

Government Question on Notice

No. 1

Asked on Friday 28 June 2019

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

QUESTION:

With reference to the Queensland Transport and Roads Investment Program 2019-20 – 2022-23 (QTRIP), mentioned on page 4 of the Service Delivery Statement –

Will the Minister advise on the record investment in road and transport infrastructure and how this will benefit Queenslanders?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government's *Queensland Transport and Roads Investment Program 2019–20 to 2022–23* (QTRIP) represents a record investment in road and transport infrastructure for the fourth year in a row, with \$23 billion committed over the next four years, supporting an average of approximately 21,500 direct jobs over the life of the program. QTRIP has seen an overall increase of more than \$1.3 billion across the four-year period when compared to the previously released 2018–19 to 2021–22 program.

Our government is proud of our record on job creation, including through increasing investment in roads and transport infrastructure across Queensland. Our government's achievements compare favourably to previous years as indicated in the table below.

| QTRIP | Total (\$bn) |
|--------------------------|--------------|
| QTRIP 2011-12 to 2014-15 | 19.374 |
| QTRIP 2012-13 to 2015-16 | 17.793 |
| QTRIP 2013-14 to 2016-17 | 17.241 |
| QTRIP 2014-15 to 2017-18 | 18.086 |
| QTRIP 2015-16 to 2018-19 | 18.843 |
| QTRIP 2016-17 to 2019-20 | 20.021 |
| QTRIP 2017-18 to 2020-21 | 20.977 |
| QTRIP 2018-19 to 2021-22 | 21.700 |
| QTRIP 2019-20 to 2022-23 | 23.016 |

QTRIP integrates transport and land use planning to support sustainable transport solutions; supports the multi-modal needs of Queenslanders; sustains the movement of goods and services around the state; connects communities, enhances road safety and reduces

congestion; supports safe and efficient cycling infrastructure that provides health benefits; and supports the increased capacity needs on Queensland's freight network.

The Palaszczuk Government's commitment to reducing the burden of road trauma for all Queenslanders includes investment of more than \$900 million in targeted upgrades to ensure state roads are safer – increased by over \$200 million in this year's QTRIP.

Billions of dollars have also been allocated for rail and passenger transport infrastructure, and Queensland's boaties will also continue to have their facilities maintained and upgraded thanks to a \$100 million allocation for boat ramps, pontoons, jetties, floating walkways and dredging activities.

QTRIP has reaffirmed the Palaszczuk Government's commitment to supporting growth in regional areas with more than \$14.5 billion allocated to regional Queensland (outside of the Metropolitan region), supporting approximately 13,720 jobs in regional Queensland.

Key projects in QTRIP that are jointly-funded by the Australian Government and Palaszczuk Government include:

- \$1.03 billion for Pacific Motorway (Varsity Lakes to Tugun)
- \$812.9 million for Caloundra Road to Sunshine Motorway project
- \$550.8 million for the North Coast Line – Beerburrum to Nambour Rail Upgrade
- \$514.3 million for Haughton River Floodplain
- \$497.4 million for Mackay Ring Road (Stage 1)
- \$350 million for Mackay Ring Road (Stage 2), also known as the Mackay Port Access Road
- \$481 million for Cairns Southern Access Corridor (Stage 3)
- \$400 million for Ipswich Motorway (Rocklea to Darra) (Stage 1)
- \$197.5 million for Pacific Motorway (Mudgeeraba to Varsity Lakes)
- \$195.3 million for Pacific Motorway / Gateway Motorway merge
- \$189.3 million for Eton Range Realignment project
- \$121 million for Rockhampton Northern Access Upgrade (Stage 1)
- \$110.6 million for Mackay Northern Access
- \$104.1 million for Cairns Southern Access Corridor (Stage 4).

Key projects in the QTRIP 2019–20 to 2022–23 that are fully funded by the Palaszczuk Government include:

- \$152 million for Smithfield Bypass in Cairns
- \$88.6 million for extra car spaces at seven South East Queensland train stations
- \$80 million for Centenary Motorway / Sumners Road interchange
- \$53 million for Northern Transitway on Gympie Road
- \$43 million for Veloway 1 (V1) Cycleway (stage E) from Birdwood Road to Gaza Road
- \$25.5 million for extra car spaces at Greenbank and Eight Mile Plains bus stations
- \$17.2 million for North Brisbane Bikeway (Stages 2, 3 and 4).

Government Question on Notice

No. 2

Asked on Friday 28 June 2019

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

QUESTION:

With reference to page 8 of the Department's Service Delivery Statement and page 20 of Budget Paper 4 –

Will the Minister provide an update in respect of recovery of the transport network following recent natural disasters, and what the Government is doing to make the network more resilient to future weather events?

ANSWER:

I thank the Committee for the question.

Under the Palaszczuk Government's record \$23 billion *Queensland Transport and Roads Investment Program 2019–20 to 2022–23*, a number of key flood-immunity projects were funded across the state, including:

- \$514.3 million (jointly funded) for the Haughton River Floodplain upgrade on the Bruce Highway south of Townsville
- \$103 million (jointly funded) Saltwater Creek bridge upgrades on the Bruce Highway near Aldershot, north of Maryborough
- \$30 million for flood immunity enhancements on Torbanlea–Pialba Road north of Maryborough.
- \$37 million (jointly funded) has been committed for delivery of upgrades to Proserpine–Shute Harbour Road.
- The scope of works for this funding amount will be informed by the planning projects currently underway for Hamilton Plains (completed in 2018) and Myrtle Creek, (due for completion in 2020).
- Upgrades to sections of the Peninsula Developmental Road to provide improved road flood resilience and greater connectivity and access during the wet season on Cape York Peninsula:
 - \$20.5 million to upgrade and seal a 6.7 kilometre section north of Coen .
 - \$10.8 million to upgrade and seal a further 6.4 kilometre section north of Laura

This Palaszczuk Government funding will help deliver real flood-immunity benefits to local communities sooner, in addition to making the network more freight efficient and safer for road users.

In relation to recovery, the Department of Transport and Main Roads (TMR) is making good progress to reconnect communities and support regional economic recovery after six disaster events impacted the state road network in 2018–19.

This includes the North and Far North Queensland Monsoon Trough, which caused unprecedented flooding across northern and western Queensland in late January and early February 2019, and Severe Tropical Cyclone Trevor, which impacted many of the same areas in March 2019.

