enough space to pass each other, delivering greater efficiency and reliability.

NETWORK READINESS

Investing $268.7 million in upgrades to improve reliability and prepare for the network redesign. For example, signalling upgrades on western lines to improve reliability and make use of additional network capacity, a third track between Roma Street and Exhibition stations, the Breakfast Creek Bridge replacement and track realignment, and power supply upgrades.

In the five years immediately following Cross River Rail opening:

BEERBURRUM TO NAMBOUR RAIL UPGRADE – FURTHER PLANNING

Further planning for upgrades between Beerburrum and Nambour stations, informed by the $6.25 million Beerburrum to Nambour Rail Upgrade Duplication Study, in partnership with the Australian Government.

CLEVELAND LINE UPGRADE

Investing $1.7 million to plan upgrades between Park Road and Cleveland to improve reliability.

Longer term upgrades:

GROWTH CORRIDOR PLANNING

Planning now for future network expansion including:

- $20 million to progress planning for passenger services from Salisbury to Beaudesert in the south, jointly funded with the Australian Government
- $2.5 million in planning for the Ipswich to Springfield rail line extension and passenger transport corridor
- $874,000 in planning for the Gold Coast heavy rail corridor extension from Varsity Lakes to Gold Coast Airport
- $15 million to investigate the merits, need and timing for regular passenger services between Toowoomba and Brisbane, in partnership with the Australian Government.

Brisbane 2032 Olympic and Paralympic Games

Queensland will host the Brisbane 2032 Olympic and Paralympic Games (Brisbane 2032), boosting tourism and trade, bringing in up to $17.61 billion in economic and social benefits and providing an estimated 122,900 full-time equivalent job years nationally over 20 years[10].

Brisbane 2032 events will be held across 32 competition venues across South East Queensland centred on three zones (Brisbane, Gold Coast and Sunshine Coast).

Rail is at the heart of the Brisbane 2032 transport solution.

By 2032 the transport corridors connecting the three games zones will have increased road and rail capacity and connectivity.

SEQ Rail Connect will deliver a safe, accessible and comfortable rail network that can reliably support high capacity, high frequency services to transport Brisbane 2032 athletes, officials, media, spectators and workforce.

The upgraded Sector 1 rail network and services between the Sunshine Coast and Gold Coast, via Cross River Rail, will be critical for reliable, high-capacity spectator movement between accommodation precincts, competition venues, and tourism destinations in Brisbane and on the Gold and Sunshine coasts.

[10] *The Brisbane 2032 Olympic and Paralympic Games Preliminary economic, social and environmental analysis report* prepared by KMPG in June 2021 found that the quantifiable economic and social benefits are estimated to be up to $8.1 billion for Queensland and $17.61 billion for Australia. Job creation over a 20-year period is estimated to be approximately 91,600 full-time equivalent job years in Queensland, and 122,900 nationally.

Concept image only. Subject to change.

Image courtesy of Cross River Rail. Concept image only. Subject to change.

Easier access to more locations

Stations and connections between new and existing services will be upgraded under *SEQ Rail Connect* to make rail easy and accessible for all customers. Customers walking and riding will enjoy more seamless and safer connections to public transport.

More accessible stations

Greater accessibility for all is a foundation of *SEQ Rail Connect*.

The ongoing Station Accessibility Upgrade Program priorities include accessible entrance points, improved platform and escalator capacity, universal station design for accessibility and mobility requirements, and increasing the ease of interchange. We are continuing to improve accessibility on-board by upgrading New Generation Rollingstock and working with accessibility reference groups in the design of new trains.

Accessing services, stations and interchanging will be made easier with four new underground and eight upgraded surface stations delivered with Cross River Rail, as well as three new stations on the Gold Coast line at Pimpama, Hope Island and Merrimac.

Loganlea station will be relocated and upgraded to improve accessibility and connectivity to important local facilities nearby.

Quicker trips with fewer and upgraded level crossings

Reducing the number and improving the safety of busy level crossings will benefit both road commuters and rail customers. Fewer rail crossings will:

- Improve safety and access
- Improved travel time reliability for rail and road users
- Reduce congestion for all road users
- Provide faster access via rail
- Enhance amenity and cross-corridor connectivity for communities.

Better connections

Some stations will become gateway precincts, connecting passengers with existing suburban, regional and inter-state public transport services, and providing access to new locations via the new Cross River Rail stations.

As the network matures, more customers will be able to interchange and connect with new stations and new destinations. This might involve changing from one rail service to another or transferring between bus and rail.

Easier wayfinding to and through stations, better bus, pedestrian and riding networks around stations and expanded park ‘n’ rides at key outer locations will help customers start and complete their journey.

Investing in more park ‘n’ ride spaces

In total, more than 2,400 new park ‘n’ ride spaces will be delivered over the next four years as part of the $172 million park 'n' ride upgrade program, which includes $46 million from the Australian Government. The program includes upgrades to park ‘n’ rides at train, bus, tram and ferry stations across SEQ.

On demand public transport

We’re providing customers with more options to get to and from stations. On the Gold Coast, we are trialling on demand public transport services to connect residents of Nerang (west)/Highland Park, and Pacific Pines to key local destinations including train stations at Nerang and Helensvale. To support the rollout of the new On Demand services, we are also trialling a new technology platform in Hervey Bay and the Gold Coast, which will support customers' ability to plan and book an On Demand service.

Active transport

We’re continuing to roll out the Queensland Government’s riding and walking strategies, including providing direct and accessible paths to train stations, making it easier for customers to walk or ride as part of their journey. Following completion of a six-month trial in 2021, bikes and electric scooters are now allowed on all Queensland Rail services, including in peak times.

Integration with Brisbane Metro and light rail

We are working with Brisbane City Council to ensure its Brisbane Metro project is integrated with the broader public transport network and complements the outcomes set out in *SEQ Rail Connect*. The Australian Government has committed $300 million to progress Brisbane Metro, and as part of *SEQ City Deal* a further $450 million has been committed by the Australian Government, Queensland Government and Brisbane City Council for the new Brisbane Metro station at Woolloongabba.

In partnership with the Australian Government and the City of Gold Coast, we are extending the successful Gold Coast Light Rail. Stage 3 of this project will give customers reliable, congestion-free journeys on tram and train from Burleigh Heads to the Brisbane city centre and beyond. We are continuing planning for the Stage 4 extension of the Gold Coast Light Rail between Burleigh and Gold Coast Airport.

In partnership with the Australian Government and the Sunshine Coast Regional Council, we will invest $15 million to progress planning for the Sunshine Coast Mass Transit Corridor.

Cross River Rail stations

More than just a rail project

Cross River Rail presents opportunities for developing retail, commercial, entertainment and leisure precincts at major station locations including Boggo Road, Woolloongabba, Albert Street, Roma Street and Exhibition.

High-level estimates suggest the development of precincts around these stations could contribute up to an additional $15-$20 billion a year to the Gross State Product (GSP)[11], over a 20- to 30-year timeframe, while creating up to 35,000 jobs.

Getting Brisbane 2032 ready, already

Cross River Rail will play a key role in the Brisbane 2032 Olympic and Paralympic Games. It will provide a direct rail connection to the upgraded Gabba Stadium. The new underground station at Roma Street will also improve connectivity to Brisbane (Suncorp) Stadium, Exhibition Station will service events at RNA Showgrounds & Victoria Park and upgraded Yeerongpilly Station will provide easier access to the Queensland Tennis Centre.

Roma Street

Roma Street will become Brisbane's busiest transit hub with the addition of an underground station to existing suburban bus, rail and coach services, as well as new Brisbane Metro services and connections to long-distance and inter-state train and coach services.

Image courtesy of Cross River Rail. Concept image only. Subject to change.

Boggo Road

The new underground station will integrate with the wider interchange precinct including the existing above-ground Park Road train station and Boggo Road busway station.

Students will have new journey options for reaching The University of Queensland at St Lucia with the new Boggo Road station providing a connection to Boggo Road busway services, including the new Brisbane Metro services.

Image courtesy of Cross River Rail. Concept image only. Subject to change.

Albert Street

Albert Street will be the first train station to be built in the Brisbane city centre for more than 120 years and will dramatically improve connectivity to the southern central business district.

Customers headed for the southern CBD could save as much as 15 minutes without being delayed in inner city traffic, park in the city centre or walk 15 to 25 minutes from existing train stations such as Central or South Brisbane.

Image courtesy of Cross River Rail. Concept image only. Subject to change.

[11] Supplied by Cross River Rail Delivery Authority. Prepared by Boston Consulting Group. These figures constitute high level estimates only and further modelling is required to verify the size of potential impacts.

Woolloongabba

Woolloongabba is a new underground station providing high-capacity train services for surrounding business and residents and improved access to The Gabba stadium.

The new Woolloongabba busway station and access arrangements will provide for fast and convenient passenger transfers between the Woolloongabba underground train station and busway stations.

Sports fans can get to The Gabba faster as they won't have to walk 20 minutes from South Bank station, transfer to an event bus from the city or get stuck in a cab queuing back up onto the Pacific Motorway and Captain Cook Bridge.

Image courtesy of Cross River Rail. Concept image only. Subject to change.

Exhibition

The new station at Exhibition will be open all year round providing services to the growing Bowen Hills and Fortitude Valley residential and employment areas, as well as to the Royal Brisbane and Women's Hospital (RBWH) and Herston Health Precinct.

Health workers, visitors and patients will save up to ten minutes reaching RBWH. Train customers currently walk about 15 minutes from either Bowen Hills or Fortitude Valley train stations or spend just as much time hunting for a car park. The new Exhibition station will be just over five minutes' walk away from the RBWH.

Image courtesy of Cross River Rail. Concept image only. Subject to change.

Southside station upgrades

Seven stations are being rebuilt between Dutton Park and Salisbury to provide improved accessibility as well as adding a third platform to ensure they are ready for the opening of Cross River Rail.

Dutton Park will be the last surface station before entry into the Cross River Rail twin tunnels. It will benefit from a new pedestrian connection between Noble Street and Annerley Road.

Image courtesy of Cross River Rail. Concept image only. Subject to change.

New Gold Coast stations

Three new stations are being built on the Gold Coast Line at Pimpama, Hope Island and Merrimac to help connect South East Queensland's growing population.

These new stations will reinvigorate public transport in key growth areas and will provide greater access to convenient rail services and easier travel within the Gold Coast as well as to Brisbane.

Image courtesy of Cross River Rail. Concept image only. Subject to change.

Easier access to more locations: key investments and planning

NOW

Before Cross River Rail opening:

BETTER ACCESS TO STATIONS

Investing $36 million to improve access to stations across the SEQ rail network and connections between train, tram, bus and on-demand services including:

- Constructing improved pedestrian connections between Gregory Terrace and Exhibition station and Fairfield Road and Yeronga station
- Upgrading the interchange between bus services on Ipswich Road and Moorooka station
- Upgrading the interchange between bus and train services at Caboolture station
- Mobility studies on the Gold Coast, in Ipswich, and eastern Brisbane and Redlands

PARK 'N' RIDE UPGRADES

Jointly funded by the Australian Government, investing $172 million to expand park 'n' ride facilities on the SEQ rail network over the next four years. Some of the park 'n' rides to be upgraded include Carseldine, Coomera, Ferny Grove, Beenleigh Narangba, Bald Hills, and Mango Hill train stations. Further planning is also underway at sites across SEQ that will provide the greatest benefits to customers and the network.

In addition, the Beerburrum to Nambour Stage 1 project will deliver upgraded park 'n' ride facilities at Beerburrum, Landsborough and Nambour.

NOW

Before Cross River Rail opening:

NEW GOLD COAST STATIONS

Investing $120 million towards the delivery of three new train stations on the Gold Coast line at Pimpama, Hope Island and Merrimac. The new stations will feature park 'n' ride facilities and integrate with the connecting bus network.

LOGANLEA STATION RELOCATION AND PARK 'N' RIDE EXPANSION

Planning for the station relocation is a key requirement for improving capacity on the Gold Coast rail corridor.

The relocation will be delivered ahead of the Logan and Gold Coast Faster Rail Project and is key to improved integration with surrounding community facilities such as Logan Hospital and Loganlea TAFE. Jointly funded by the Australian Government, investing $125.1 million in upgrading the station area including accessibility improvements, enhanced park 'n' ride facilities and improved bus connectivity. This includes $30 million for additional park 'n' ride spaces at relocated Loganlea station.

LINDUM STATION AND LEVEL CROSSING UPGRADE

Investing $135.7 million in partnership with Brisbane City Council and the Australian Government to upgrade Lindum Station and the level crossing. Planning is continuing to determine how to best enhance safety and accessibility for all users, including improvements to the Kianawah Road level crossing, upgrading the station, expanding park 'n' ride facilities, and improving pedestrian and riding connectivity across the corridor. This includes $5 million invested for more park 'n' ride spaces at Lindum to be delivered with the station upgrade.

NOW

Before Cross River Rail opening:

BEAMS ROAD LEVEL CROSSING REMOVAL AND CARSELDINE STATION PARK 'N' RIDE UPGRADE

Investing $224.3 million to remove the Beams Road level crossing, in partnership with Brisbane City Council and the Australian Government. This will include $15 million to expand the Carseldine station park 'n' ride. This will help to minimise congestion on this important local road connecting communities in the northern suburbs of Brisbane.

BOUNDARY ROAD LEVEL CROSSING REMOVAL

In partnership with the Australian Government, investing $206 million to continue planning to remove the Boundary Road rail level crossing at Coopers Plains, benefiting Gold Coast and Beenleigh line rail customers.

SUNSHINE COAST LEVEL CROSSING REMOVALS

Removing three at-grade level crossings in Beerburrum and Glass House Mountains as part of Stage 1 of the Beerburrum to Nambour Rail Upgrade.

STATION ACCESSIBILITY UPGRADE PROGRAM

Investing $184.7 million for ongoing improvements as part of the Station Accessibility Upgrade Program and broader network planning including Albion, Auchenflower, Buranda, Cannon Hill, East Ipswich and South Bank stations.

Easier access to more locations: key investments and planning

NEXT | NEXT | FUTURE

In the five years immediately following Cross River Rail opening:

GATEWAY TRANSIT PRECINCTS

Upgrading key interchange stations in the north and south to meet demand and improve connections between Cross River Rail, rail and busway services and the broader transport network. We are:

- Working with Brisbane City Council to construct a new Brisbane Metro station at Woolloongabba
- Investigating upgrade requirements at inner northern stations between Albion and Northgate to support increased passenger transfers.

STATION ACCESSIBILITY UPGRADE PROGRAM

Continuing the ongoing roll-out of the Station Accessibility Upgrade Program. $140.5 million has been committed for the next phase of station upgrades including Banyo, Bundamba, Burpengary and Morningside stations. In addition, planning is underway for:

- Eight station upgrades between Kuraby and Beenleigh to enhance station accessibility, upgrade bus connectivity and expand park 'n' ride facilities as part of the Logan and Gold Coast Faster Rail Project. This includes $30 million invested for more park 'n' ride spaces at Beenleigh to be delivered with the station upgrade.
- Station upgrades between Mooloolah and Woombye stations as part of the Beerburrum to Nambour Rail Upgrade Duplication Study.
- Station upgrades between Manly and Cleveland as part of the Cleveland Line Upgrade planning.

In the five years immediately following Cross River Rail opening:

LEVEL CROSSING REMOVALS AND UPGRADES

Continuing planning to remove or upgrade more level crossings to improve the performance, safety and resilience of the transport network for all users and support faster rail journeys.

- As part of the *SEQ City Deal*, the Queensland Government and local governments have jointly committed $2 million to consider short-, medium- and long-term priorities to improve rail level crossing infrastructure and agree on high priority level crossings for future detailed investigation.
- We are investing $1.5 million in planning to improve the Coorparoo level crossing precinct on the Cleveland line and $200,000 in planning to improve the Banyo level crossing on the Shorncliffe line
- The Logan and Gold Coast Faster Rail Project business case considers upgrades to level crossings between Kuraby and Beenleigh and Cleveland Line Upgrade planning considers the future of level crossings in Brisbane's eastern suburbs.
- The Beerburrum to Nambour Rail Upgrade Duplication Study considers replacement of the Caloundra Street level crossing in Landsborough to enhance services on the North Coast Line.

Longer term upgrades:

MORE SEQ REGIONAL STATIONS

Delivering new stations, in the longer term, on planned growth corridor lines improving rail access to and from our growing SEQ regional centres. Local bus services will be reviewed to provide easy and reliable connections to new stations.

QTRIP 2022–23 to 2025–26 investment breakdown

"Indicative total budget" includes Australian Government and Local Government commitments. Refer to QTRIP 2022-23 to 2025-25 for the breakdown of funding contributions, cashflows and other details.