In 2018–19, a total of 11,833 kilometres—more than one-third of the state road network—was closed or had restricted access during disaster events in activated areas. This includes 3059 kilometres impacted by more than one event.

The department worked quickly to complete temporary repairs, including clearing road hazards and repairing potholes, to reinstate community access. Emergency works on key transport routes were fast-tracked, with the Flinders Highway reopening less than two weeks after floodwaters receded. This responsive approach to road access was critical to ensuring the continued movement of freight and resources from north west and central Queensland, after extensive damage cut the Mount Isa to Townsville rail line.

More than 200 individual sites across 300 kilometres of track on the Mount Isa line required repair before it could reopen, including 38 bridge abutments, 47 kilometres of rail and 120,000 tonnes of ballast.

Thanks to an incredible effort from all involved, the line was reopened within 12 weeks.

Under the guidance and direction of a dedicated Queensland Rail Taskforce, more than 400 employees and contractors from across the state were engaged in repair works, working some 160,000 hours over 12 weeks to repair track infrastructure between Richmond and Cloncurry.

The focus now is on detailed damage assessments on the state-controlled road network to determine the full scope of reconstruction works and undertaking those works where required.

The department appreciates that disaster events of this scale cause significant disruption to the community and is working hard to repair damaged roads as quickly as possible.

On the Flinders Highway in north west Queensland, detailed damage assessments are underway on the severely damaged Richmond to Julia Creek and Julia Creek to Cloncurry sections. This will determine the scope of reconstruction works, with delivery planned to commence from September 2019.

My department is also assisting property owners to reinstate damaged boundary fencing along state roads. This will help control livestock movements and mitigate safety risks for drivers, particularly along high-capacity freight routes in north west Queensland.

Near Townsville, works to restore the Alice River Bridge on Hervey Range Road—where the abutments and river banks were severely eroded by flooding—progressed so well that the bridge was able to be reopened on 26 June 2019, two months ahead of schedule. Further works were undertaken, and the project completed in early July 2019.

Geotechnical works to repair several landslip sites on Hervey Range Road are being scoped.

North of Townsville, at Mount Spec Road on the Paluma Range, works to stabilise slopes at nine landslip sites are expected to be completed in mid-August 2019.

In central west Queensland, reconstruction works are being scoped to repair widespread pavement damage on the Kennedy Developmental Road and Diamantina Developmental Road.

A total of \$33.6 million has been spent on 2018–19 event natural disaster works to 30 June 2019. Based on initial damage estimates, repairs to the state road network following disaster events in 2018–19 are expected to cost up to \$300 million. The program value will be subject to review as network damage assessments are completed and following procurement with confirmed tender prices for projects.

Eligible reconstruction works are jointly funded by the Australian and Palaszczuk Governments under the Natural Disaster Relief and Recovery Arrangements and Disaster Recovery Funding Arrangements. Under these arrangements, the Australian Government provides up to 75 per cent of the funding, with 25 per cent from the Palaszczuk Government.

Reconstruction works must be completed within two financial years after the end of the financial year in which the relevant disaster occurred. For 2019 events, reconstruction works must be completed by 30 June 2021.

The department is working with the Queensland Reconstruction Authority to progress proposals for betterment works to be delivered in conjunction with the 2019 events reconstruction program.

These works will be funded on a 50:50 basis by the Australian and Palaszczuk Governments through a \$100 million infrastructure betterment fund under the Disaster Recovery Funding Arrangements.

The Palaszczuk Government has lodged candidate projects for consideration in this program, to improve flood immunity and resilience at key sites where there has been a history of repeated flood damage impacting the transport network. This includes on the Flinders Highway, where works to improve drainage and protect the road pavement and shoulders are proposed. Works are supported by flood studies previously undertaken by the department.

Other proposed sites are:

- shoulder and batter protection works on the Kennedy Developmental Road (Hughenden–Winton) and Richmond–Winton Road
- sealing some unsealed sections of the Burke Developmental Road
- shoulder sealing on the Wills Developmental Road.

Where possible, the department seeks complementary funding from other sources to make infrastructure more resilient to future disaster events. For example, after Severe Tropical Cyclone Marcia washed away the timber Burnett River Bridge in Central Queensland in 2015, it was replaced with a new two-way concrete bridge two metres higher and the bridge approaches realigned to improve visibility and safety. This was funded through \$3.277 million in Natural Disaster Relief and Recovery Arrangements (NDRRA) funding and \$10.358 million in complementary funding from other state sources.

I would like to thank all those who have worked together on the mammoth task of reconnecting Queensland following these natural disasters, TMR and Queensland Rail staff, Roadtek, industry, local councils, and the community.

Government Question on Notice

No. 3

Asked on Friday 28 June 2019

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

QUESTION:

With reference to the Department's Maintenance, Preservation and Operations budget, mentioned in page 5 of the Service Delivery Statement —

Will the Minister advise the Department's approach to maintenance on the state-controlled road network?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is committed to maintaining a safe and resilient road network for all Queenslanders. That is why our government invested a record \$4.13 billion for maintenance, preservation and operation of the state-controlled road (SCR) network in the *Queensland Transport and Roads Investment Program (QTRIP) 2019–20 to 2022–23*.

Queensland has the longest SCR network of any Australian state/territory. As at 30 June 2018, the SCR network comprised 33,367 kilometres of roads including, 397 kilometres of motorway, 4009 kilometres of unsealed roads, 3113 bridges, 4757 major culverts and 32 tunnel sections. The length of the busway network is 29 kilometres.

The National Land Transport Network (NLTN) component of the state-controlled road network comprises 4996 kilometres for which the Australian Government has primary funding responsibility.

The gross replacement value of the state-controlled road network is \$73.929 billion (30 June 2018), making it the state's most valuable public asset.

The optimal renewal timeframe for the road network is the point in time to renew, replace or rehabilitate the asset from a whole of life cost perspective. However, I wish to stress that safety is our number one priority and routine maintenance activities ensure that all state-controlled roads are as safe as possible for the travelling public.

The estimated value of the backlog was \$5.312 billion as at 30 June 2018 (noting the standard annual assessment ending 30 June 2019 will not be finalised until October 2019).