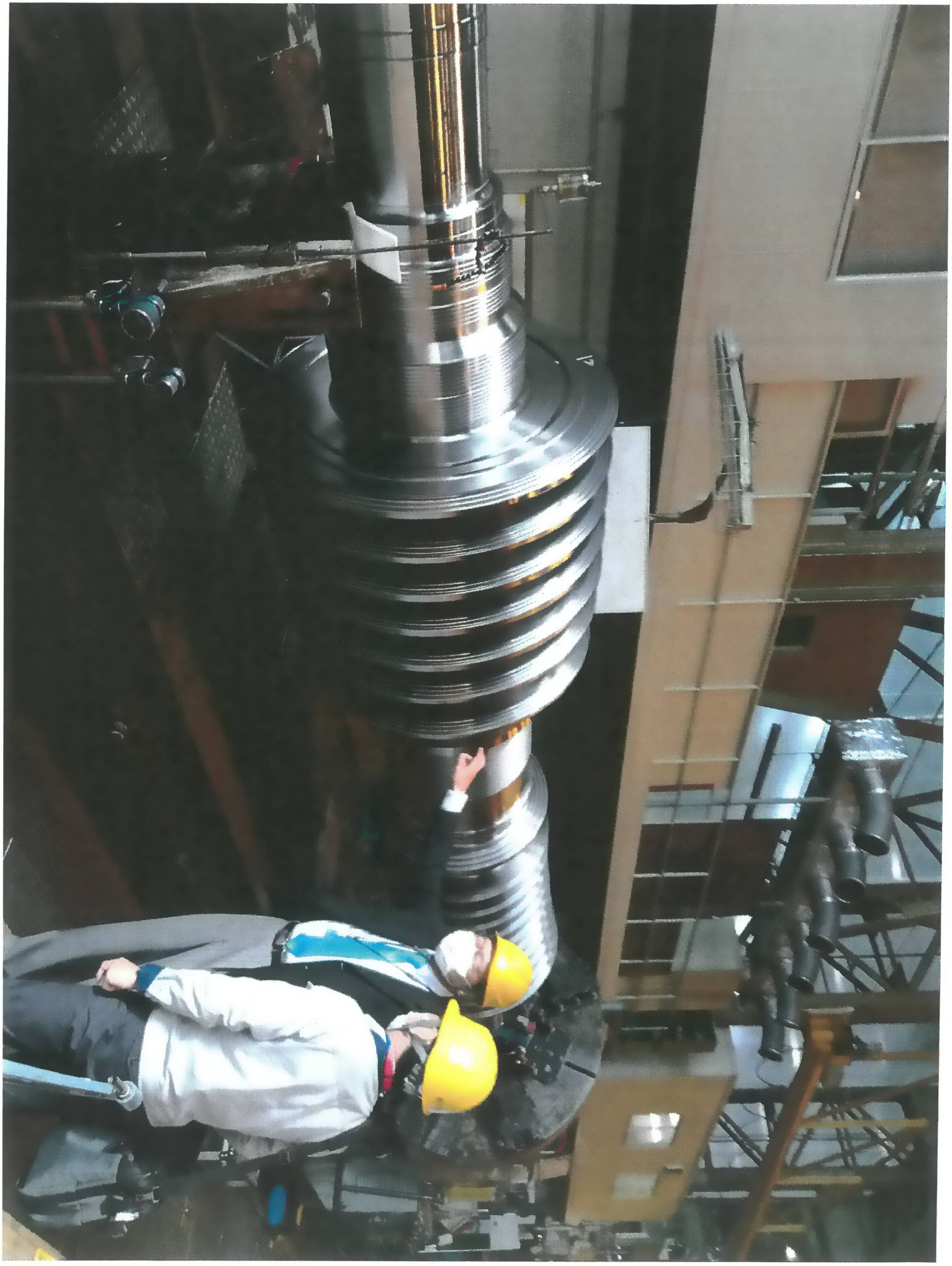
Page	Investment description	QTRIP ID	QTRIP Project name	Indicative total budget
20	European Train Control System (ETCS) – Inner City	B04735	European Train Control System Level 2	$ 717,323,000
			Total	**$ 717,323,000**
20	Rollingstock Fitment	1805139	New Generation Rollingstock, European Train Control System fitment	$ 374,084,000
		2417122	New Generation Rollingstock, Automatic Train Operation and Platform Screen Doors fitment	$ 275,700,000
			Total	**$ 649,784,000**
20	Queensland Train Manufacturing Program	1804863	Rollingstock Expansion Project, construct new rollingstock	$ 600,000,000
			Total *(contributing to the $7.1 billion Queensland Train Manufacturing Program commitment announced 20 October 2021, subject to outcomes of the ongoing procurement process)*	**$ 600,000,000**
20	Mayne Yard Reconfiguration	B05735	Mayne Yard Accessibility	$ 96,827,000
		B05740	Mayne Yard Relocations	$ 22,393,000
			Total	**$ 119,220,000**
20	Clapham Yard Stabling	B05732	Clapham Yard Stabling	$ 301,356,000
			Total	**$ 301,356,000**
20	Logan and Gold Coast Faster Rail Project	2365067	Logan and Gold Coast Faster Rail (Kuraby to Beenleigh) upgrade	$ 2,598,155,000
			Total	**$ 2,598,155,000**
20	Sunshine Coast Rail Planning	2140049	Beerwah to Maroochydore rail extension, planning	$ 6,000,000
			Total	**$ 6,000,000**
20	Long term rail network strategy	2127637	Queensland long-term rail network strategy	$ 1,350,000
			Total	**$ 1,350,000**
20	Faster Rail	1198423	Brisbane to Gold Coast Faster Rail, business case	$ 8,086,000
			Total	**$ 8,086,000**
20	Inland Rail	1198841	Inland Rail, Brisbane intermodal terminal, business case	$ 10,000,000
		1500732	Port of Brisbane, planning	$ 20,000,000
			Total	**$ 30,000,000**
21	Network Readiness	2038941	Rail Network Infrastructure Planning	$ 18,700,000
		B06465	Breakfast Creek Bridge replacement	$ 2,000,000
		B05733	Breakfast Creek Bridge, realign track	$ 34,723,000
		B05736	Moolabin Power Upgrade	$ 18,075,000
		B05737	Bridge Pier Protection	$ 3,778,000
		B05739	Inner City signalling upgrades	$ 39,279,000
		B06466	Inner City Rail Corridor, upgrade signalling and interlocking	$ 1,500,000
		B06449	Signalling Integration Works	$ 136,000,000
		2283304	Strategic Rail Signalling Deployment Strategy	$ 600,000
		B05850	Third track between Roma Street and Exhibition Station	$ 7,150,000
		B06289	Wacol Yard Stabling, construct track	$ 5,907,000
		2283575	Suburban and Regional Passenger Rail Interface planning	$ 1,000,000
			Total	**$ 268,713,000**
21	Beerburrum to Nambour Rail Upgrade – Stage 1	858087	Beerburrum to Nambour Rail Upgrade (Stage 1)	$ 550,791,000
			Total	**$ 550,791,000**
21	Beerburrum to Nambour Rail Upgrade - Further Planning	2295870	Beerburrum to Nambour Rail Upgrade, duplication study	$ 6,250,000
			Total	**$ 6,250,000**
21	Cleveland Line Upgrade	12568	Cleveland Line, Park Road to Cleveland, planning	$ 1,710,000
			Total	**$ 1,710,000**
21	Growth Corridor Planning	451025	Ipswich to Springfield rail line extension, planning	$ 2,500,000
		740727	Gold Coast heavy rail extension, corridor planning	$ 874,000
		842547	Toowoomba – Brisbane passenger rail, business case	$ 15,000,000
		1487103	Salisbury to Beaudesert rail line, planning	$ 20,000,000
			Total	**$ 38,374,000**

Page	Investment description	QTRIP ID	QTRIP Project name	Indicative total budget
26	Southside Station upgrades	B05734	Station Upgrades Fairfield to Salisbury	$ 52,540,000
		2361371	Beaudesert Road and Lillian Avenue, Salisbury train station park 'n' ride, upgrade intersection	$ 14,800,000
			Total	**$ 67,340,000**
27	Better Access to Stations	1815511	Gregory Terrace to Exhibition Station, pedestrian connection	$ 8,000,000
		1815575	Fairfield Road (Yeronga), pedestrian overpass	$ 8,500,000
		2340520	Moorooka bus rail interchange upgrade, design	$ 2,100,000
		B06196	Caboolture bus and rail interchange and precinct upgrade	$ 14,600,000
		1730895	Central Gold Coast east-west public transport feasibility, planning	$ 2,000,000
		1764436	Eastern Brisbane and Redland transport and mobility study, planning	$ 400,000
		1764437	Ipswich City transport and mobility study, planning	$ 400,000
			Total	**$ 36,000,000**
27	Park 'n' Ride Upgrades	1777393	Coomera train station, upgrade park 'n' ride	$ 17,000,000
		423953	Ferny Grove train station, upgrade park 'n' ride	$ 20,000,000
		1777129	Beenleigh train station, upgrade park 'n' ride	$ 30,000,000
		B06197	Narangba train station, construct park 'n' ride	$ 6,630,000
		B06442	Bald Hills train station, construct park 'n' ride	$ 4,800,000
		1777697	Mango Hill train station, upgrade park 'n' ride	$ 10,000,000
			Total (Contributing to the total SEQ Park 'n' Ride Program of $172 million over four years)	$ 88,430,000
27	New Gold Coast Stations	2316082	New Gold Coast Stations, design and construction	$ 120,000,000
			Total	**$ 120,000,000**
27	Loganlea Station Relocation and Park 'n' Ride Expansion	1490266	Loganlea train station relocation	$ 95,076,000
		2023478	Loganlea train station, upgrade park 'n' ride	$ 30,000,000
			Total	**$ 125,076,000**
27	Lindum Station and Level Crossing Upgrade	1213128	Lindum rail level crossing, funding commitment	$ 75,000,000
		2330976	Lindum rail level crossing, signalisation upgrade	$ 20,000,000
		1230219	Lindum Station precinct study, planning	$ 1,182,000
		B05443	Lindum train station, Sibley Road, construct park 'n' ride	$ 4,999,000
		B06065	Lindum train station, Sibley Road, upgrade station	$ 34,546,000
			Total	**$ 135,727,000**
27	Beams Road Level Crossing Removal and Carseldine Station Park 'n' Ride Upgrade	2248719	Beams Road (Carseldine and Fitzgibbon), rail level crossing upgrade	$ 209,330,000
		1608112	Carseldine train station, upgrade park 'n' ride	$ 15,000,000
			Total	**$ 224,330,000**
27	Boundary Road Level Crossing Removals	1488479	Boundary Road (Coopers Plains), rail level crossing, funding commitment	$ 206,000,000
			Total	**$ 206,000,000**
27	Station Accessibility Upgrade Program – Now	B04132	South Bank train station, Grey Street (South Brisbane), upgrade station	$ 26,634,000
		B04614	Auchenflower train station, Auchenflower Terrace, upgrade station	$ 42,649,000
		B05097	Cannon Hill train station, Barrack Road, upgrade station	$ 26,941,000
		B05099	Buranda train station, Arne Street (Woolloongabba), upgrade station	$ 36,690,000
		B05104	Albion train station, Mawarra Street, upgrade station	$ 16,516,000
		B05352	East Ipswich train station, Merton Street, upgrade station	$ 35,300,000
			Total	**$ 184,729,000**
28	Station Accessibility Upgrade Program – Next	B05362	Banyo train station, St Vincents Road, upgrade station	$ 28,449,000
		B06063	Bundamba train station, Mining Street, upgrade station	$ 33,999,000
		B06064	Burpengary train station, Burpengary Road, upgrade station	$ 36,608,000
		B06066	Morningside train station, Waminda Street, upgrade station	$ 41,416,000
			Total	**$ 140,473,000**
28	Level Crossing Removals and Upgrades	1608664	Banyo Station precinct, planning	$ 200,000
		2420128	Coorparoo level crossing precinct	$ 1,500,000
			Total	**$1,700,000**

If you need an interpreter call the Translating and Interpreting Service (TIS National) on 131 450. If you are deaf or have a hearing or speech imparement, contact us through the National Relay Service, www.relayservice.gov.au

13 QGOV (13 74 68)

www.tmr.qld.gov.au I www.qld.gov.au



Tabled by: Minister for Energy, Renewables, and Hydrogen and Minister for Public Works and Procurement

At: Transport and Resources Committee Estimates Hearing

Date. 2 August 2022

Signature:

Tabled by: Member for Gregory
At: Transport and Resources Committee Estimates Hearing
Date: 2 August 2022
Signature:

From: Mary Condie
Sent: Wednesday, 14 April 2021 11:20 AM
To: Elysha Coss
Subject: RE: Request for Information - RTI 797 - Michael Hart MP

Hi Elysha

Please send to Ministerial and cc me in thanks

Also, just wanted to raise with you that the Ministers Office would like to see what is going to be released to Mr Hart and when it is going to be released.

The RTI report suggested a due date of 22 April (from memory)

This has been raised with me directly by the DLO, I am happy for you to raise with Joan or please call me if you have any concerns

Mary Condie
Manager
Ministerial and Executive Services

P +61 7 3226 9240

GPO Box 5099, Brisbane QLD 4001

qbcc | QUEENSLAND BUILDING AND CONSTRUCTION COMMISSION

Queensland Building and Construction Commission acknowledges the Traditional Owners of the land and pays respect to Elders past, present and future

From: Elysha Coss <Elysha.Coss@qbcc.qld.gov.au>
Sent: Wednesday, 14 April 2021 10:15 AM
To: Mary Condie <Mary.Condie@qbcc.qld.gov.au>
Subject: Request for Information - RTI 797 - Michael Hart MP

Hi Mary,

Hope you're well

Just organising the RFI for the application from Michael Hart MP and wanting to check if I should send the RFI to you directly or to the Mins email?

Thanks in advance

Kind regards,

Elysha Coss
Principal RTI/IP Officer
Right to Information and Information Privacy

From: Elysha Coss
Sent: Wednesday, 14 April 2021 11:29 AM
To: Mary Condie
Subject: RE: Request for Information - RTI 797 - Michael Hart MP

Thanks Mary, will do.

I don't have any concerns with the Minister's Office seeing what will be released in advance.

The decision date likely won't be 22 April.

Once I receive the documents back from this RFI I will send a Charges Estimate Notice for processing charges if the application will take longer than 5 hours for me to process. This would then stop the processing clock for 20 days to allow for scope negotiations.

If it won't take longer than 5 hours to process I will still be seeking an extension of processing time from the applicant.

Thanks Mary.

Kind regards,

Elysha Coss
Principal RTI/IP Officer
Right to Information and Information Privacy

P +61 7 3226 9268

GPO Box 5099, Brisbane QLD 4001

qbcc | QUEENSLAND BUILDING AND CONSTRUCTION COMMISSION

Queensland Building and Construction Commission acknowledges the Traditional Owners

Tabled by: Minister for Energy, Hydrogen & Renewable & Minister for Public Works & Procurement

At: Transport & Resources Committee Estimates Hearing

Date. 2 August 2022

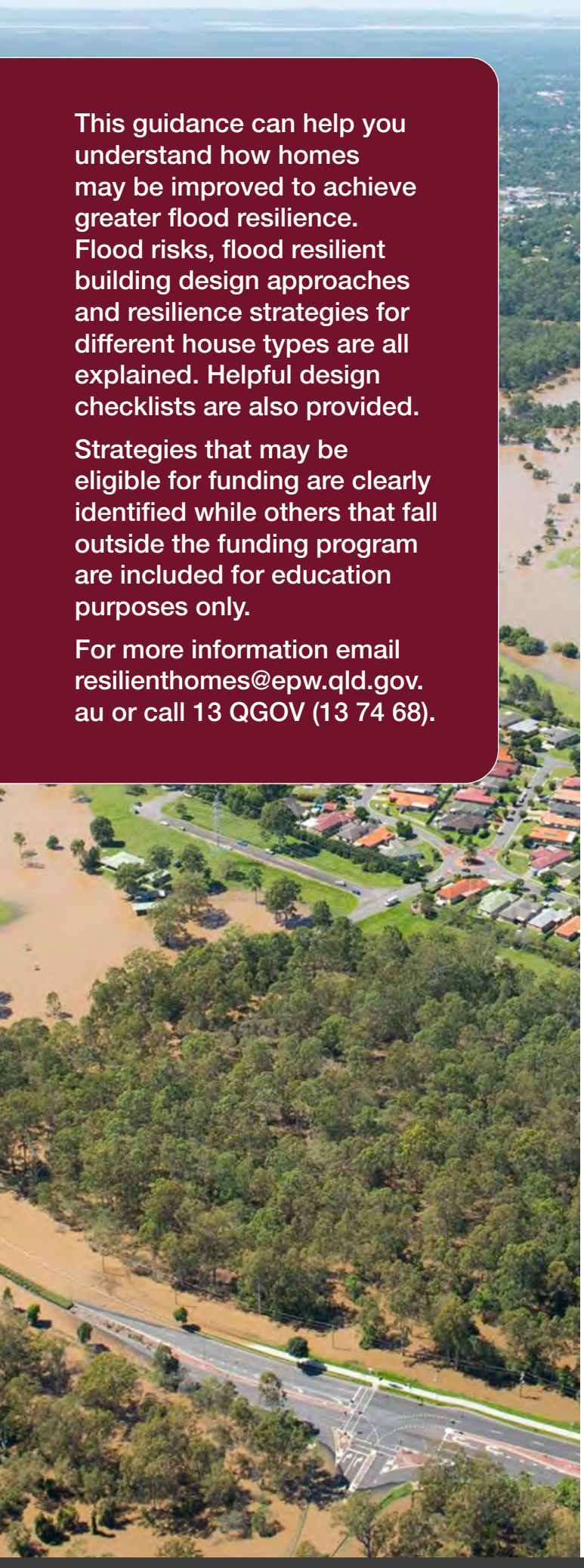
Signature:

DESIGN GUIDANCE FOR FLOOD RESILIENT HOMES

June 2022

Australian Government

Queensland Government



This guidance can help you understand how homes may be improved to achieve greater flood resilience. Flood risks, flood resilient building design approaches and resilience strategies for different house types are all explained. Helpful design checklists are also provided.

Strategies that may be eligible for funding are clearly identified while others that fall outside the funding program are included for education purposes only.

For more information email resilienthomes@epw.qld.gov.au or call 13 QGOV (13 74 68).

Flood Resilience in Queensland

Resilient Homes Fund

Queensland homeowners who experienced damage to their residential property as a result of flooding in 2021–22 can now register their interest for the $741 million Resilient Homes Fund.

The Resilient Homes Fund was developed following the 2021–22 disaster season and applies to flood-affected residential properties within 37 local government areas (LGA) activated for Disaster Recovery Funding Arrangements for recent flooding.

The program recognises there is not a ‘one size fits all’ approach. Funding will be used to repair, retrofit, raise or buy-back eligible properties.

Different options for homeowners will be considered on a case-by-case basis, which will be specific to their level of flood damage, future flood risk, property type and personal circumstance.

Resilient Home Rebuild Program

Funding is available to both insured and uninsured homeowners to repair and retrofit their homes using resilient design and materials. This funding is limited to liveable rooms and other areas of the house and does not include the yard or other ancilliary structures.

House-raising Program

Funding is available to both insured and uninsured homeowners to raise their home to reduce the impact of future flood events. The home is to be raised to meet or exceed the Defined Flood Level as defined by the relevant local government planning scheme.

Voluntary Home Buy-back Program

Homes in areas of known high flood risk areas which are determined not be suitable for retrofit or raising, will be considered for Voluntary House Buy-back. This program will be delivered on a case by case basis, taking into account owner preferences, flood risk and economic viability.

Understanding your flood risk

Refer to your LGA council website to access flood risk information about your property.

It is important to note, there are three common types of flooding:

Local overland flow flooding is water that runs across the ground after heavy rain and occurs very quickly during storm events.

Creek flooding is caused by heavy rainfall in the local catchments. It often flows quickly and can cause flash flooding within an hour of areas around creeks and waterways.

River flooding is caused when widespread, prolonged rain falls over the river catchment area (e.g. Brisbane river catchment, Burnett river catchment) causing high flows of water to rise and flow over our river's banks. River flooding downstream can occur days after the rain has stopped.

What is Flood Resilient Building Design?

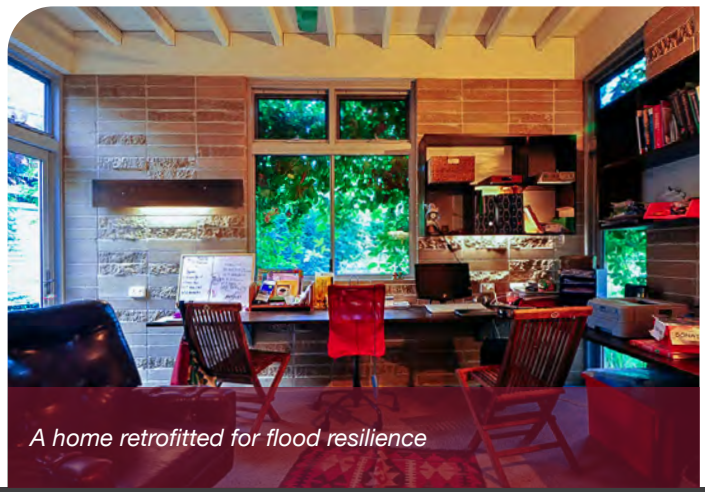
The use of materials, construction systems and house design types that can withstand substantial and multiple inundations by actively mitigating the effects of, and decreasing the consequences of flooding.

Flood resilient building design enables homeowners to safely remove and store belongings prior to a flood event and easily clean, repair and quickly resume normal life after the flood waters recede, with minimal long term disruption to family and finances.

The Benefits of a Flood Resilient Home

A flood resilient home may help:

- Minimise the chance of flood damage to your property.
- Minimise the costs and inconveniences of getting your life back to normal after flood events.
- Save you in the long-term from having to pay for repetitive repairs to your home following flood events.
- Prepare your home for changing flood conditions in the future, particularly from climate change.



A home retrofitted for flood resilience

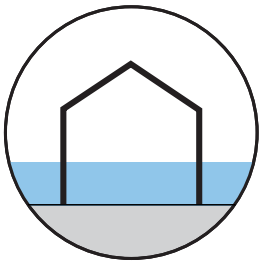
This guidance aims to minimise the impact of flooding for existing flood affected homes through the use of flood resilient materials and construction methods. All works should be undertaken in accordance with your local planning scheme's flood hazard overlay code and relevant building codes and standards.

Flood Resilient Building Design Approaches

You can consider a combination of wet proofing and elevation design approaches to improve your home's resilience.

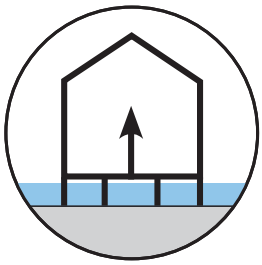
Wet proofing

Wet proofing involves using flood resilient materials and construction techniques to allow flood waters to enter the house with a minimised chance of damage and moisture problems afterwards. By accepting a level of risk through wet proofing, and creating space for water to flow, you can be better prepared for the next time a flood happens. This means working with water rather than against it.



Elevation

Raising the level of the house and its services is effective at mitigating flood damage to your home. Footings, posts, slabs and other structures all need to withstand flood water flowing across the site. Services such as external air conditioning condenser units, hot water units and electrical meter boards can be raised to minimise the chance of important utilities failing. Elevation does not guarantee the property won't flood again in the future. Homeowners are encouraged to consider the future flood levels projected for their property when elevating their home.



There are other design approaches, such as dry proofing, which may be appropriate in specific circumstances. Dry proofing of houses is not covered by the Resilient Homes Fund.

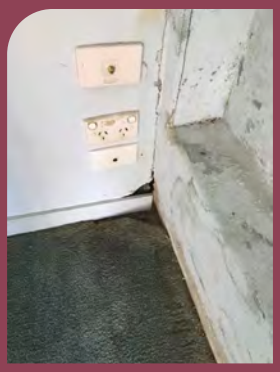
Flood Resilient Building Design and Insurance

Homes at a higher risk of flooding may face increasingly higher insurance premiums. The insurance industry recognises that the use of flood resilient design principles is effective in reducing damage costs.

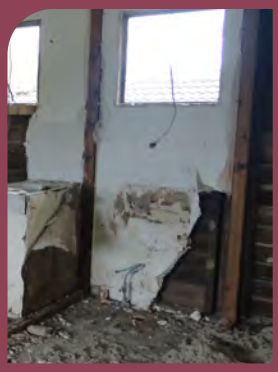
Homeowners are encouraged to speak with their insurance provider about the resilient building works undertaken on their property.

Common problems from flooding

Some parts of the home are more vulnerable to flooding.



Mould and rot



Disintegration of linings

Swelling of cabinetry

Malfunctioning services

Resilient Home Rebuild Program

The following sections illustrate a range of flood resilient strategies covered by the Resilient Home Rebuild Program, and how four common house types in Queensland could apply these strategies to become flood resilient.

Though not a comprehensive list of house types, the flood resilient strategies shown are common for many types of buildings and can help reduce the impact of flooding on your home.

Look at your house type and find the strategies that may help improve the resilience of your home.

A home retrofitted for flood resilience
Photo credit: Scott Burrows Photographer

Resilient Home Rebuild Program

Expert Assessments

The Resilient Homes Fund provides support to homeowners who experienced damage from Queensland's major flood events in 2021 and 2022. This support includes a Home Assessment where our expert assessors help affected homeowners understand their flood risks and identify opportunities to improve the resilience of the home. An assessment includes identifying which resilient retrofit strategies are suitable and can be covered by the Resilient Home Rebuild Program and providing preliminary advice on suitability for the House-raising Program or the Voluntary Home Buy-back Program.

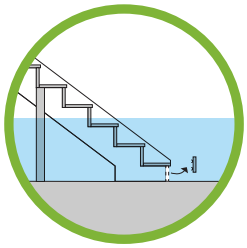
Under the Resilient Home Rebuild Program funding is available for covered resilient retrofit strategies (as shown on this page) in liveable rooms or areas of the home assessed as being affected by flooding. The illustrations of house types on the following pages show all the strategies covered by the Resilient Homes Fund, along with other strategies that may be suitable for your home but are not covered by the funding program (for example raising the pool pump is not covered by the program). Look at your house type and find the strategies that may help improve the resilience of your home.

Homeowners are advised to consider the structural condition of their home, building code compliance and planning scheme requirements before agreeing to any works.

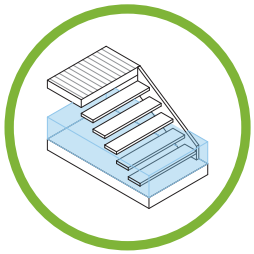
Eligible Strategies

The Resilient Home Rebuild Program helps homeowners with a wide range of flood resilient retrofitting strategies to suit the many different house types in Queensland. Throughout the document, strategies that may be covered by the fund are circled green, while others are provided for educational purposes only.

Stairs

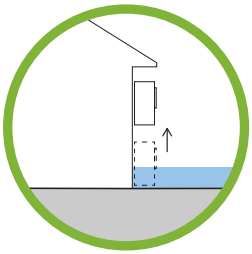


Make the bottom riser of stairs removable for easy cleaning and drying out

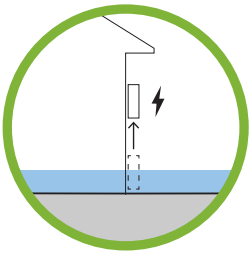


Replace closed riser stairs with open riser stairs made from flood resilient materials

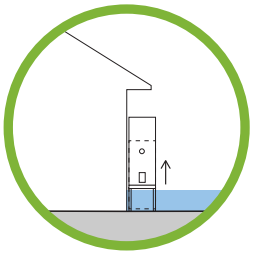
Services



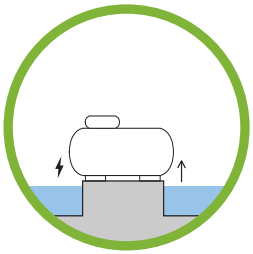
Raise air conditioning condenser units



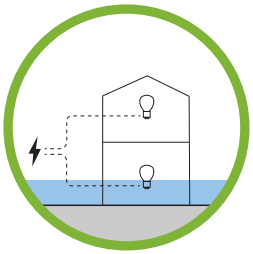
Raise the electrical switchboard



Raise storage hot water unit or replace with a raised instantaneous gas hot water unit

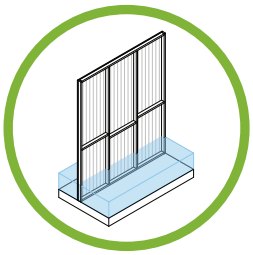


Raise the water tank pump and electrical systems

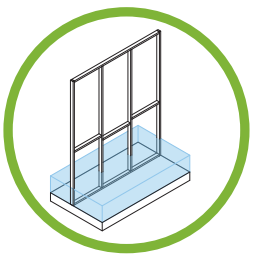


Install separate circuits on the lower and upper levels

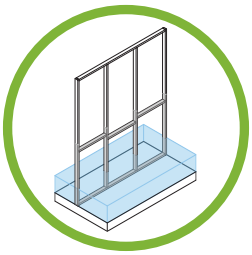
Walls



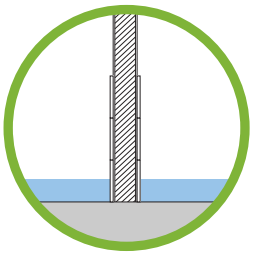
Where possible, replace cavity walls with non-cavity walls to minimise the chance of mould



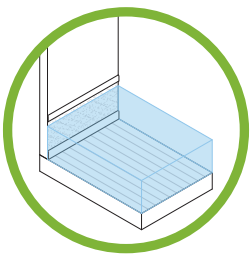
Use flood resilient wall framing to minimise the chance of mould or damage,



Paint existing pine frame cavity walls to assist in future cleaning and prevent mould growth

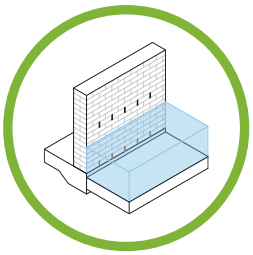


Replace loose-fill insulation with rigid cell insulation in cavity walls

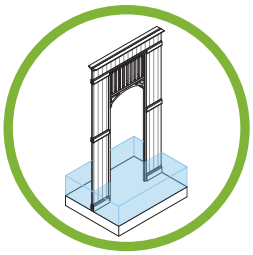


Replace wall linings with flood resilient wall linings

Walls (continued)

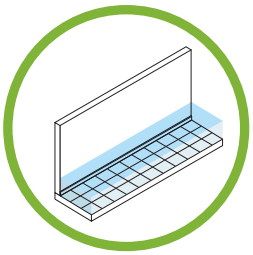


Add additional weep holes to help dry out the wall cavity or sub-floor

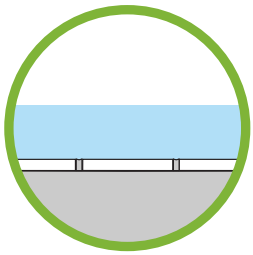


Replace non-resilient mouldings and skirtings with water impervious mouldings

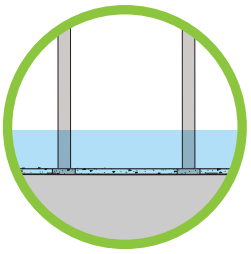
Floors



Replace non-resilient flooring and skirting with flood resilient flooring and skirting

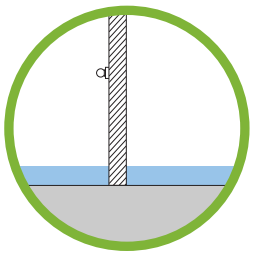


Use flood resilient grout and apply flood resilient sealant when tiling or re-tiling wet areas

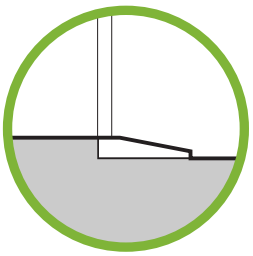


Surface control on sub-floor ground to increase resilience

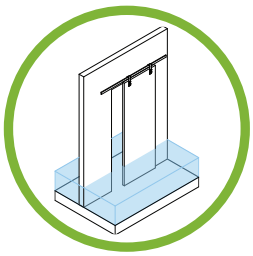
Openings



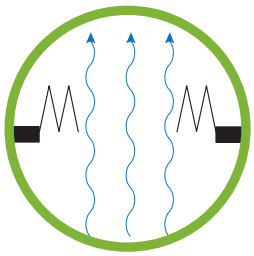
Replace hollow core doors with solid core doors



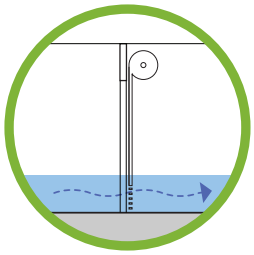
Install flush door sills to ensure easy cleaning after a flood event



Replace cavity sliding doors with a swing or face of wall sliding doors

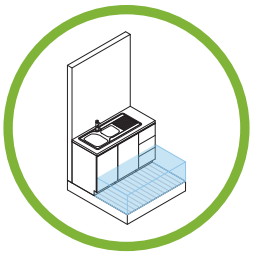


Door changes to maximise the existing opening

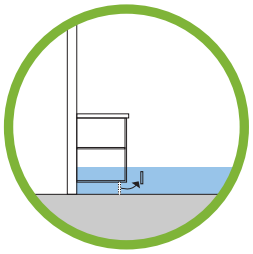


Retrofit garage doors with permeable doors to allow water to flow through

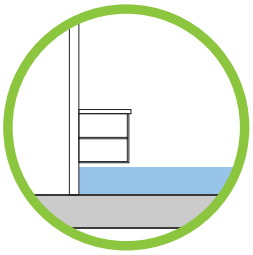
Cabinetry, bathrooms and laundry



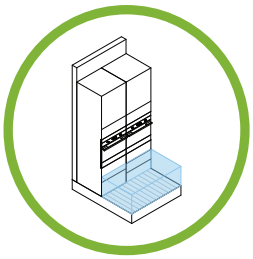
Replace non-resilient cabinetry with flood resilient cabinetry



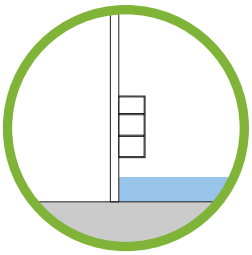
Allow cabinetry kickboards to be removable



Install raised cabinetry

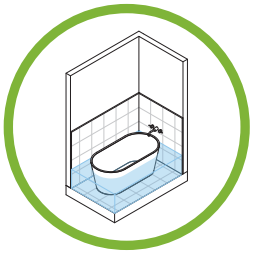


Raise kitchen appliances

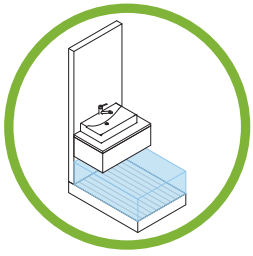


Raise storage shelves

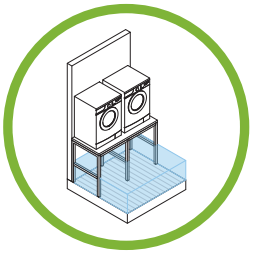
Cabinetry, bathrooms and laundry



Install a removable panel or replace the built-in bathtub with a freestanding bathtub or a shower

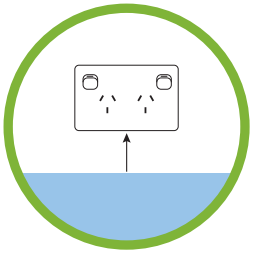


Install wall hung cabinetry, or install wall hung vanity bench with no cabinetry

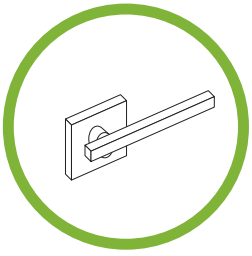


Raise the washing machine and dryer

Fixtures



Raise data and electrical points



Install corrosion resistant door and window hardware

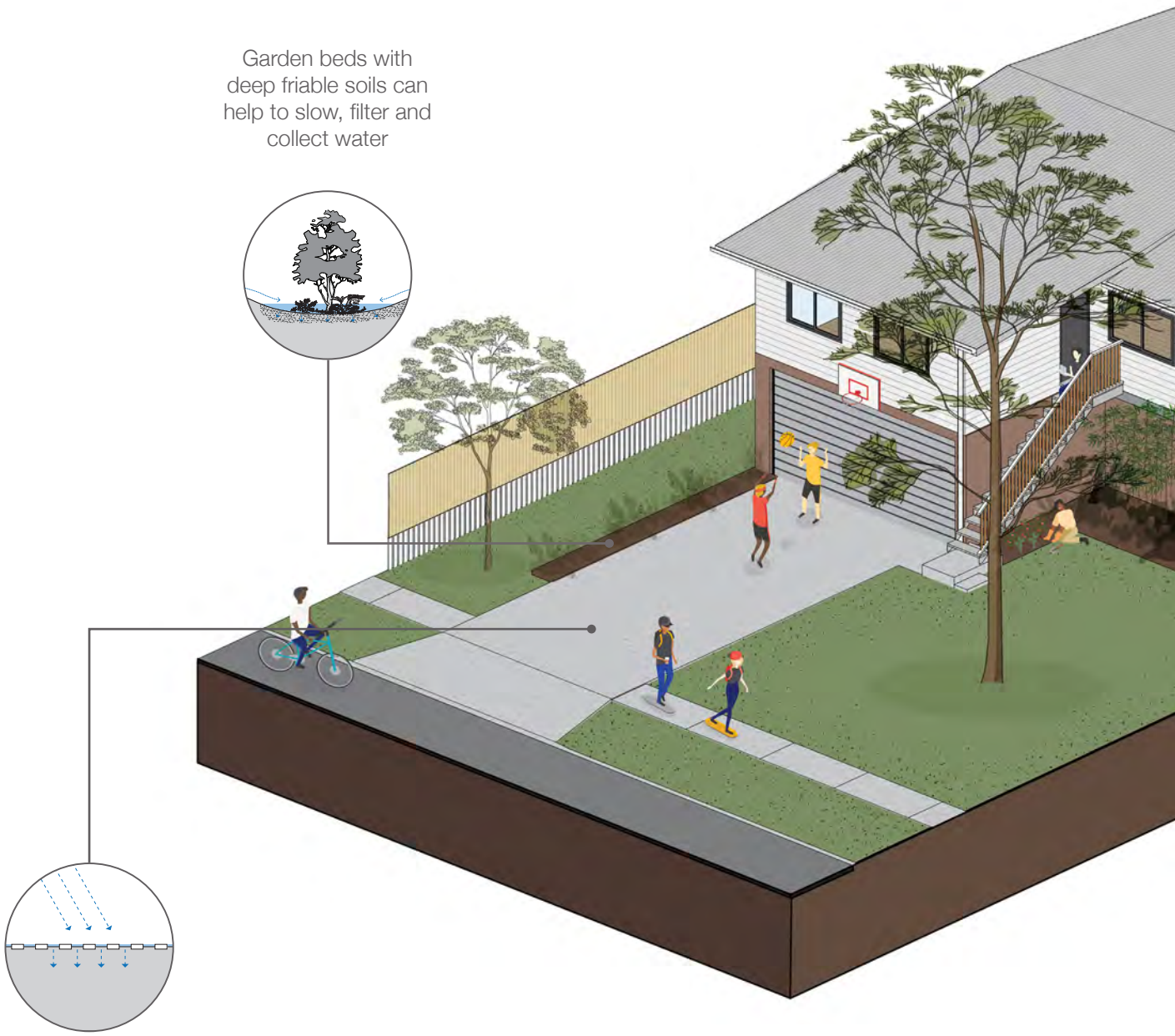
Double storey, ground floor double brick walls, slab on ground

House types help contextualise options on your property. The strategies outlined are not exclusive for this type and could be applied to many situations.