Notably, the first Total Asset Management Plan, prepared in 2014 in response to the 2013 Commission of Audit Recommendation 41 predicted a renewal backlog of \$7.4 billion by 2024.

Under the former Newman LNP Government, not only did it not seek to increase investment in maintenance, but it also cut more than \$600 million from the 2012–13 to 2015–16 Queensland Transport and Roads Investment Program (QTRIP).

While the Palaszczuk Government has been steadily increasing its commitment to roads and transport investment, with its fourth record investment in QTRIP out of five budgets, the Australian Government has refused to properly fund maintenance of Queensland's National Network, by only contributing some 50 per cent towards related maintenance costs.

This increased investment by the Palaszczuk Government has ensured that the total length of the state-controlled road network that requires rehabilitation or resurfacing has been reduced by 695 kilometres. This comprises 723 kilometres that has been eliminated from the backlog of road resurfacing treatments, offset by an additional 28 km requiring rehabilitation.

My department's 'run-maintain-build' philosophy supports the prioritisation of investment in maintenance, preservation and operation to get as much as possible out of the existing network. This process continues to mature and improve through research, innovation and implementation into practice.

This framework was recognised by the Queensland Audit Office as a mature approach to investment and programming.

Building on the extra \$100 million allocation provided for maintenance, preservation and operation activities in last year's QTRIP 2018–19 to 2021–22, an additional \$48 million has been allocated to the maintenance works program in the QTRIP 2019–20 to 2022–23.

By comparison, the current four-year QTRIP (2019–20 to 2022–23) represents an increase of \$1.36 billion (or 49 per cent) over that approved by the Newman LNP Government for maintenance, preservation and operation activities which totalled \$2.77 billion in its last four-year QTRIP published in 2014–15.

The department prioritises lower-cost and non-infrastructure solutions, for example, smart motorways, which can generate similar outcomes to new infrastructure. This reduces the need for significant capital expenditure and frees up funding to redirect towards sustaining the existing network.

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

An example of this, which has had a significant impact on the extent of the backlog, relates to research into the longevity of bitumen seals and has enabled the department to confidently extend the service life of sprayed bitumen seals.

Any maintenance backlog on the SCR network is being effectively managed by the Department of Transport and Main Roads, assisted by increased investment by the Palaszczuk Labor Government. It is hardly surprising that the renewal backlog has grown from that estimated in the first Commission of Audit report considering the cuts imposed by the Newman LNP Government and the refusal of the Federal LNP to properly fund maintenance on the NLTN.

Once again, the Palaszczuk Government is doing the heavy lifting to make up for the Federal LNP's failure to fairly fund Queensland infrastructure, and is continuing to repair the damage caused by the Newman LNP Government.

Government Question on Notice

No. 4

Asked on Friday 28 June 2019

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

QUESTION:

With reference to page 10 and 30 of the Service Delivery Statement—

Will the Minister explain what steps the government is taking to improve road safety outcomes?

ANSWER:

I thank the Committee for the question.

Road Fatalities and Serious Injury Statistics

The preliminary number of people killed on Queensland's roads for the 2018–19 financial year is 228. This is 18 (or 7.3 per cent) fatalities fewer than the previous financial year (246) and 13 (or 5.4 per cent) fewer than the previous five-year average. The number of people killed on Queensland's roads in the 2018–19 financial year is the lowest number of road fatalities recorded for a financial year for Queensland since accurate records began in 1962-63.

The main behaviours and road users involved in fatalities on Queensland's roads for the 2018–19 financial year (preliminary to 31 March 2019) were senior adult drivers and riders aged 60 years or over (48 or 27.0 per cent), young adult drivers and riders aged 16 to 24 years (42 or 23.6 per cent), drink drivers and riders (40 or 22.5 per cent), speeding drivers or riders (37 or 20.8 per cent) and heavy freight vehicles (37 or 20.8 per cent). Our most vulnerable road users accounted for 61 fatalities (or 34.3 per cent).

The June 2019 service standard target of 4.70 road fatalities per 100,000 population was determined based on progressive annual decreases from the 2015–16 target of 5.40, towards the December 2020 road safety strategy target of 3.84 road fatalities per 100,000 population. This aligns with the target set under the National Road Safety Strategy 2011–2020 to reduce road fatalities and serious injuries by at least 30 per cent by 2020 from the 2008–2010 average.

The 228 people killed on Queensland's roads equates to a rate of 4.51 fatalities per 100,000 population and is below the set 2018–19 target of 4.70. Queensland's rate of 4.51 fatalities per 100,000 population is nine per cent lower than the previous 12 month period (4.96) and is third behind the Australian Capital Territory (1.42) and Victoria (4.12).

Delays in receiving data sets from reporting systems have impacted on the ability to report against the 'Hospitalised road casualties per 100,000 population' service standard. The 2018–19 target for this measure is 121 hospitalised road casualties per 100,000 population. The most recent figures reported for the measure are preliminary and are subject to change.

From 1 January to 31 December 2018 there were 6750 hospitalised road casualties as a result of crashes in Queensland. This is 240, or 3.7 per cent, greater than the previous calendar year (6510) and 245 (or 3.8 per cent) greater than the previous five-year average. The hospitalised

casualty figure of 6750 equates to a rate of 134.69 per 100,000 population, which is two per cent greater than the 2017 hospitalised casualty rate of 132.11.

The main behaviours and road users involved in hospitalised casualties on Queensland roads for the 2018 calendar year were young adult drivers and riders aged 16 to 24 years (2169 or 32.1 per cent), senior adult drivers and riders aged 60 years or over (1692 or 25.1 per cent) and distracted or inattentive drivers and riders (1351 or 20 per cent). Our most vulnerable road users accounted for 1676 of the hospitalised casualties (or 24.8 per cent)

The trend in the number of people killed on Queensland roads for the past 30 years has been downward. Since 1970, landmark initiatives have contributed to significant decreases in the number of people killed on Queensland's roads, including compulsory wearing of front and rear seatbelts, reductions on the blood/breath alcohol concentration limit, random breath testing for drink driving, mandatory bicycle helmets, the introduction of a graduated licensing scheme to improve novice driver safety, speed enforcement, and improvements in road infrastructure and vehicle safety engineering.