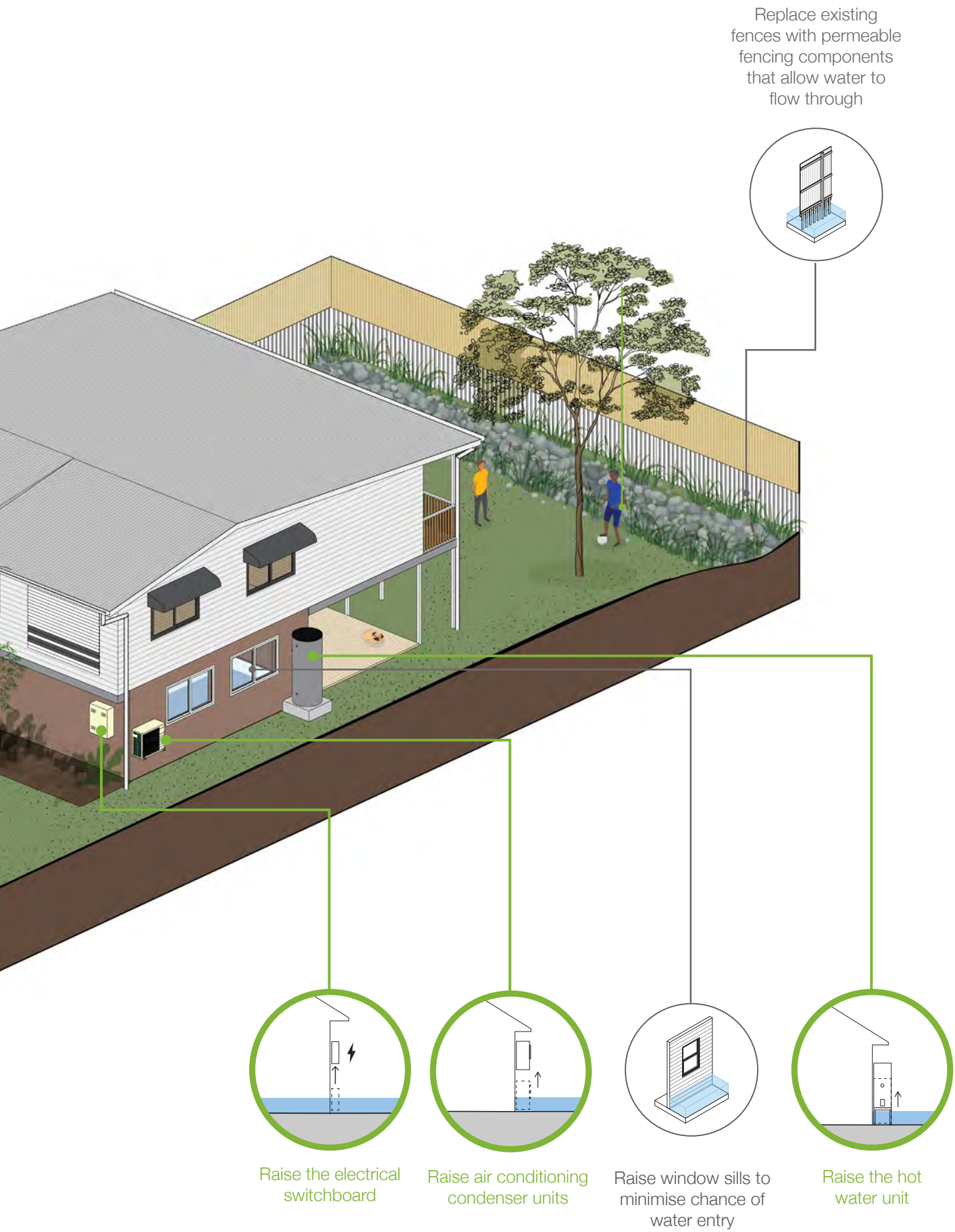
Legend

- May be covered by Resilient Homes Fund
- Not covered by the Resilient Homes Fund

Garden beds with deep friable soils can help to slow, filter and collect water



Replace existing ground cover with permeable materials to absorb and slow the flow of water

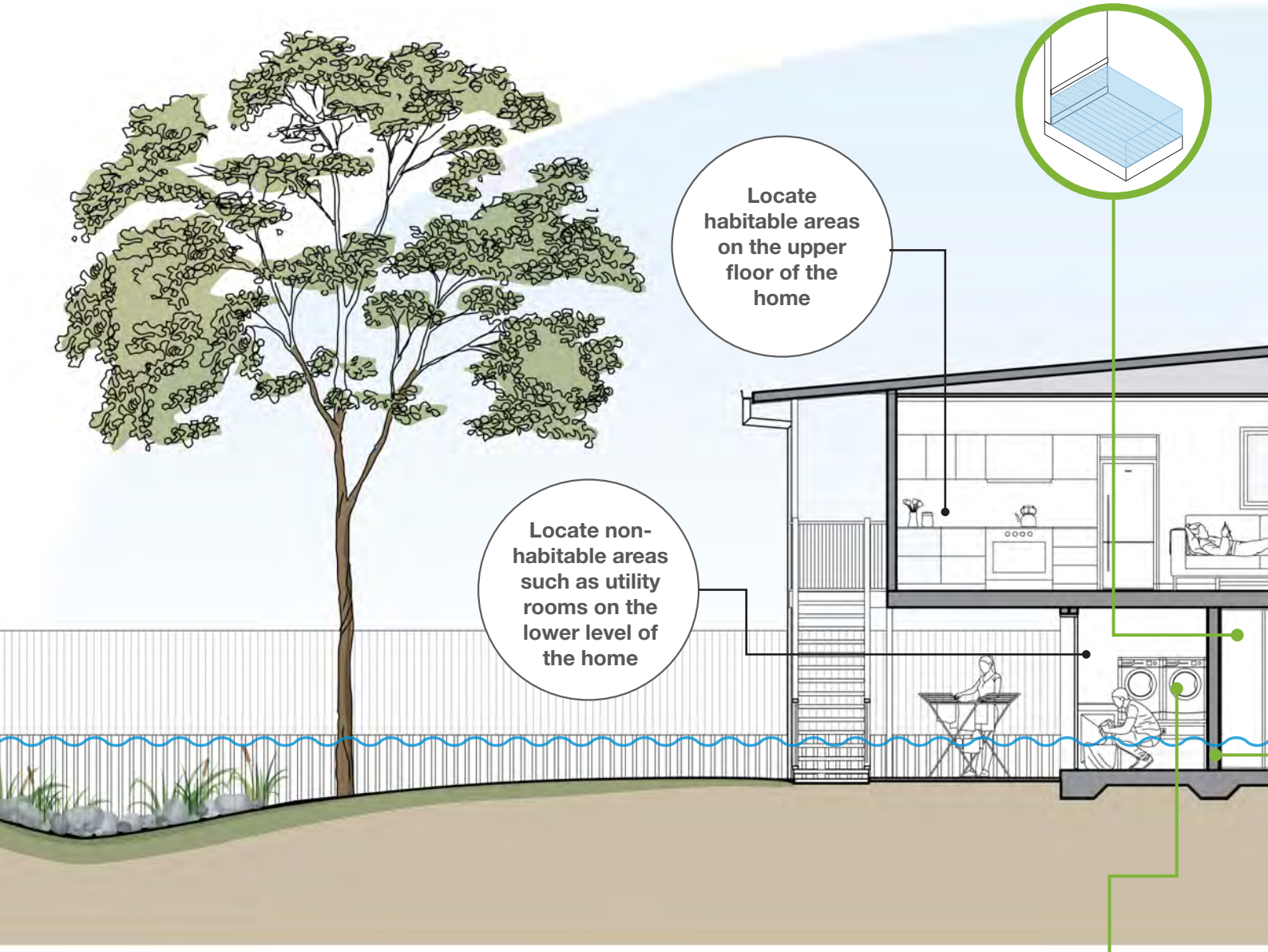

Replace existing fences with permeable fencing components that allow water to flow through
Raise the electrical switchboard
Raise air conditioning condenser units
Raise window sills to minimise chance of water entry
Raise the hot water unit

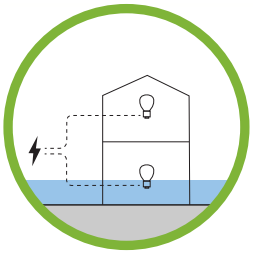
Double storey, ground floor double brick walls, slab on ground

Legend

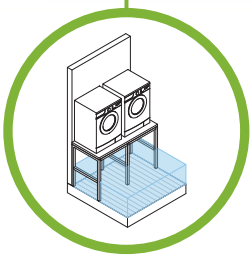
- May be covered by Resilient Homes Fund
- Not covered by the Resilient Homes Fund

Replace wall linings with flood resilient wall linings





Install separate circuits on the lower and upper levels

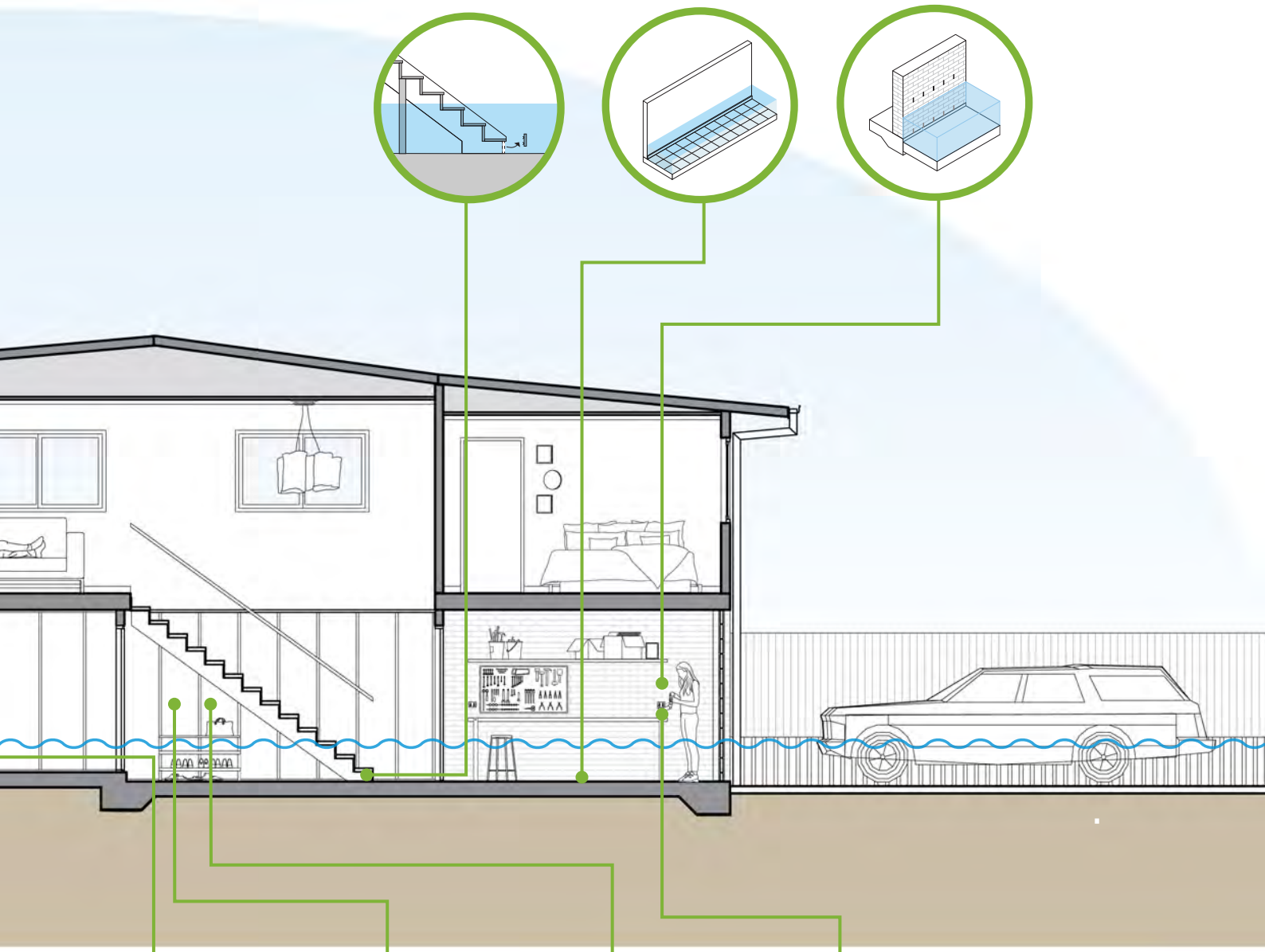


Raise the washing machine and dryer

Make the bottom riser of stairs removable for easy cleaning and drying out

Replace non-resilient flooring with flood resilient flooring

Add additional weep holes to help dry out the wall cavity



Replace loose-fill insulation with rigid cell insulation in cavity walls

Where possible, replace cavity walls with non-cavity walls

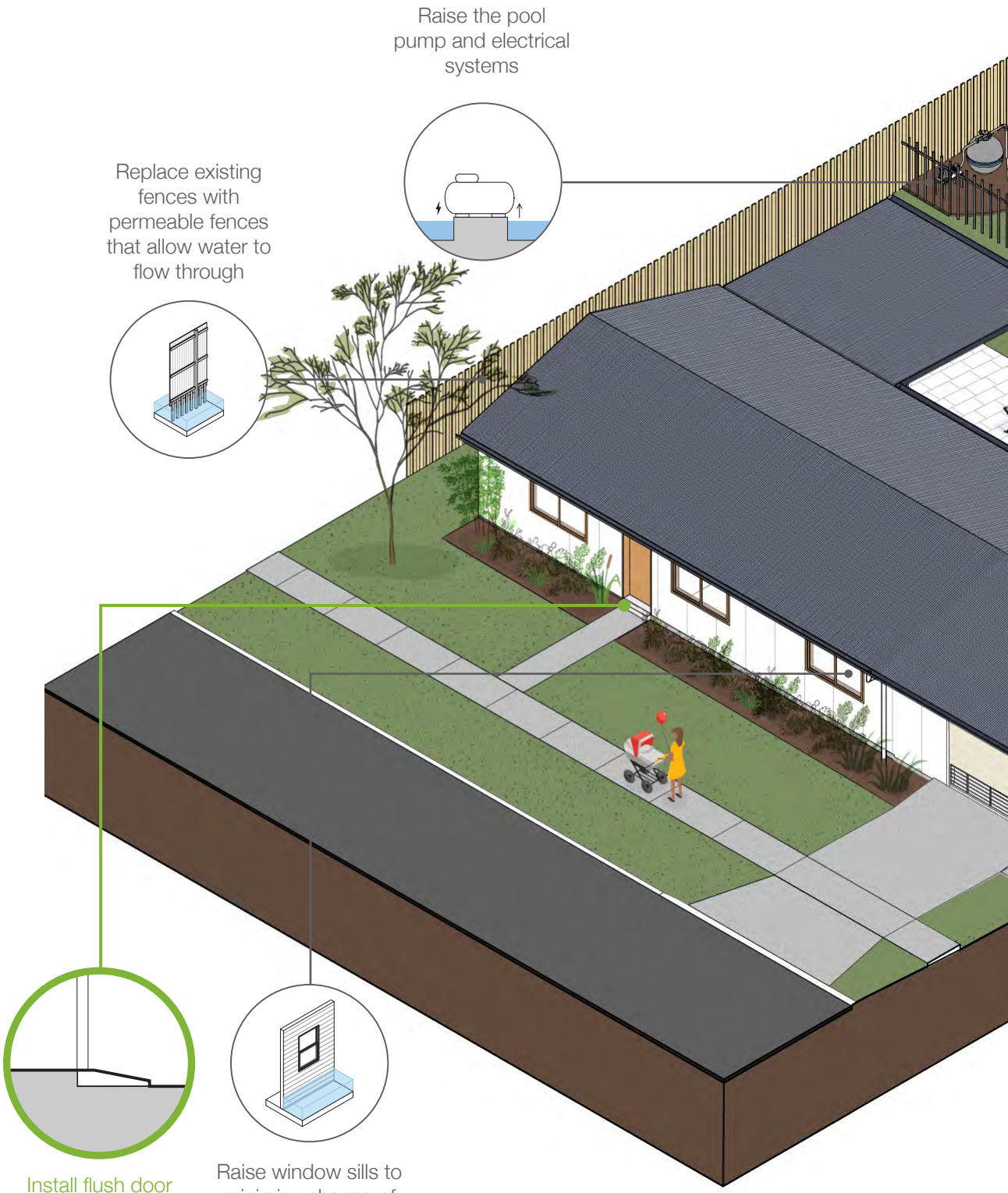
Use flood resilient wall framing to minimise the chance of mould or damage

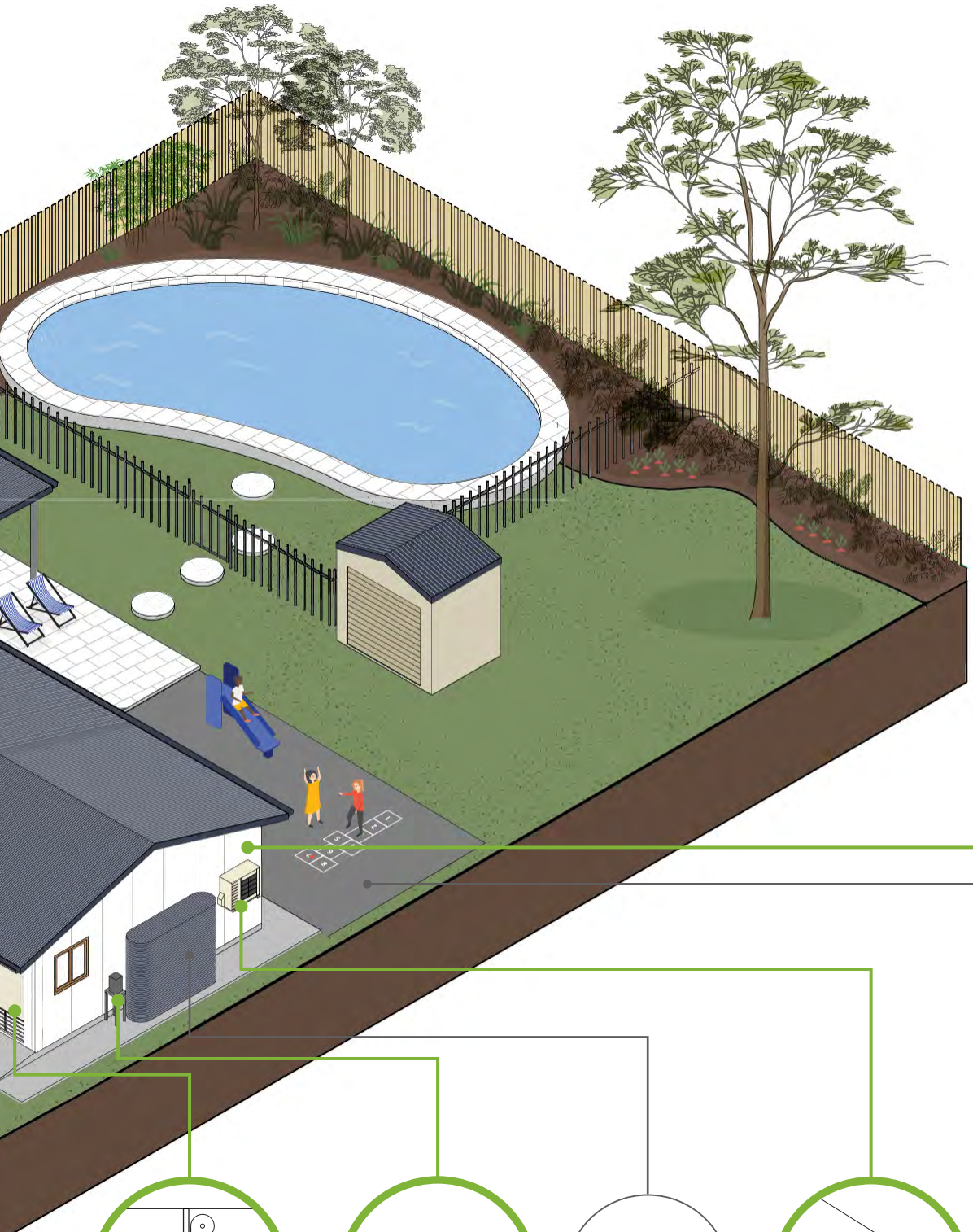
Raise data and electrical points

Single storey, timber framed walls, slab on ground

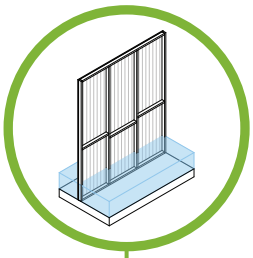
Legend

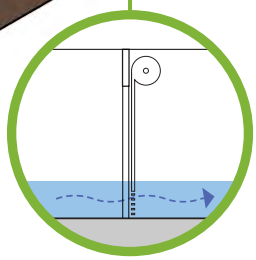
- May be covered by Resilient Homes Fund
- Not covered by the Resilient Homes Fund



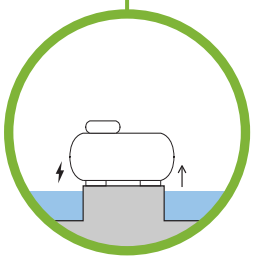


Where possible, replace cavity walls with non-cavity walls to minimise the chance of mould

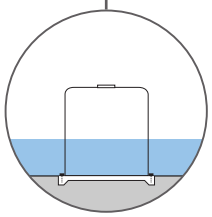




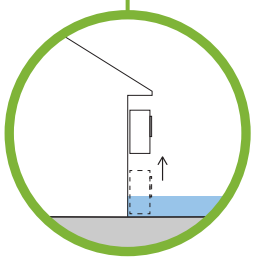
Retrofit garage doors with permeable doors to allow water to flow through



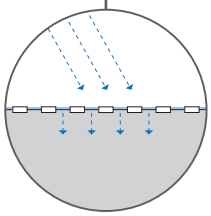
Raise the water tank pump and electrical systems



Install water tanks to collect rainwater. Ensure unit is secured to ground.



Raise air conditioning condenser units

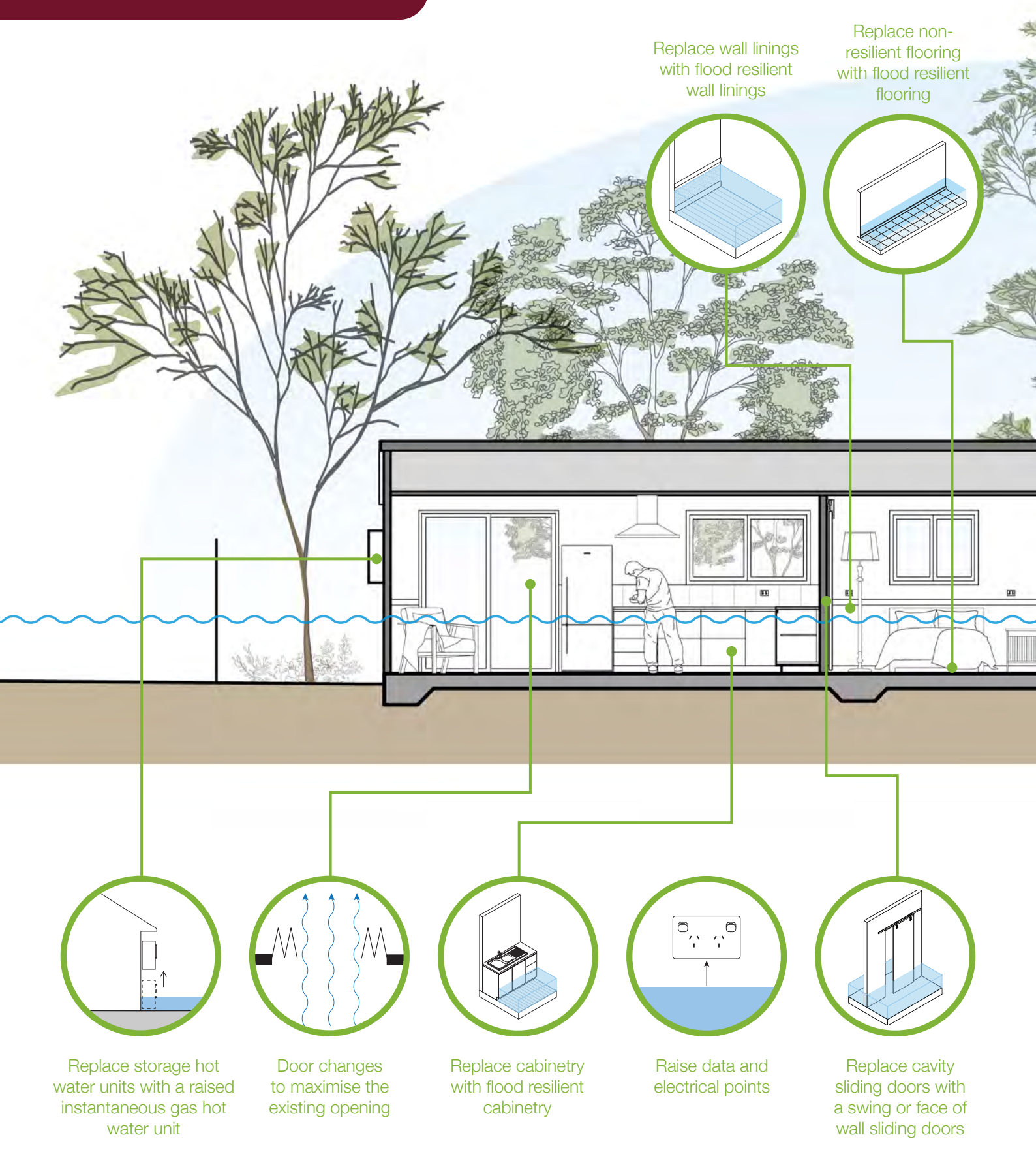


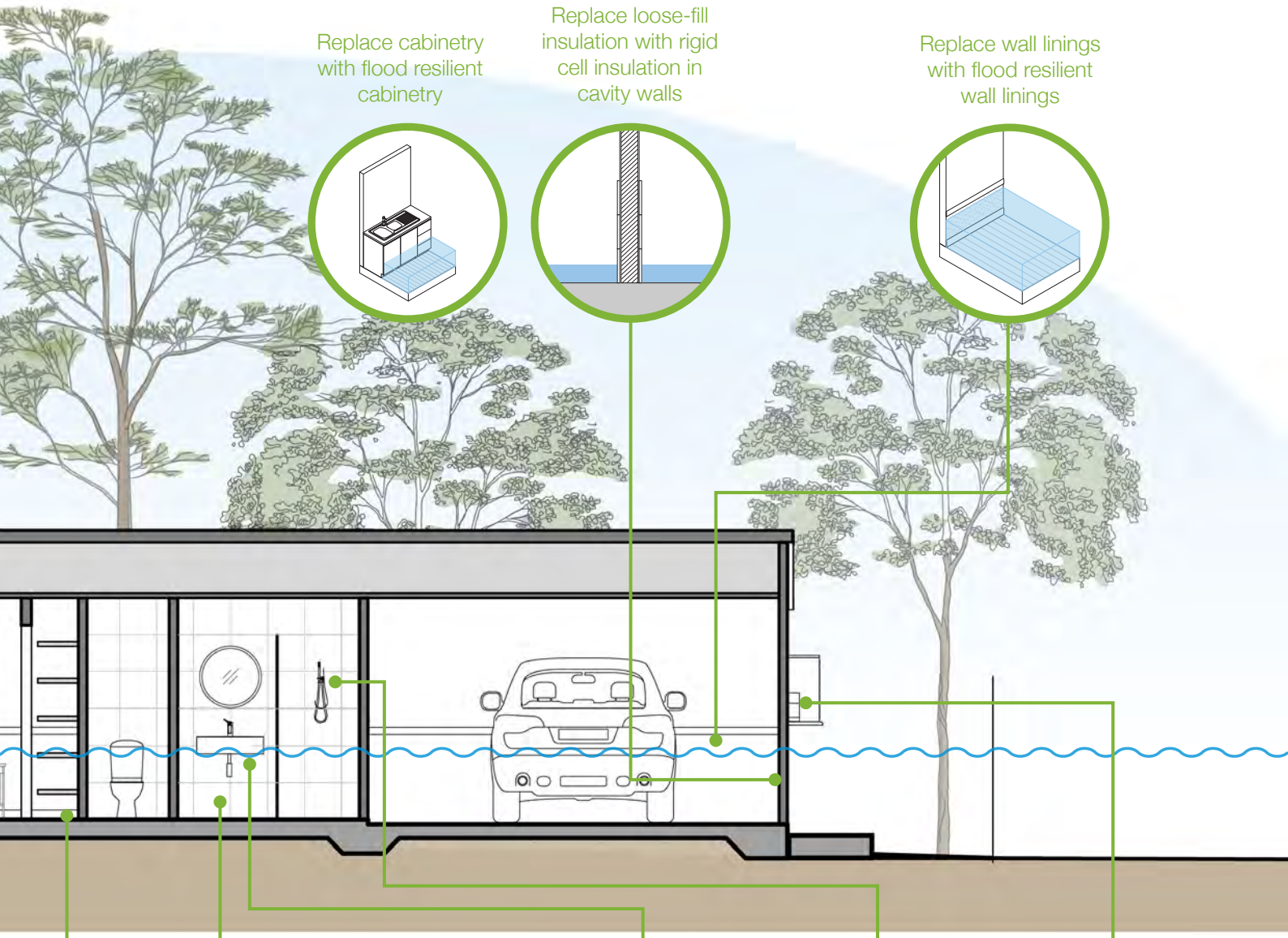
Replace existing ground cover with permeable materials to absorb and slow the flow of water

Single storey, timber framed walls, slab on ground

Legend

- May be covered by Resilient Homes Fund
- Not covered by the Resilient Homes Fund





Replace cabinetry with flood resilient cabinetry

Replace loose-fill insulation with rigid cell insulation in cavity walls

Replace wall linings with flood resilient wall linings

Replace skirting with flood resilient skirting

Apply flood resilient sealant to existing tiled areas to minimise the chance of mould and damage

Install wall hung cabinetry, or install wall hung vanity bench with no cabinetry

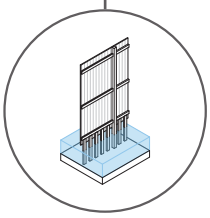
Install a removable panel or replace the built-in bathtub with a freestanding bathtub or a shower

Raise air conditioning condenser units

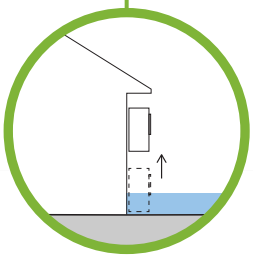
Single storey, brick veneer walls, slab on ground

Legend

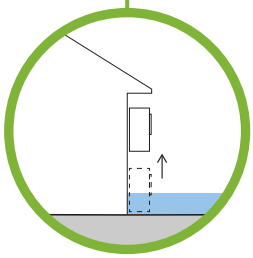
- May be covered by Resilient Homes Fund
- Not covered by the Resilient Homes Fund



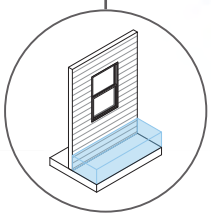
Replace existing fences with permeable fencing components that allow water to flow through



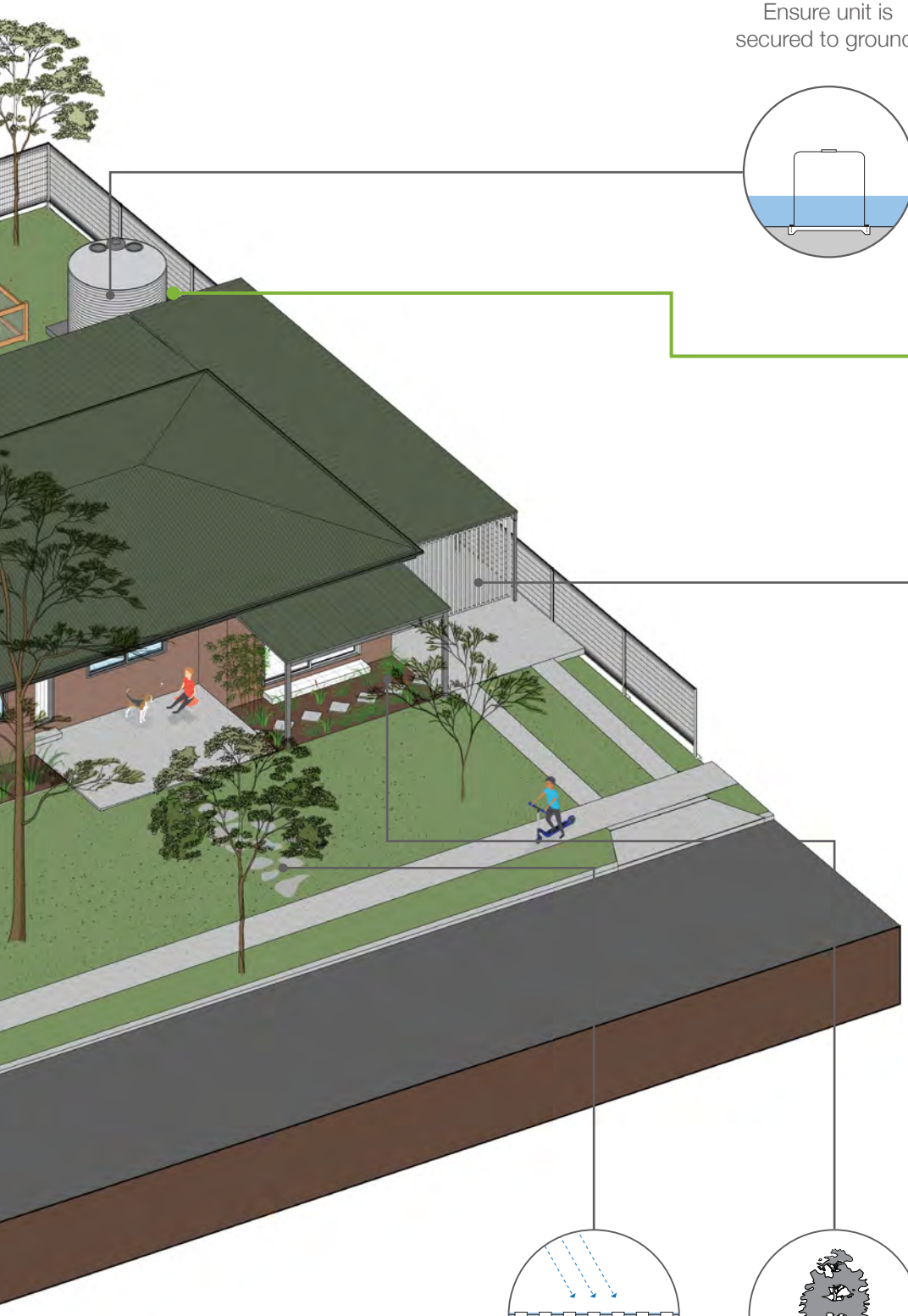
Raise air conditioner condenser units



Replace storage hot water units with a raised instantaneous gas hot water unit

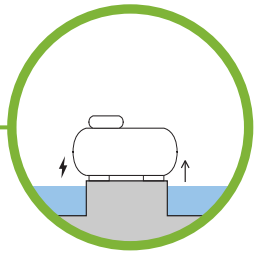


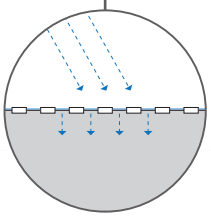
Raise window sills to minimise chance of water entry



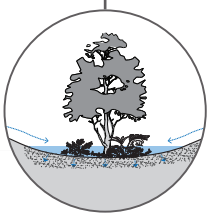
Install water tanks to collect rainwater. Ensure unit is secured to ground.