While the trend reduction in overall road fatalities is comforting, the human cost of using our roads is still too high, costing the community \$1.88 billion during the 2018–19 financial year for fatalities and \$3.61 billion during the 2018 calendar year for hospitalised casualties. The impact on families, first responders and communities is obviously incalculable.

Our Government's Strategy for Road Safety

The Palaszczuk Government does not accept that fatalities and serious injuries are the natural cost of using our roads. The *Queensland Road Safety Strategy 2015–21* introduced a new, ambitious vision for the future – zero road deaths and serious injuries. This is consistent with Australia's vision for road safety set out in the National Road Safety Strategy 2011–2020.

Queensland's Interim targets are to reduce fatalities from 303 (average 2008–2010) to 200 or fewer by 2020 and to reduce hospitalised casualties from 6,670 (average 2008–2010) to 4669 or fewer by 2020. This is consistent with the National Road Safety Strategy interim target to reduce fatalities and serious injuries by at least 30 per cent by 2020.

These targets are challenging, so we need the entire community to be involved. For this reason, we will continue to engage with the community to develop our next Road Safety Action Plan for 2019–2021. Most recently we have held forums in Maryborough, Rockhampton and Brisbane and will continue to seek input from Queenslanders across the state to help us understand their unique road safety issues and priorities in local areas.

Our Government's Investment in Road Safety

Our Government will continue to make significant investments into reducing road trauma across our state. When compared to the previous four years of funding, the *Queensland Transport and Roads Investment Program 2019–20 to 2022–23* commits an additional \$212 million of state funding to the Targeted Road Safety Program, bringing the total state investment to \$830 million. Including federal funding contributions, the total investment in the Targeted Road Safety Program is more than \$900 million over four years to fund infrastructure safety projects proven to reduce road crashes.

The Targeted Road Safety Program is made up a number of investment sub-programs including the Safer Roads Sooner Program and the High Risk Roads Program that aim to improve the safety outcomes for road users and reduce the impacts of road trauma through high-benefit road safety infrastructure interventions and other safety initiatives. Funding is primarily sourced from

initiatives like the Camera Detected Offence Program and the Australian Government's Black Spot Program.

In 2018–19, fifty-four projects valued at over \$31 million were funded through the Safer Roads Sooner Program. The Safer Roads Sooner Program focusses on cost-effective high-benefit projects to treat high risk intersections and other discrete sites on the state-controlled network. Examples of projects funded through the Safer Roads Sooner Program during 2019–19 include:

- \$3.5 million for pavement widening, wide centre line treatment and wider shoulders along the Mareeba-Dimbulah Road, Dimbulah.
- \$2.8 million for curve realignment, road surface friction improvements for the Cunningham Highway, Tarome.
- \$3.5 million for road realignment, installation of protected right turning lane, installation of guardrail and resurfacing at the intersection of Nerang-Murwillumbah Road and Beechmont Road, Advancetown.

\$45 million was allocated to the High Risk Roads Program in 2018–19. This program focuses on addressing all safety issues on road lengths identified to be treated. The High Risk Roads program identified 26 sections of the state-controlled road network to initially investigate and treat. These 26 sections, while representing only 1.4 per cent of the network, carries 10 per cent of all fatal and serious injury crashes. Some of the significant road safety projects funded in 2018–19 include:

- \$18.1 million for the Gillies Range Road
- \$43.4 million for the Kennedy Highway
- \$14.3 million for the Mount Lindesay Highway
- \$19.4 million for the New England Highway.

Vulnerable Users is another program that is funded by the Targeted Road Safety Program. This program provides funding to address identified road safety issues that impact pedestrians, cyclists and motorcyclists. Seventeen projects valued at \$8.5 million were funded this financial year. The Targeted Road Safety Program allocates funds based on a very detailed Investment Rationale which has direct links to the Queensland Road Safety Action Plan.

To assist in delivering on the Queensland Road Safety Action Plan outcomes, the Targeted Road Safety Program investments are prioritised based on three objectives:

1. Improve road safety and reduce the number of people killed and seriously injured on Queensland's roads
2. Increased safety rating of roads
3. Value for money should be achieved from safety projects delivered.

Examples of significant road safety projects already contributing to a safer and secure transport system in Queensland by enhancing safety on the road network include:

- \$19.8 million which funded the installation of additional safety barriers on the Pacific Motorway.
- \$12.5 million for the installation of traffic signals at the intersection of Hervey Bay Road and Urraween Road.
- \$10 million for intersection improvements on the Warrego Highway at the intersection of Tallegalla Road and Lowood-Minden Road.

Examples of projects that will be delivered in 2019–20 under the Targeted Road Safety Program include:

- \$1.1 million project on the New England Highway (19.00 to 24.00km). Road safety improvements include shoulder widening at targeted locations, installation of warning signs, raised reflective pavement markers, road edge guide posts, chevron alignment markers, audio tactile line marking and guardrail.
- \$3.2 million project at the intersection of Toowoomba–Cecil Plains Road and Oakey Pittsworth Road. Road safety improvements include realigning the northbound approach to separate the intersection and clearing trees to improve visibility.
- \$1.8 million project on the Tamborine–Oxenford Road (5.79 to 6.07km). Road safety improvements include widening the lane and shoulder width through a curve.
- \$2.2 million project at the intersection of Proserpine–Shute Harbour Road and Gregory Cannon Valley Road. Road safety improvements include reconstructing the intersection to provide raised concrete medians targeted at controlling vehicles cutting the corner and removing a severe bump at the rail crossing and providing intersection lighting.

While we will continue to deliver record investment in infrastructure improvements to existing roads under the Targeted Road Safety Program the \$23 billion *Queensland Transport and Investment Program 2019–20 to 2022–23* also reaffirms the Palaszczuk Government's commitment to supporting growth with investment in new infrastructure projects, such as \$37 million towards duplication of Cleveland–Redland Bay Road at Magnolia Parade to Benfer Road and \$12.45 million towards planning for duplication of the Cairns Western Arterial Road. These projects align to the Department of Transport and Main Roads' Road Safety Policy which puts a focus on the safety of Queenslanders, ensuring the department has a holistic, safe system approach to road safety outcomes when planning, prioritising and delivering new infrastructure.

Prevalence of the Fatal Five

Despite these investments, the 'Fatal Five'—driving fatigued, drunk or drug driving, not wearing a seatbelt, speeding and driving distracted—continue to represent the main causes (either alone or in combination with each other) of most fatalities and serious injuries on Queensland roads.

Drink driving is still one of the major killers on Queensland roads, despite being widely regarded as a socially unacceptable behaviour. Between 2014 and 2018, 252 people were killed and 2804 people were hospitalised due to drink driving. In 2018, drink driving contributed to almost one fifth (18 per cent) of the number of people killed on Queensland roads. Currently, Queensland's efforts to stem drink driving involves a range of measures that include legal alcohol limits, random breath testing, licensing penalties and fines, vehicle impoundment, the alcohol ignition interlock program and public education and advertising campaigns.

Legislation to enhance the current drink driving sanctions and ultimately increase safety on our roads is currently waiting debate, having been supported by committee. The legislation includes a package of drink driving reforms to reduce this continuing and unacceptable dangerous behaviour in Queensland. The reforms include:

- introducing education programs for drink driving offenders including a Brief Intervention Education Program for first time drink driving offenders and a Repeat Offender Education Program for repeat drink drivers
- enhancing the Alcohol Ignition Interlock Program by moving from a time based to performance-based system so that people must demonstrate they have separated their drinking and driving to successfully complete the program

- increasing the current two years 'sit out' period that applies to those people who chose not to fit an interlock to a vehicle, to five years
- expanding the interlock program to require mid-range drink drivers, who have a blood alcohol concentration from 0.10 to less than 0.15, to participate in the program.

Speeding is one of the major contributors to road trauma in Queensland and continues to be prevalent on our roads. On average (during 2014 to 2018), speeding contributed to 24 per cent of the number of people killed on Queensland roads. In 2018 alone, 245 people were killed on Queensland roads, with 50 of these (or 20 per cent) in speed-related crashes.

The Camera Detected Offence Program (CDOP) plays an important role in Queensland, deterring drivers from speeding and running red lights. Speed and red light cameras are installed where crashes often happen, motorists commonly drive above the speed limit or disobey a red light, or put road workers, pedestrians, or other road users at risk.

Speed and red light cameras have a proven record in reducing the number of people killed on Queensland roads. An evaluation completed in 2017 by the Monash University Accident Research Centre (MUARC) found that Queensland's speed and red light cameras were estimated to be associated with an overall reduction in all police reported crashes of between 24 and 30 per cent over 2013–2015. This represents an annual reduction of at least 3400 crashes of all severities per year. Savings to the community were estimated at between \$618 million (human capital) and \$1.4 billion (willingness to pay). Over 98 per cent of the savings associated with the program are attributed to the mobile speed camera program which operates anywhere, anytime.

Our Government is completely upfront about how CDOP money is used and publicly report on speed camera revenue on the TMR website. We are required by law to use money collected from speeding and red light camera fines (in excess of administration costs), to improve road safety. This includes safer road improvements, road safety education and awareness, community grants, Queensland Health blood products and flashing school zones signs.

During the 2018–19 and 2019–20 financial years, the Camera Detected Offence Program has approved funding to install an additional four, point to point camera systems, ten new combined red light/speed cameras and ten upgrades of existing red-light cameras to combined red light/speed cameras. These new cameras will be placed at the highest risk locations, based on the number and severity of road crashes and other risk factors.

The mobile speed camera program annual operating hours have been incrementally increased each financial year, starting at 110,000 hours in 2017–18 increasing to 115,000 hours in 2018–19. The Camera Detected Offence Program has approved funding to increase annual operating hours again for the 2019–20 financial year to 120,000 hours.

Since the introduction of seatbelts in the 1970s, there has been almost universal acceptance of their life saving benefits. However, over the past five years, more than a quarter (26 per cent) of vehicle occupants who died in road crashes were unrestrained (where seatbelts use was known). In 2018, one in four (27 per cent) vehicle occupant fatalities were unrestrained. Due to this large spike, a forum was held in Townsville as part of Queensland Road Safety Week 2018. The purpose of the forum was to explore the reasons some individuals do not wear seatbelts and to develop short, medium and longer-term solutions to address this. In summary, to encourage more people to buckle up, more often. Twenty-six people participated from a range of state government agencies including, emergency services, youth, health, transport and community organisations, including intercultural and indigenous groups, and local councils. The full day workshop saw participants analyse recent research, including motivations and barriers to seatbelt use, and generate practical ideas to encourage more Queenslanders to wear their seatbelt on every trip, every time.

The first deliverable of the seatbelts forum held in Townsville in August 2018 was a campaign to improve seatbelt use launched in December 2018 featuring social media, outdoor billboards and social media. It achieved more than 4 million impressions online reaching over a million people, resulting in over 2000 page views. The second stage of the campaign focusing on the penalties for not buckling up launched in February 2019 and also achieved more than 4 million impressions and 3600 page views. Overall the campaign performed strongly, achieving good levels of recall and influencing behaviour change. The target audience of people who don't always wear seatbelts were strongly impacted by this campaign, with more than three-quarters (76 per cent) agreeing they had worn a seatbelt more often as a result of seeing the campaign. Further, the campaign encouraged people to speak up to tell others to buckle up.

Fatigue continues to be a major behavioural contributor to road trauma in Queensland. On average (during 2014 to 2018), fatigue contributed to 12 per cent of the number of people killed on Queensland roads. In 2018, fatigue contributed to one eighth (13 per cent) of the number of people killed on Queensland roads. The StreetSmarts social media channels are used to post regular messages about warning signs of fatigue, and how to avoid driving tired in the first instance.

The last of the Fatal Five, distracted driving, is becoming increasingly prevalent in crashes. During 2018, there were 1381 serious casualties as a result of driver distraction within Queensland which represents or 19.7 per cent of all serious casualties within Queensland. This is an increase of 217 (or 18.6 per cent) when compared with the previous year and 119 (or 9.4 per cent) when compared with the previous five year average.

Queensland hosted a National Summit on Driver Distraction in Brisbane from 1–3 July 2019 to bring together leaders to discuss the issue and formulate ideas about how we might better address driver distraction. In attendance were vehicle manufacturers, device manufacturers, insurance providers, telecommunication providers, infrastructure planners, academic researchers, regulators and enforcement agencies from around Australia.