Raise the water tank pump and electrical systems

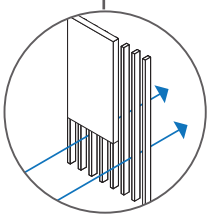




Replace existing ground cover with permeable materials to absorb and slow the flow of water



Garden beds with deep friable soils can help to slow, filter and collect water

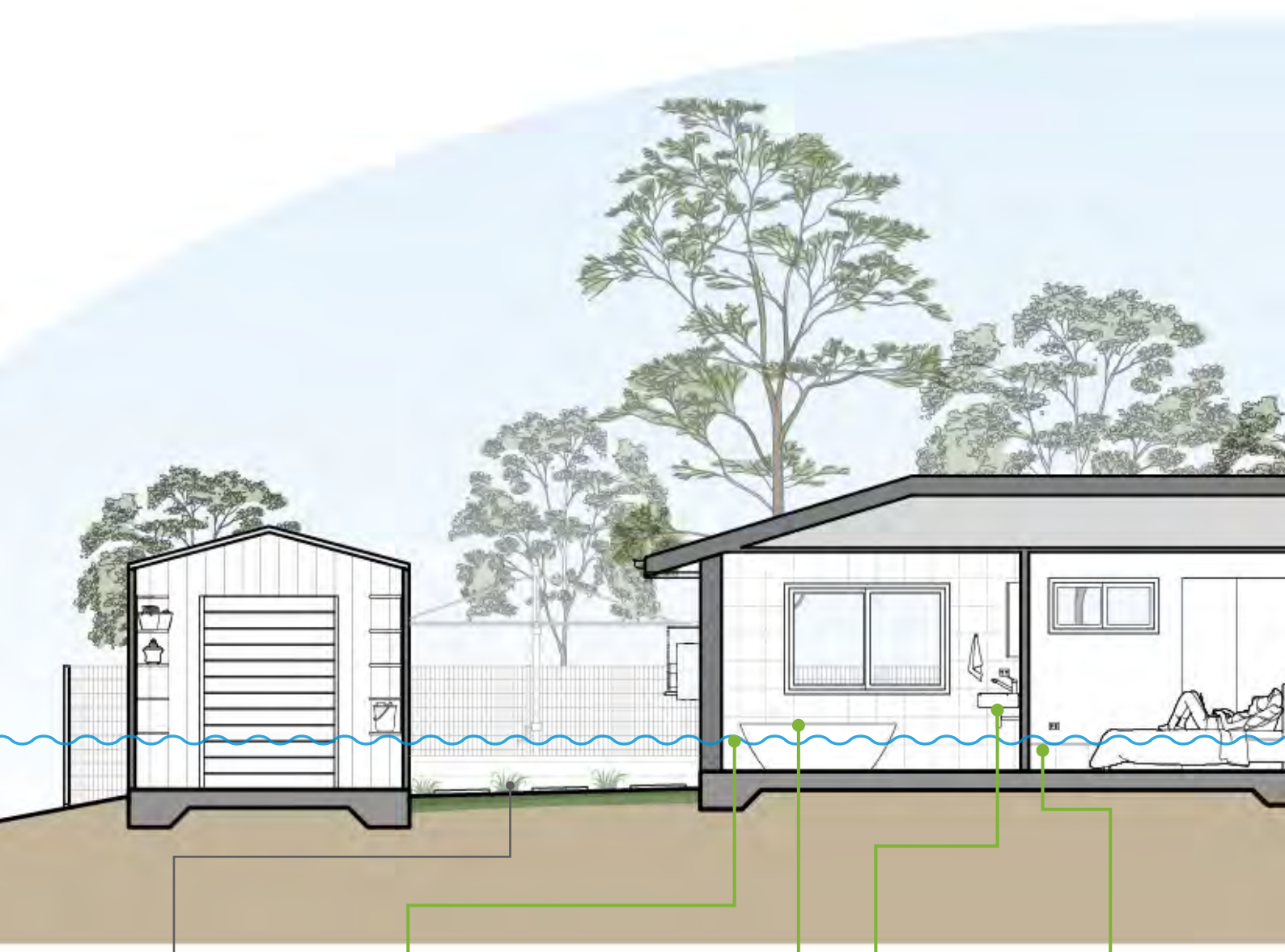


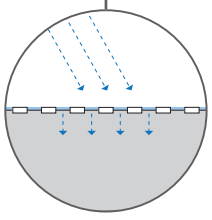
Retrofit carport with permeable screening to allow water to flow through

Single storey, brick veneer walls, slab on ground

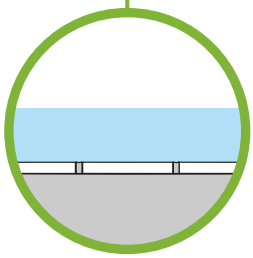
Legend

- May be covered by Resilient Homes Fund
- Not covered by the Resilient Homes Fund

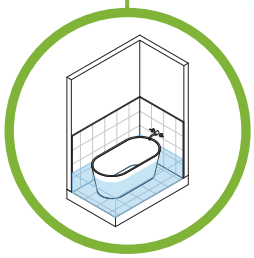




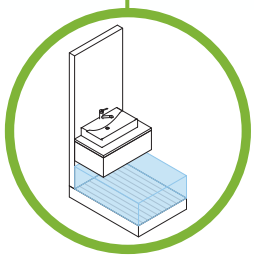
Replace existing ground cover with permeable materials to absorb and slow the flow of water



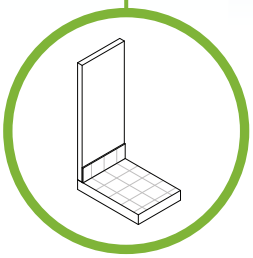
Use flood resilient grout when tiling or re-tiling wet areas



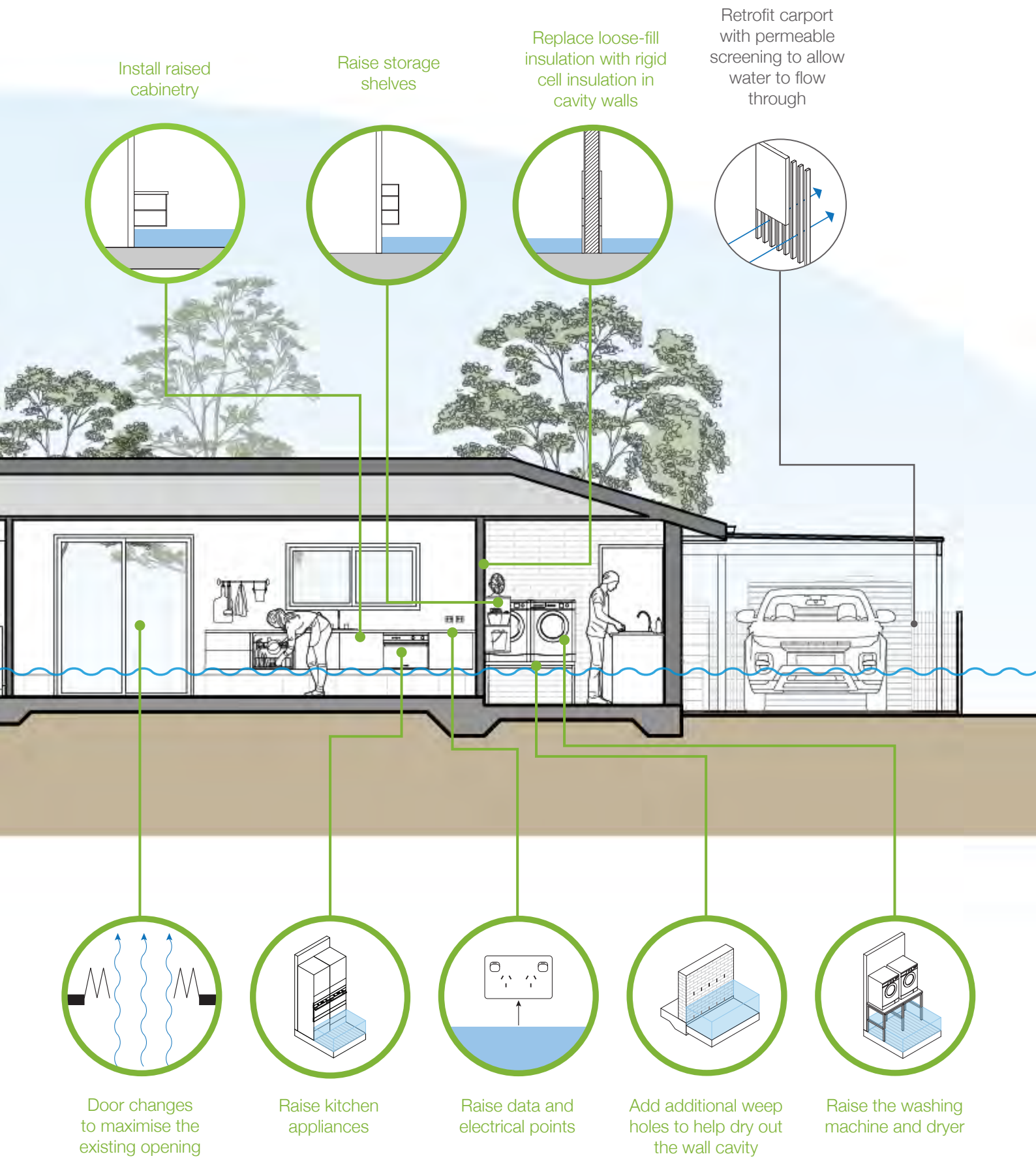
Replace the built-in bathtub with a freestanding bathtub or a shower



Install wall hung cabinetry, or install wall hung vanity bench with no cabinetry



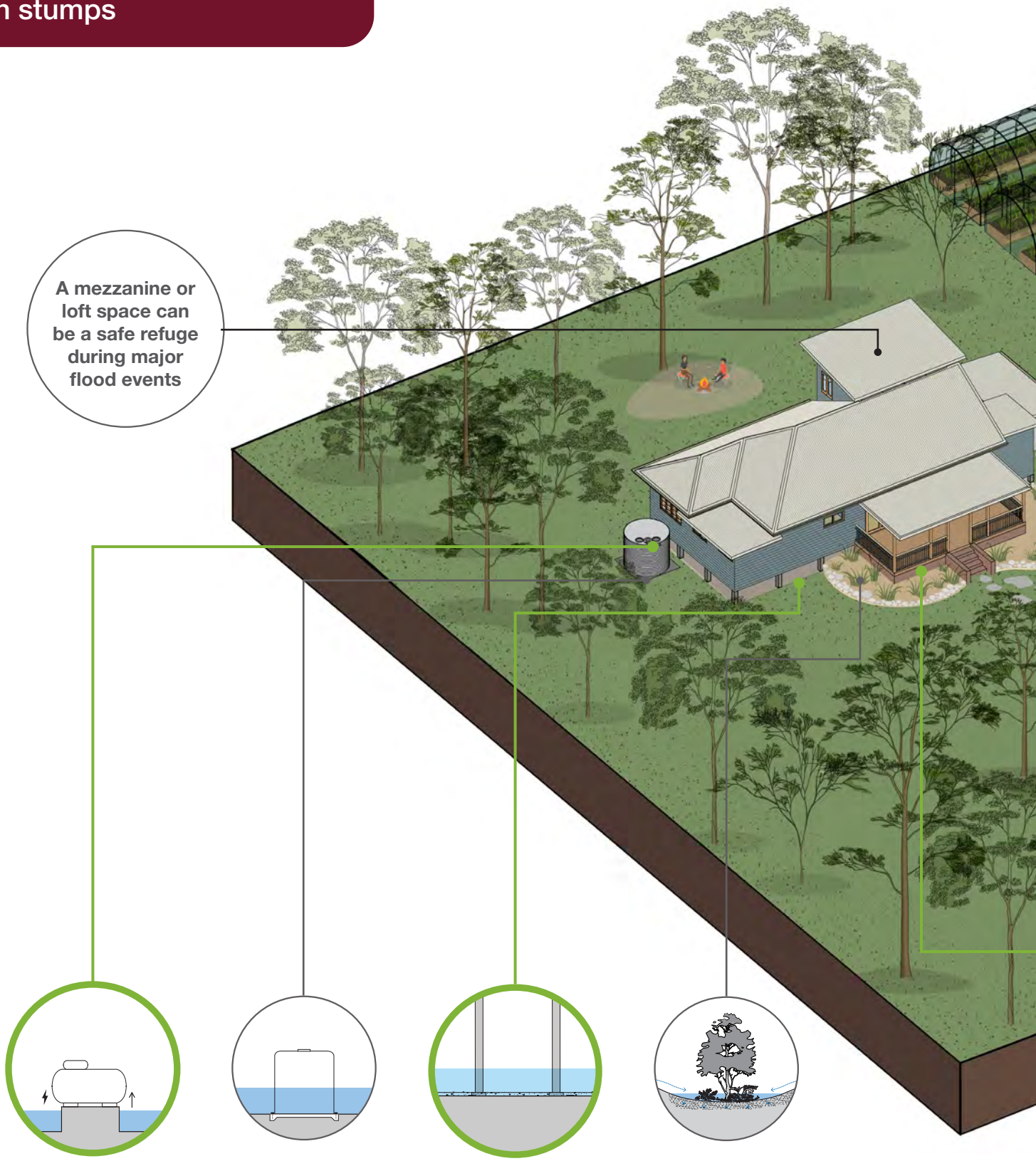
Replace skirting with flood resilient skirting


Install raised cabinetry
Raise storage shelves
Replace loose-fill insulation with rigid cell insulation in cavity walls
Retrofit carport with permeable screening to allow water to flow through
Door changes to maximise the existing opening
Raise kitchen appliances
Raise data and electrical points
Add additional weep holes to help dry out the wall cavity
Raise the washing machine and dryer

Single storey with attic, timber framed walls, raised on stumps

Legend

- May be covered by Resilient Homes Fund
- Not covered by the Resilient Homes Fund

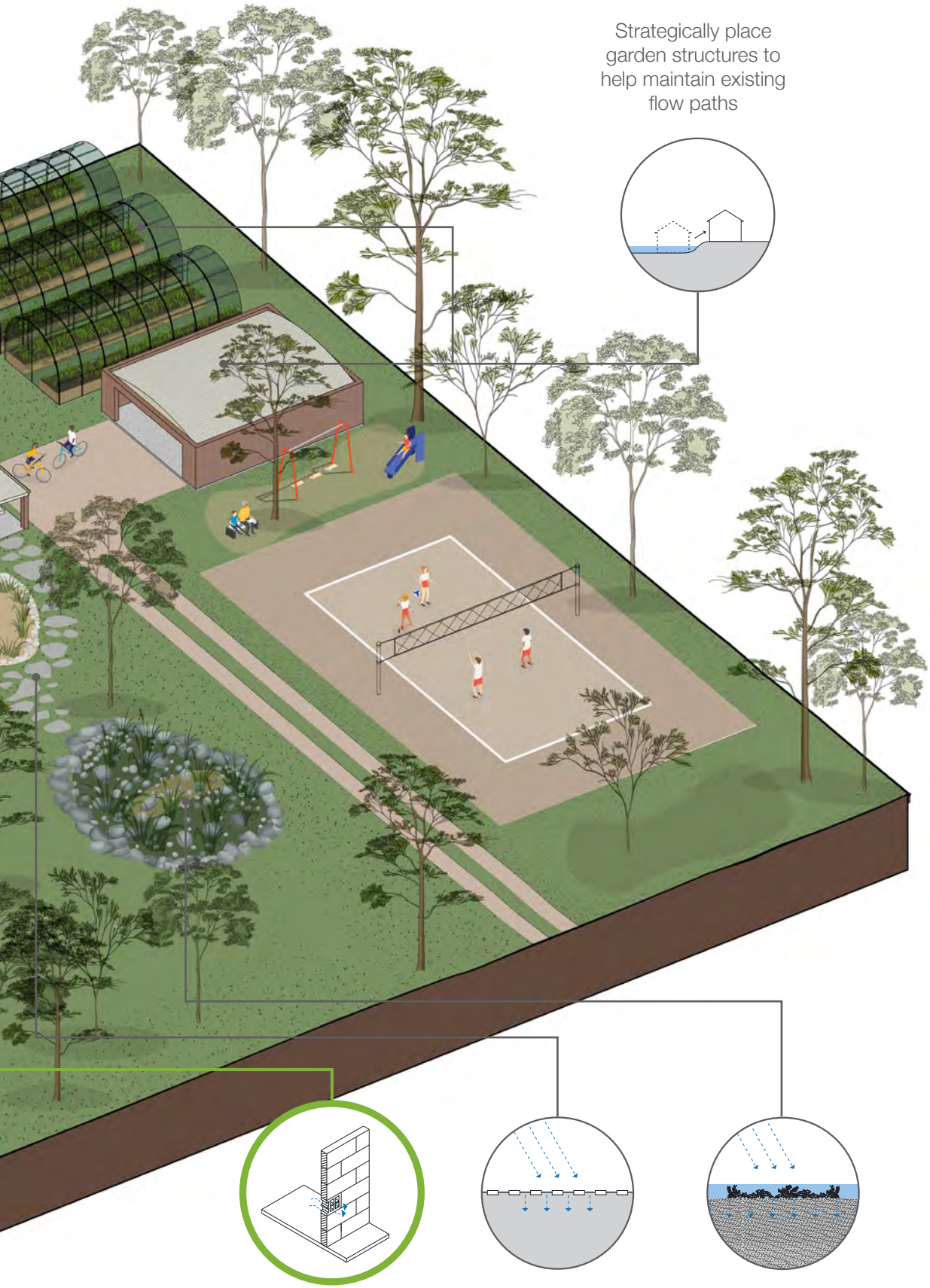


Raise the water tank pump and electrical systems

Install water tanks to collect rainwater. Ensure unit is secured to ground.