These stakeholders identified a range of suitable solutions to address driver distraction resulting from illegal mobile phone use by taking part in interactive dialogue along five strategy areas: designing for a safer interaction between vehicles and devices, mapping out the adoption of in-vehicle distraction mitigation technology, considering vehicles as a workplace, encouraging greater compliance through enforcement and, utilising behaviour change programs.

To maintain the momentum generated by the summit, TMR will continue to work with industry and jurisdictional partners, including the Australian Government, to develop a road map to drive implementation of these solutions across the system with key actions to be included in the Queensland Road Safety Action Plan due later this year. There is no 'silver bullet' solution to solving this problem and the ideas discussed by these stakeholders will help guide our way forward in the short, medium and long-term.

Educating Queenslanders

One short term action will be a new road safety campaign to launch during Queensland Road Safety Week in August 2019 to discourage people from using their mobile phones while driving. This campaign will include TV, radio, outdoor advertising and social media and will be another step towards getting drivers to leave their phones alone by using simple features like do not disturb.

Road safety campaigns play a key role influencing the community to be more 'StreetSmart'. In 2018–19, \$8.12 million was spent on campaigns targeting drink driving, speeding, seatbelt use, electric scooters, pedestrian safety and a range of other important issues.

For example, the popular '#LiftLegend' campaign encouraged people to arrange safe travel home, rather than risk drink driving. More than eight in 10 Queensland drivers surveyed recalled the #LiftLegend message and nearly three-quarters (73 per cent) agreed the campaign made them more likely to consider alternate options to get home safely after drinking. #LiftLegend achieved more than 31 million impressions online and almost 4.9 million completed video views.

Our partnership with Cricket Queensland extended #LiftLegend messages to more than 156,000 people at Big Bash League (BBL) games from December 2018 to February 2019. More than three quarters of surveyed cricket fans recalled seeing #LiftLegend at the games. #LiftLegend messages were also extended through the Queensland Cricket website, online tickets and social media.

A new speed campaign, 'Drive Smarter, Not Faster' ran from April until early July 2019. The campaign featured dash cam footage of everyday drivers speeding and being distracted by their phones. In a world first, we showed these same drivers trying a range of simple neuroscience experiments, which reduced their speed and improved their focus on the road. It is currently being evaluated.

A rideables education campaign initially ran on StreetSmarts social media channels in December 2018 to promote the introduction of Queensland's new rideable laws. A follow-on campaign in the Brisbane CBD in April 2019 reminded users to give way to pedestrians, wear a helmet and not ride on CBD roads, main roads or bike lanes. Messages appeared on outdoor panels located on 40 CBD streets, at Central Station and on StreetSmarts social media channels. The outdoor campaign reached half a million people in the Brisbane CBD and both campaigns reached almost 1 million people on social media.

A campaign targeting pedestrians in the Brisbane CBD was launched during Queensland Road Safety Week in August 2018. Using bus shelters, chalk outlines and other outdoor ads, the campaign encouraged pedestrians to take extra care when crossing the road in the busy city area. Across the week of placement outdoor advertising had a total of 1,034,400 contacts with a total reach of 39.7 per cent.

National Road Safety Week 2019 (NRSW) was held from 6 to 12 May, with an official launch event held in Brisbane on Sunday 5 May. NRSW was held in partnership with Safer Australian Roads and Highways (SARAH) Group and was supported by various road safety advocates and organisations across Australia. A targeted campaign to help keep emergency roadside responders safe while on the job was also launched during the week. The 'Move Over, Slow Down' campaign reminded road users to give emergency responders, roadside assist crews and tow truck operators the space they need to work safely when responding to roadside incidents. The campaign ran on social media and at selected outdoor locations where these highly vulnerable emergency responders are often forced to work.

The 'Let's change the way we look at speed' campaign ran for the last time over the September-October school holidays in 2018, achieving over 5,800,802 impressions on social media. The 'Let's change the way we look at speed' campaign was on air since 2016, with a range of creative treatments aimed at low-level speeding in residential areas. The campaign ran for the last time during May and October 2018. Post-campaign research showed that the campaign was very effective in reminding drivers that speeding at low levels is dangerous. Since seeing the campaign, more than eight in 10 people surveyed agreed they were more aware that a little over the speed limit is fast enough to kill, and one in five said they now drive more carefully. Additionally, a third of occasional speeders said they were ready to change their driving behaviour.

and over a quarter believed they had already changed (but still speed some of the time). Online results were also strong, achieving over 9,500,000 impressions across social media for both bursts in 2018.

A strong online community has been developed through StreetSmarts with almost 149,000 followers, and each month we reach more than one million people through Facebook, Twitter, Instagram and Snapchat. StreetSmarts social media is used to communicate about the Fatal Five and other important road safety issues such as road rules, bicycle safety, heavy vehicles and sharing the road.

We continue to engage with our most at-risk group, young people, through initiatives such as the Co-Lab Youth Road Safety Challenge (Co-Lab). Since Co-Lab began, over 12 million people have been reached through the winning campaigns, highlighting the effectiveness of the program to engage with young people about road safety issues in a way that appeals to them.

The third Co-Lab campaign, 'Let's drive the number of people killed on Queensland roads down to zero' ran in August 2018 and challenged why we accept road trauma as part of everyday life. The campaign achieved over 9.8 million impressions and 4.6 million video views. Most recently Co-Lab 2019 brought together 75 young people to develop an online campaign idea to get young drivers into safer cars. The winning idea will launch in August during Queensland Road Safety Week 2019.

All major road safety campaigns are evaluated through post-campaign surveys conducted by research companies to ensure they achieve their intended objectives. To help us find innovative ways to reach people and ultimately encourage them to be safer road users, TMR regularly conducts research including surveys and focus groups with Queensland road users. This year online polls will be run through our StreetSmarts Facebook page to allow more immediate, direct feedback from the community about the issues that matter to them.

Partnerships for Road Safety

The Palaszczuk Government continues to support local road safety initiatives, education and innovation through the Community Road Safety Grants Scheme. To date, over \$14.3 million has been allocated to 247 community groups to implement 346 initiatives. The 2019 round of Community Road Safety Grants closed in early June and the fifty applications, totalling over \$715,000, are progressing through the assessment process. The successful applicants are due to be announced during Queensland Road Safety Week in August 2019.

Queensland's renewed Heavy Vehicle Safety Action Plan 2019–21 was also released at the Brisbane Truck Show on Thursday 16 May 2019. Developed in consultation with the Queensland Trucking Association, National Heavy Vehicle Regulator and Queensland Police Service, the Action Plan builds on the priorities and initiatives of the previous plan and will implement further initiatives to reduce heavy vehicle road trauma.

With 36 road safety interventions across the key action areas of safer roads, safer vehicles, safer speeds and safer people the Heavy Vehicle Safety Action Plan 2019–21 complements the state's broader road safety strategy strengthening our commitment to reducing heavy vehicle fatalities on Queensland roads.

The Palaszczuk Government continues to monitor, evaluate and design road safety interventions to ensure Queenslanders have the safest network possible, and in partnership with the community will continue to drive down fatalities and serious injuries on our road network.

Government Question on Notice

No. 5

Asked on Friday 28 June 2019

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

QUESTION:

In relation to capital allocated to TMR for Information Technology, as mentioned in Budget Paper 3 –

Will the Minister explain the Department's approach to IT infrastructure, including details of relevant expenditure?

ANSWER:

I thank the Committee for the question.

The Department of Transport and Main Roads (TMR) has an annual budget of over \$9 billion, employing over 7000 full time equivalent staff across the state of Queensland. Technology is a key enabler of the services that my department provides to Queenslanders.

Budget Paper 3 shows an allocated capital investment of \$17.483 million in Information and Communication Technology (ICT) projects and infrastructure upgrades in 2019–20, which equates to 0.6 per cent of TMR's capital investment.

TMR's approach to ICT projects is through a rolling program of work. Projects are prioritised on an annual basis to align with TMR's *Strategic Plan 2019–2023*. This prioritisation considers the five strategic objectives of accessible, safe, responsive, efficient and sustainable to ensure TMR has the correct balance of projects within its portfolio to provide the best outcomes for Queenslanders and create a single integrated transport network accessible to everyone.

TMR has in place several strategies to monitor and track its ICT projects for performance and value, including gated assurance and investment reviews. To ensure value for money, projects carry out market testing and follow stringent procurement practices in line with Queensland Information Technology Contracting. Projects are regularly reviewed by project and program boards to ensure the outcomes required continue to meet the needs of Queenslanders and changing technology. ICT project costs may vary due to changes in business needs, a change in strategic direction, policy, or implementation of a new business model.

The IT capital allocation for 2019–20 includes:

- routine IT infrastructure maintenance, upgrades or asset replacement for TMR's corporate network and computer infrastructure – \$1.525 million
- routine New Queensland Drivers Licence ICT infrastructure and device maintenance, upgrades or asset replacement – \$1.241 million

- capitalisable components of new ICT solutions being delivered by TMR – \$14.717 million. The current list of approved ICT projects is on the public dashboard which includes combined capital and operational expenditure budgets. Key projects currently with capital allocations include:
 - Vessel Traffic System – delivering a world-class vessel traffic service that manages shipping risks in Queensland waters
 - Facial Signature and Image Processing – delivering enhanced facial recognition and image capture solution that supports driver licensing, marine licensing, industry accreditation and proof of age cards.

TMR is committed to transparency of its significant ICT-enabled digital initiatives and investments across government, and this is reflected on the Digital Projects Dashboard.

Government Question on Notice

No. 6

Asked on Friday 28 June 2019

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

QUESTION:

With reference to page 11 of Budget Paper 3—

Will the Minister advise on the Palaszczuk Government's approach to collaborating with local government to deliver road and transport infrastructure, including details of projects delivered in the 18-19 financial year under the Transport Infrastructure Development Scheme?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is committed to funding transport infrastructure in regional Queensland, and a key component of that commitment is the 50:50 jointly funded scheme with local councils – the Transport Infrastructure Development Scheme (TIDS)

The Palaszczuk Government provides \$70 million annually in targeted investment towards local government through TIDS, and this funding underpins the Roads and Transport Alliance, a 17-year partnership between the Department of Transport and Main Roads (TMR) and the Local Government Association of Queensland, on behalf of Queensland local governments.

Under the alliance, local governments collaborate with TMR's districts to form 17 Regional Roads and Transport Groups (RRTGs) who make local transport infrastructure investment decisions based on regional priorities.

In 2012, the previous LNP government reduced TIDS funding from \$63.3 million to \$40 million per annum, a 37 per cent cut. This was part of more than \$600 million which that government cut from the Queensland Transport and Roads Investment Program.

Before the 2015 election Labor committed to restoring TIDS to get our regions the local infrastructure investment they deserve after they had suffered deep cuts under the Newman LNP Government.

Our 2015 State Budget accelerated an increase to TIDS of \$30 million per annum, boosting the total allocation to \$70 million, and that commitment was extended out to 2022–23 as part of the 2019–20 State Budget.

Our government's commitment means \$280 million over four years being invested across the state. This is more than a 90 per cent increase in funding compared to what the LNP committed in its last budget.

Our boost to funding for this important partnership provides local government with certainty of funding to promote good planning and best value delivery methods.

RRTGs' 2018–19 TIDS programs comprised 261 projects state-wide, including:

- Charters Towers Regional Council, a member of the North Queensland RRTG, invested \$605,000 of TIDS funding to improve traffic flow, parking, access and safety for all road users (including pedestrians and cyclists) on Gill Street, Queenton. Gill Street is a key urban collector and distributor, and this project provides community benefits in improved access to the hospital, police and fire stations, as well as Charters Towers' railway station.
- Bundaberg Regional Council, a member of the Wide Bay Burnett RRTG, invested over \$404,865 of TIDS funding to repair Smiths Creek Bridge on Bucca Road. This aging timber bridge was re-decked, the timber girders were replaced, and it was then resurfaced, ensuring safe and reliable access for the community's sugar farmers.
- Gladstone RRTG invested \$272,535 in TIDS funding to upgrade Red Rover Road, greatly benefiting the growing medium industry site as well as providing improved access to one of Gladstone's water reservoirs and stand pipes.
- Cairns Regional Council, a member of the Far North Queensland RRTG, completed a two-year project on Redlynch Intake Road using \$250,000 of TIDS funding in 2018–19. This critical access road to Cairns' major water inlet also provides access for heavy vehicles to the local quarry and benefits the community with safer access to an equestrian centre and the popular tourist attraction, Crystal Cascades.
- The Brisbane-Metro Alliance RRTG invested \$1.6 million of TIDS funding for an intersection upgrade at Montague Road and Vulture Street. The upgrade included installation of new traffic signals, dedicated turning lanes from Montague Road into Vulture Street, as well as new pedestrian and cycle facilities, providing a safer commute for this diverse community.
- Western Downs RRTG invested \$360,000 of TIDS funding to upgrade Harphams Road, Drillham South. Upgrading this section from gravel to a bitumen seal will improve conditions on this north-south agricultural link between the Warrego and Condamine Highways.
- Eastern Downs RRTG completed the multi-year Mort Street upgrade project that links to the Toowoomba Second Range Crossing using approximately \$1.4 million in TIDS funding in 2018-19. Managed largely by Toowoomba Regional Council's own workforce, who consider this project the largest and most complex construction work it has undertaken, this upgrade has created a new entry to the city. Economic and social benefits are expected as this upgrade will cater for growth in the city's transport network.