Surface control on sub-floor ground to increase resilience

Garden beds with deep friable soils can help to slow, filter and collect water



Strategically place garden structures to help maintain existing flow paths

Add air vents to enclosed sub-floor spaces and garages

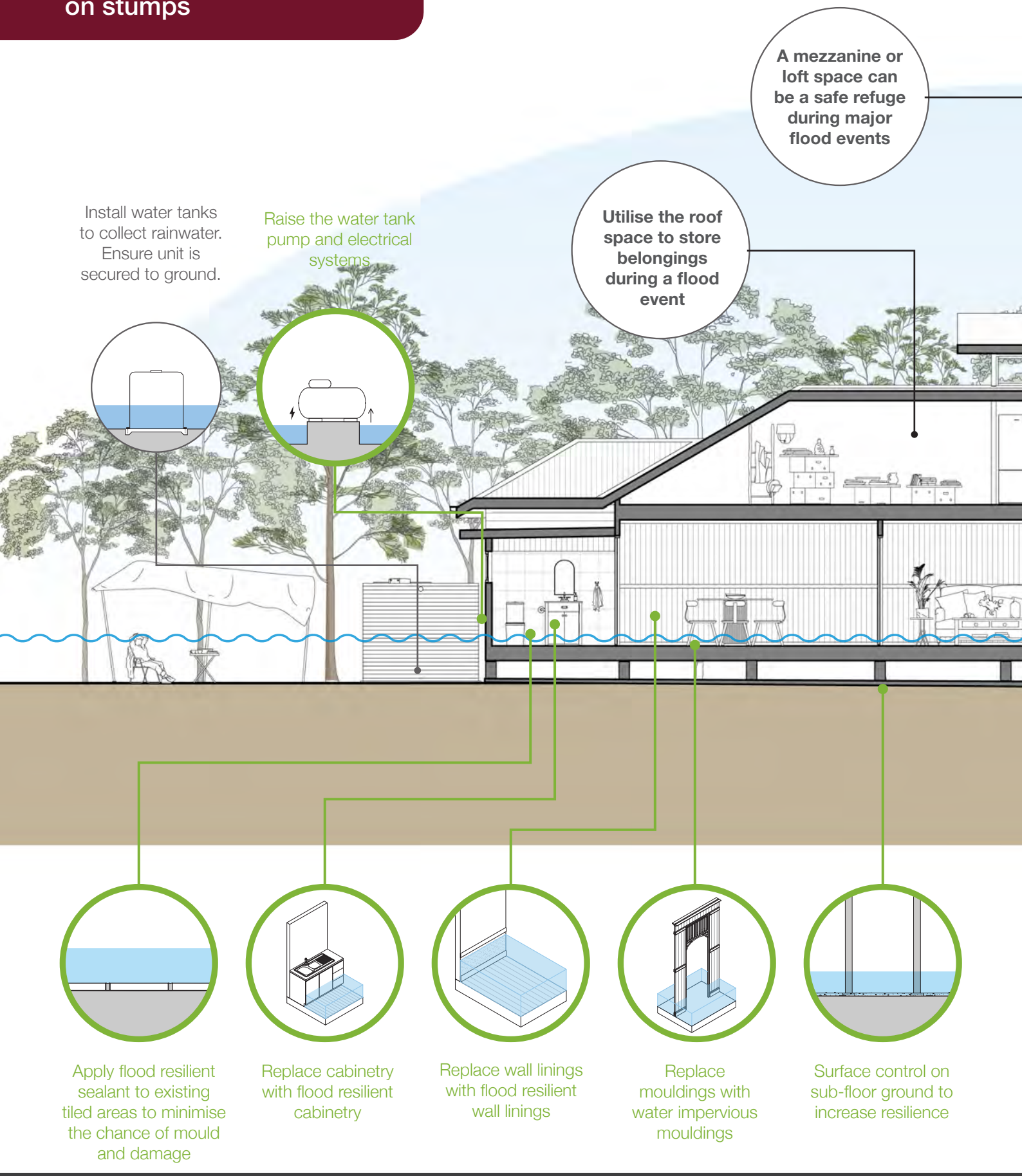
Replace existing ground cover with permeable materials to absorb and slow the flow of water

Create a rain garden system to help slow, filter and collect flood water

Single storey with attic, timber framed walls, raised on stumps

Legend

- May be covered by Resilient Homes Fund
- Not covered by the Resilient Homes Fund



Apply flood resilient sealant to existing tiled areas to minimise the chance of mould and damage

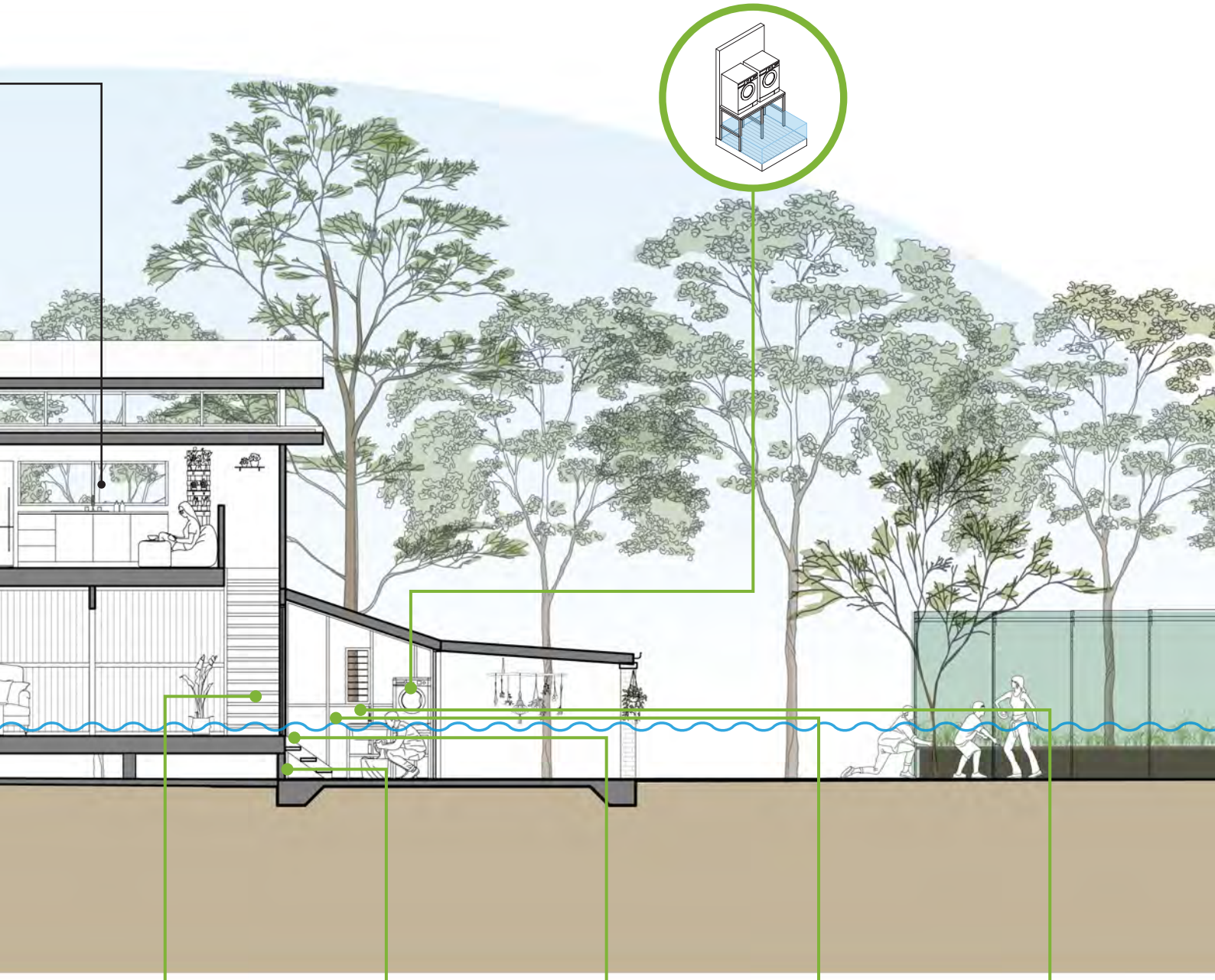
Replace cabinetry with flood resilient cabinetry

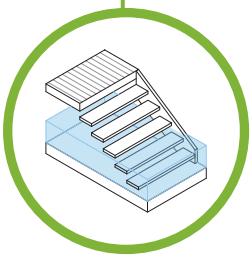
Replace wall linings with flood resilient wall linings

Replace mouldings with water impervious mouldings

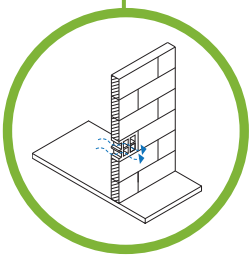
Surface control on sub-floor ground to increase resilience

Raise the washing machine and dryer

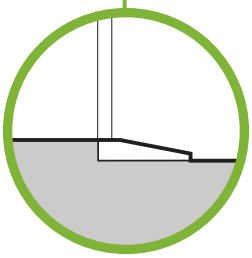




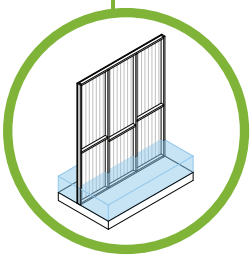
Replace closer riser stairs with open riser stairs made from flood resilient materials



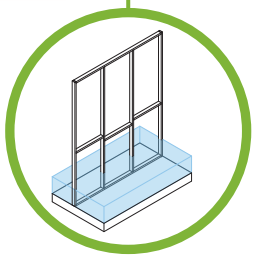
Add air vents to enclosed sub-floor spaces and garages



Install flush door sills to ensure easy cleaning after a flood event



Where possible, replace cavity walls with non-cavity walls



Use flood resilient wall framing to minimise the chance of mould or damage

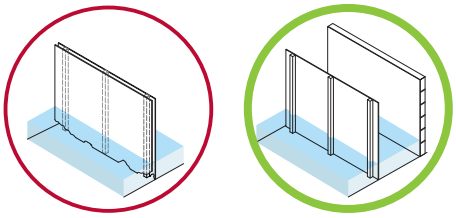
You can use a combination of wet proofing and elevation to improve your home's flood resilience. Speak to a building professional about what is practical and financially possible for your situation.

Flood Resilient Design Checklist

In the Home (may be covered by Resilient Homes Fund)

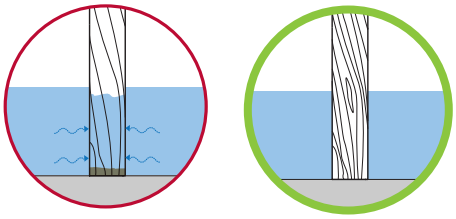
Use single-skin walls rather than cavity walls

Walls with cavities such as brick veneer and typical plasterboard stud walls are prone to trapping water within the wall linings, damaging the framing and forming mould. When replacing or building new walls, the use of single-skin walls is highly recommended.



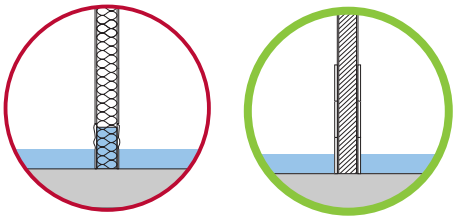
Use water-resistant framing

When building framed walls, it is not recommended to use softwoods such as pine as it is prone to rot and mould after inundation and can decay quickly. It is recommended to build with higher performance water-resistant wall framing materials such as hardwoods or steel. If pine framing is impractical to replace, paint existing frames to assist in future cleaning and prevent mould growth.



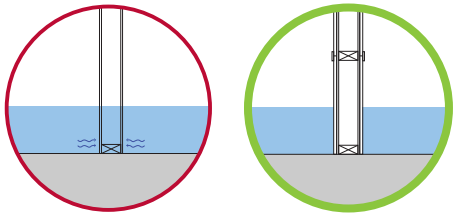
Replace loose-fill insulation with rigid insulation

Loose-fill insulation such as batt insulation is commonly found in wall cavities, however they absorb a great deal of moisture and must be replaced after a flood to avoid mould. Replace loose-fill insulation with rigid or closed-cell insulation such as extruded polystyrene insulation which are water-resistant.



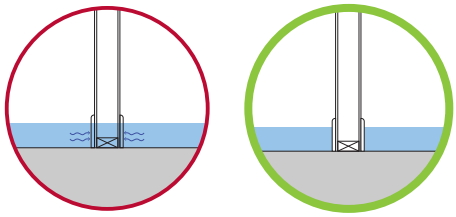
Replace non flood resilient wall linings with flood resilient wall linings

Replace non flood resilient wall linings such as plasterboard with flood resilient wall linings such as fibre cement in order to minimise the chance of flood damage. When installing new flood resilient wall linings, apply waterproofing membrane onto a flood resilient substrate such as fibre cement sheet underneath internal wall linings to further minimise the chance of flood damage.



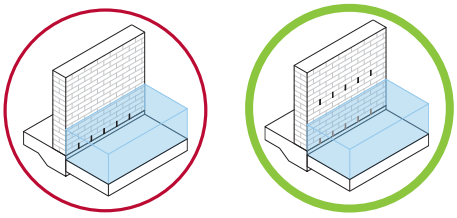
Replace non flood resilient mouldings with flood resilient mouldings

Replace non flood resilient mouldings such as pine with flood resilient mouldings such as hardwood timber to minimise the chance of flood damage. Pine and other softwood moulding is prone to buckling after becoming wet. Replace these with flood resilient mouldings, such as composite or hardwood to ensure resilience.



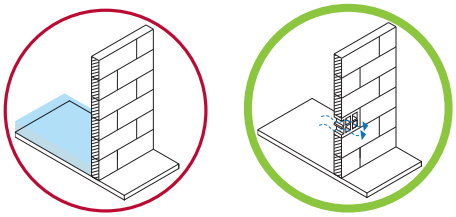
Add additional weep holes to double brick and brick veneer walls

Installing additional weep holes will help to quickly dry out the cavity of a double brick or brick veneer wall. It is important to clean out any existing weep holes to prevent water getting trapped in the wall cavity.



Add air vents to enclosed sub-floor spaces and garages

Installing air vents to enclosed sub-floor areas and garages will help to quickly dry out the area after a flood event.

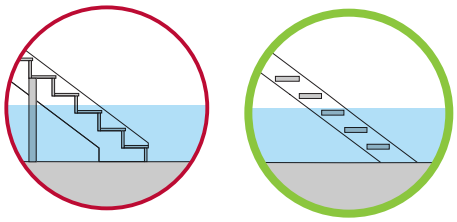


Flood Resilient Design Checklist

In the Home (may be covered by Resilient Homes Fund)

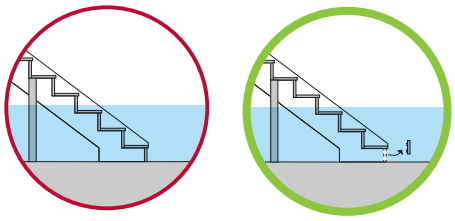
Remove cavities or voids under stairs

To enable an easy post-flood clean-out, stairs should be designed to limit inaccessible areas such as cavities or voids below them. Stairs with open risers (not closed in) made with flood resilient materials will quickly dry out after a flood. Alternatively, stairs up to the possible flood line can be made from solid concrete with no cavity underneath.



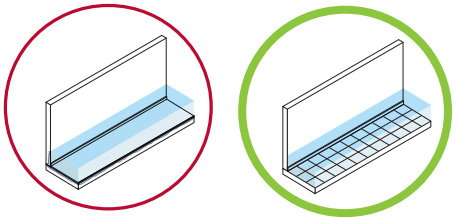
Make the bottom riser of the stairs removable

If an existing cavity stair is at risk of flooding and you cannot replace it with open riser, water-resistant stairs, adjust the bottom riser so that it is removable. This will allow for easy cleaning and drying out after a flood event.



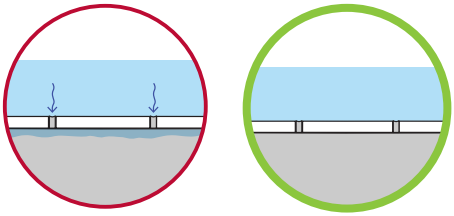
Replace non flood resilient flooring with flood resilient flooring

Replace non flood resilient flooring with flood resilient flooring to minimise the chance of damage and allow for easy cleaning and drying out after a flood event. When replacing flooring, ensure non-resilient substrates (subsurface materials) are replaced with flood resilient substrates. This will minimise warping, rot and damage to the flooring and below the floor.



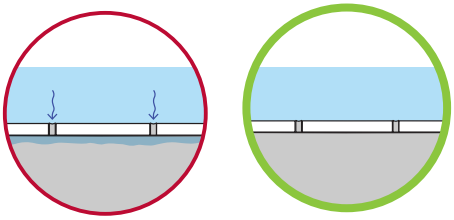
Apply a grout sealant to an existing tiled floor with non flood resilient grout

Adding a grout sealant will help to increase the water resistance of the grout, which will minimise the chance of mould and flood water damage to the tiles after a flood event.



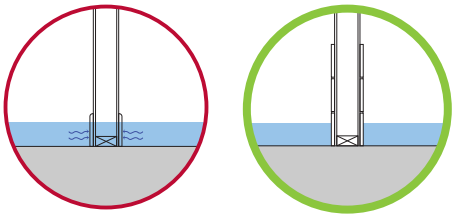
Use flood resilient grout when tiling or re-tiling wet areas

When tiling or re-tiling wet areas, ensure flood resilient grout is used. Otherwise referred to as ‘semi-epoxy’ this grout is less porous and ensures that the wall lining beneath tiles is protected and minimises the chance of mould.



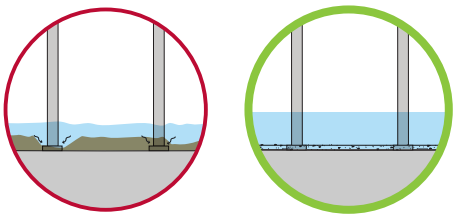
Replace non flood resilient skirtings with flood resilient skirtings

Replace non flood resilient skirtings such as pine with flood resilient skirtings such as hardwood timber or tiles to minimise the chance of flood damage. Non flood resilient skirtings such as pine and other softwoods are prone damage such as warping and rot after becoming wet. Flood resilient skirtings also allow for easy wash out after a flood event.



Add ground surface control to the undercroft of the house

For houses suspended on posts, in some cases, the ground under a house may be causing dirt and mud to interfere with the structure of the house. Ground surface control (e.g. a concrete blinding layer) can help seal the underlying material, protecting the posts and making it easier to clean.

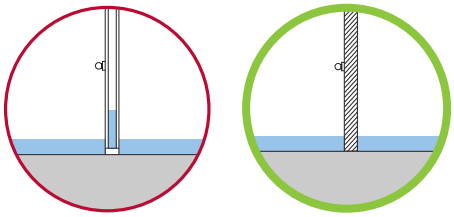


Flood Resilient Design Checklist

In the Home (may be covered by Resilient Homes Fund)

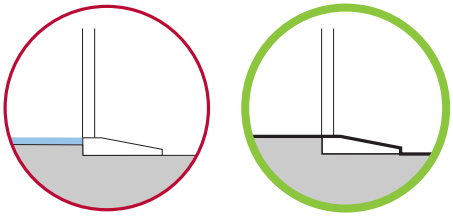
Use solid core doors instead of hollow core doors

Replace hollow core doors with solid core doors to minimise the chance of delamination, warping and rot. As an alternative, use solid timber, aluminium or glass doors.



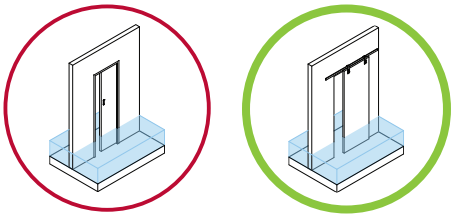
Install flush sills in doorways, external pavements and garden edges

Small steps and sills are often the cause of a small layer of water remaining inside of a house, complicating the clean up process after a flood event. Limit the sills which obstruct the drainage and discharge of flood waters from the interior and install flush sills recessed into a concrete floor.



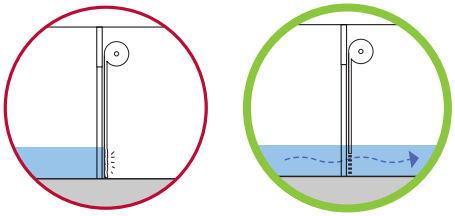
Replace cavity sliding doors with swing or face of wall sliding doors

Replace cavity sliding doors with swing or face of wall sliding doors to minimise the chance of flood water ingress into your cavity wall. Ensure when you replace the door that you also seal off the existing cavity.



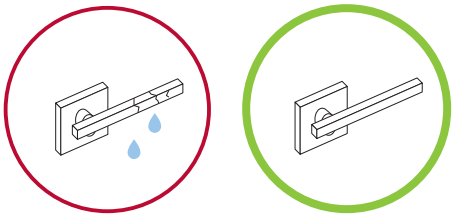
Install a permeable garage door if garage is attached to house

If your garage is attached to your house, permeable garage doors can help in maintaining existing flow paths to reduce adverse impacts to your home and neighbouring properties. Make garage doors permeable so that they do not block the natural flow of water. This should be used in conjunction with other wet-proofing strategies.



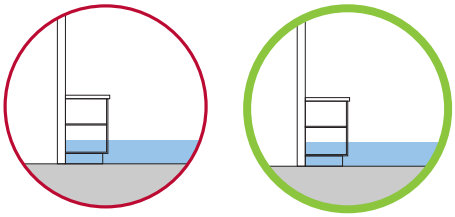
Install corrosion resistant door and window hardware

Install corrosion resistant door and window hardware so these do not need to be repaired or replaced following a flood event.



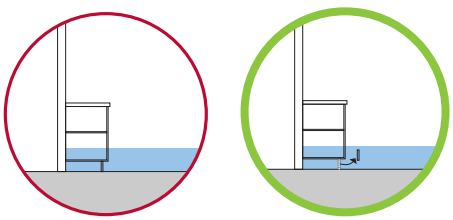
Install flood resilient cabinetry

Cabinetry is often the most expensive element in a house to replace after a flood event. The chance of flood damage can be minimised by using water-resistant materials for all cabinetry including the benchtop, doors, outer panels and the carcass(internal cabinetry frame).



Allow the kickboard to be removable

Adjust the kickboard on the cabinetry units so that they are removable. This will allow for easy cleaning and drying out after a flood event.

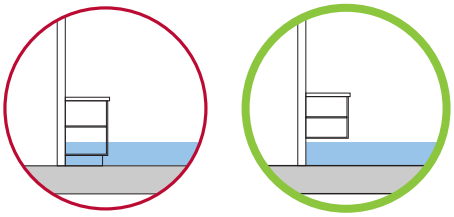


Flood Resilient Design Checklist

In the Home (may be covered by Resilient Homes Fund)

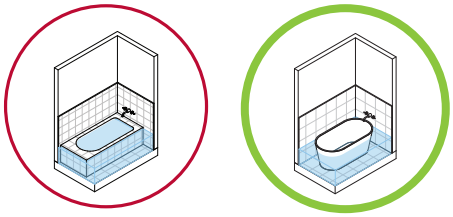
Install raised cabinetry

Where possible, install cabinetry so that it is raised. For example, consider installing wall hung kitchen cabinetry or installing a wall hung vanity basin in the bathroom instead of a built-in cabinetry unit.



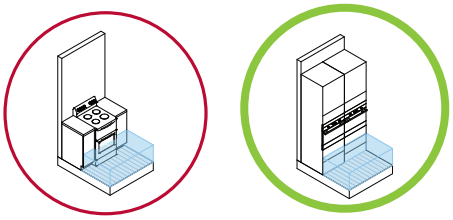
Install a removable panel or replace cavity bathtubs with freestanding bathtubs or showers

Built-in baths with cavities, often built into cabinetry or in tiled areas, are prone to trapping water, damaging the framing and forming mould. A removable panel, freestanding bathtub or shower eliminates gaps where water can be trapped and enables easy access for cleaning around the entire tub.



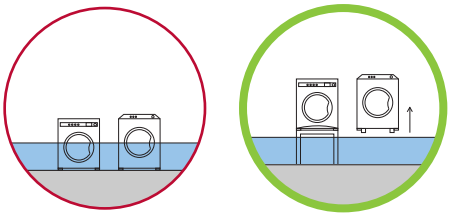
Raise kitchen appliances if possible

Raise fridges, dishwashers, ovens and all other appliances to keep your houses kitchen functioning and prevent failure. This is useful for low levels of flooding.



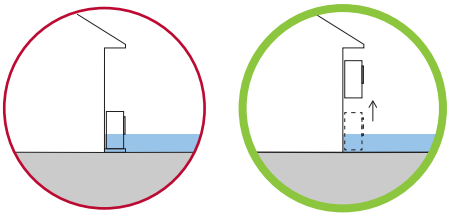
Elevate appliances

Stand-alone appliances such as front-loading washing machines and dryers can be easily raised onto stainless steel benches or wall brackets to minimise the chance of flood damage.



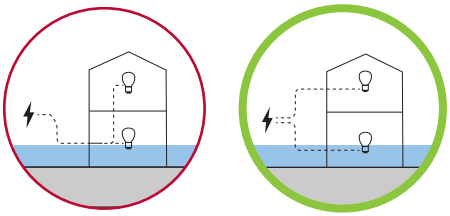
Elevate external services such as air conditioning condenser units, hot water units, rainwater tank pumps and electrical meter boards

Ensure the above external services are raised to keep utilities functioning during a flood event and minimise the chance of flood damage. Hot water units may be replaced by raised instantaneous gas hot water units in some cases. Pool tank pumps are not covered by Resilient Homes Fund.



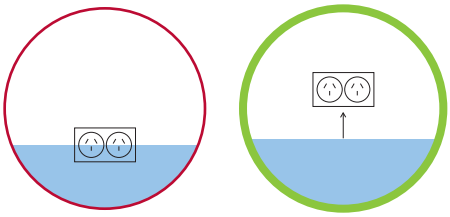
Install separate circuits on the lower and upper levels

Installing separate circuits to each storey allows electricity to run on the upper level if the lower level circuit cuts off due to a flood event.



Elevate powerpoints

Ensure the power-points, data points and all other electrical services are raised to minimise the chance of power outages and faults and allow provision for safety cut-off switches.

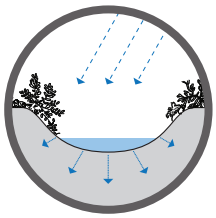


Flood Resilient Design Checklist

In the Yard (not covered by Resilient Homes Fund)

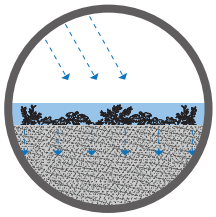
Create a swale

Swales (or bioswales) are a landscape feature and can be used to redirect flood water away from a dwelling. Planted swales are relatively inexpensive and can be aesthetically pleasing. The design and location of swales should complement and support existing stormwater drainage plans for the site. Note: consult a landscape architect.



Create a rain garden system

Similarly to swales, rain gardens collect water and are vegetated with water plants and help slow, filter and collect flood water. Note: consult a landscape architect.

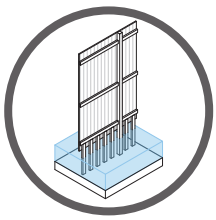


Increase garden absorption area with deep friable topsoil/mulch

Increase the garden areas of your property with plants to filter and slow flood waters. Shaping lawn areas so they have a minimum fall of 1:50 towards gardens and swales help with directing water away from the dwelling. Deep friable top soils are recommended for a greater collection of water and healthy growth of plants and collection. Note: consult a landscape architect.

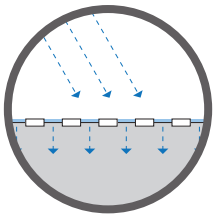
Replace solid fences and screening with permeable fencing components

Reduce flood damage to fences by ensuring the fence is water permeable and made of a resilient material. If privacy or noise is a concern, fences should be permeable up to a height that allows water to flow with ease, and then solid above that point. Some suggested screening materials include: aluminium, composite timber, hardwood timber, and recycled plastic palings.



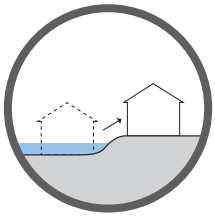
Increase permeable surface areas

Use permeable paving materials and/or remove any unnecessary hard surfaces to allow the ground to absorb water. Some options include: gravel, decomposed granite, permeable pavers, permeable concrete. It is recommended to reduce the width of large paved areas. Note: Consult a Queensland Registered Professional engineer if there are expansive soils and/or if surfaces are close to house.



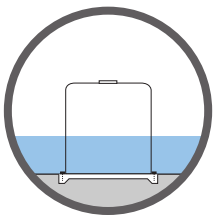
Relocate or replace garden structures that block natural flow paths

Strategically place garden structures to help maintain existing flow paths to reduce adverse impacts on neighbouring properties. Make garden structures permeable so that they do not block the natural flow of water and limit the use of retaining walls that could act as barriers.



Anchor external structures, such as rainwater tanks and sheds

Floods have the ability to uplift structures such as rain water tanks and sweep them downstream toward other properties potentially causing serious damage. Fixing them onto concrete slabs keeps them in place during heavy floods.



Flood Resilient Materials

Identify which of the following non-resilient materials are present in your home and where possible, replace with flood resilient materials.

Building element	Non flood resilient materials/ design	Flood resilient materials
External ground cover	• Large areas of impervious concrete surfaces	• Grass • Mulch, deep crumbly soil • Permeable concrete • Permeable paving • Gravel, stones
Fencing	• Pine and other softwoods	• Hardwood timber fencing • Composite timber fencing • PVC fencing • Metal fencing
Wall construction	• Wall with cavities	• Single skin hardwood stud walls • Single skin brick walls • Single skin concrete block walls • Off-form concrete walls • Autoclaved aerated concrete walls with waterproofing membrane
Wall framing	• Pine	• Hardwood • Steel
Internal wall linings	• Plasterboard • Panelling made from pine or other softwoods • Medium-density fibreboard (MDF) panels	• FC (fibre cement sheeting) • Tiles • Hardwood panelling • Metal • Polycarbonate / translucent sheeting • Marine grade plywood
Internal flooring	• Carpet • Floating timber floors • Vinyl on a non-resilient substrate • Cork	• Polished concrete • Tiles with epoxy grout and water-resistant adhesive • Hardwood flooring on a suspended hardwood sub-floor that is ventilated. • Rubber / vinyl on a flood resilient substrate with chemical set adhesive

Building element	✗ Non flood resilient materials	✓ Flood resilient materials
Internal floor substrate	• Medium-density fibreboard (MDF) panels • Paticle board (yellow tongue sheet flooring) • Low grade, non-marine plywood	• FC (fibre cement sheeting)
Insulation	• Wool and fibre cement batts • Other spray products	• XPS (rigid) insulation • Closed cell flexible sheet insulation • Sprayed polyeurethane foam
Doors and windows	• Hollow core doors	• Solid core doors (wet proofing) • Aluminium doors and windows • Flood doors (dry proofing) • Hardwood architraves
Mouldings (skirtings, dado rails, architraves, cornices)	• Pine mouldings	• Hardwood mouldings • Tile skirting
Cabinetry	• Particle board • Medium-density fibreboard (MDF) panels	• Compact laminate • Acrylic solid surface • Marine grade plywood • Composite timber panels • Stainless steel frame (open) • 316 grade stainless steel
Cabinetry benchtops	• Laminate • Particle board • Medium-density fibreboard (MDF) panels	• Acrylic solid surface • Marine grade plywood • Stone • Composite stone • 316 grade stainless steel
Grout	• Cement based grout	• Semi-epoxy grout • Epoxy grout • Polymer resin grout

Further Information

Refer to your local government area (LGA) council website to access flood risk information about your property.

Refer to your local council's website for latest information on weather warnings, road closures, flood watch cameras, power outages and open evacuation centres.

For information about community support services near you visit Regional community support services.

Refer to the Flood Resilient Building Guidance for Queensland Homes for a more comprehensive guide.

Resilient Homes Fund Registration

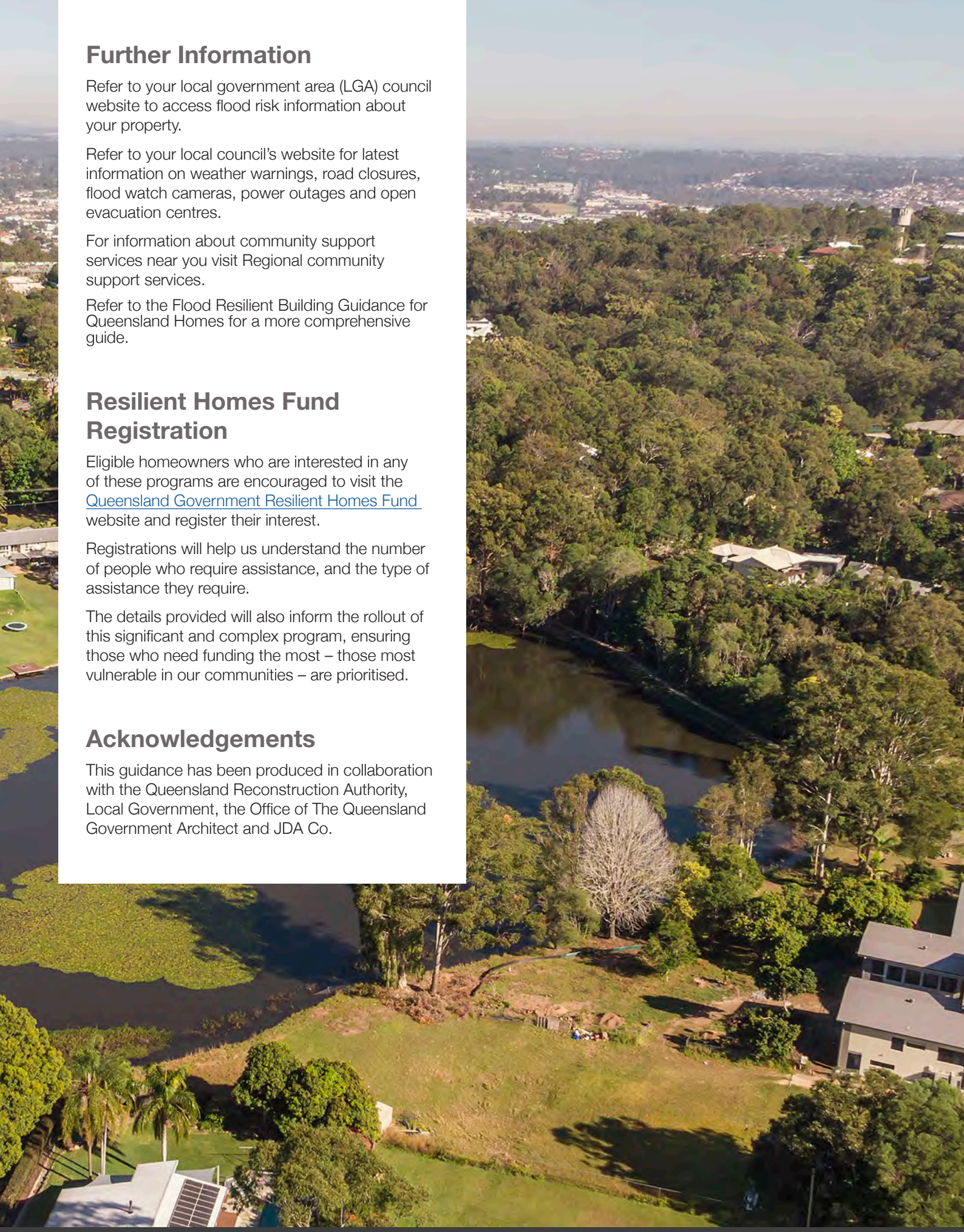
Eligible homeowners who are interested in any of these programs are encouraged to visit the Queensland Government Resilient Homes Fund website and register their interest.

Registrations will help us understand the number of people who require assistance, and the type of assistance they require.

The details provided will also inform the rollout of this significant and complex program, ensuring those who need funding the most – those most vulnerable in our communities – are prioritised.

Acknowledgements

This guidance has been produced in collaboration with the Queensland Reconstruction Authority, Local Government, the Office of The Queensland Government Architect and JDA Co.



For enquiries about the Resilient Homes Fund:

Visit www.qld.gov.au/resilienthomes
Email resilienthomes@epw.qld.gov.au
Call 13 QGOV (13 74 68)