TIDS funding includes \$600,000 annually, provided as subsidies through the Statewide Capability Development Fund, to develop the capability and capacity of RRTGs in, for example, erosion and sediment control, pavement and sealing design, and asset management planning.

A good example of how this funding was used is Far North Queensland RRTG's project to develop a set of contract and procurement documents customised to the RRTG member Councils' requirements and undertake relevant training. This two-year project (2017–18 and 2018–19) received \$75,000 from the Statewide Capability Development Fund. The project not only resulted in cost savings to all member Councils through joint procurement of services, but also provided an opportunity to learn from each other regarding various processes and approaches to different procurement activities.

Aboriginal and Torres Strait Islander communities also benefitted through \$8.2 million in TIDS funding in 2018–19, with investment in the upgrade of transport infrastructure to improve access (roads, air and sea) to Indigenous and remote communities. Some examples include:

- Aurukun Shire Council welcomed approximately \$800,000 in ATSI TIDS funding in 2018–19 to upgrade culverts at Boundary Creek on Aurukun Access Road. This will improve flood immunity, while the ongoing road upgrade works on unsealed sections of the road will help improve access to Weipa for Aurukun residents.
- Pavement rutting and failed pavement areas of the Northern Peninsula Airport, damaged from rising ground water during the wet season, was limiting safe access to health and educational services for five remote Indigenous communities in Cape York. This damage was also creating a significant aircraft safety hazard for the Royal Flying Doctor Service. ATSI TIDS of approximately \$340,000 in 2018–19 assisted the Northern Peninsula Area Regional Council in rehabilitating runway pavement and drainage to maintain amenity, access and increased aircraft safety for these Cape York communities.

The TIDS program supports jobs in regional Queensland. It assists to maintain local government employment in regional areas. Further, the financial sustainability of rural and remote councils (and in some cases, whole communities) is highly dependent on the certainty of roads and transport program funding, with the roads program forming the bulk of councils' operating expenditure.

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

Considering the economic benefits provided by TIDS to local communities, and the jobs which depend on certainty of funding, the Newman Government's cuts to TIDS funding during its term delivered real economic detriment to Queenslanders.

TIDS is just one program where the Palaszczuk Government partners with local government to deliver better services for local communities, particularly in regional Queensland.

Funding of \$10 million was provided by the Palaszczuk Government to the Transport Tourism and Connections Program in the 2016–17 budget round. Around \$6 million (\$5,896,000) was allocated to 18 projects as part of Transport Tourism and Connections Round 1 program in April 2017.

The first stage of the \$10 million Transport and Tourism Connections Program has been completed successfully with all 18 projects in use. These projects include \$2.25 million state contribution for Age of Dinosaur Road Pave and Seal in the central west, \$635,000 state contribution for the Combo Waterhole Access Road in the north west, and \$600,000 for the Brisbane to Adelaide Connector (Innamincka Road) overlay and seal, in the south west.

The Palaszczuk Government is also supporting local governments to deliver for bike riders through the popular Cycle Network Local Government Grants program. This program provides on-going capital grant funding to local governments for the development of cycling infrastructure on the local Principal Cycle Network. Funding is provided on a dollar for dollar matched basis (50 per cent) with local government responsible for delivery and ownership of the facilities.

This program has delivering around 444 kilometres of network through a commitment of \$139 million in Palaszczuk Government funding.

The Palaszczuk Government's solid record of delivering job-creating roads and transport funding to local governments across Queensland compares favourably to that of the former Newman LNP Government.

The LNP cut road and transporting funding by more than \$600 million during its term, including the cuts imposed to the TIDS program which had a deleterious impact on local communities.

The LNP also diverted \$30 million from the roads and transport budget to fund the Newman Government's bid to sell Queensland's assets and outsource services.

The Department of Transport and Main Roads had its staff numbers cut by 22.4 per cent under the LNP, as part of the 14,000 workers who lost their jobs.

Only the Palaszczuk Labor Government can be trusted to invest in our local communities and support jobs across Queensland. The LNP only has one policy for government – that is to cut, to sack, and to sell.

Government Question on Notice

No. 7

Asked on Friday 28 June 2019

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

QUESTION:

With reference to page 88 of Budget Paper 4, can the Minister outline progress in implementing the Strachan Inquiry recommendations, including train crew recruitment.

ANSWER:

I thank the Committee for the question.

This week (29 July 2019), Queensland Rail returned to a full-service timetable, restoring 430 services and delivering customers the level of service they rightly expect on our Citytrain network and achieving the key outcome from the Strachan Inquiry.

This was achieved in line with the *Fixing the trains* objective of restoring a full-service timetable when sufficient levels of train crew made it sustainable to do so.

Transport and Main Roads, Queensland Rail and the Citytrain Response Unit are currently progressing the 36 recommendations of the *Queensland Rail Train Crewing Practices Commission of Inquiry*, with 23 recommendations already completed and a further five expected to be completed by the September 2019 quarter.

As with any large-scale transformative program, a mid-program review was undertaken to ensure the initiatives are appropriately prioritised within realistic delivery timeframes.

The revised program, including deliverables and timeframes, was agreed upon between Queensland Rail, the Department of Transport and Main Roads, and the Citytrain Response Unit. This revised program was published in *Fixing the Trains – December Quarterly 2018* report.

Recruitment and training

Since October 2016, Queensland Rail has been working to increase its supply of train drivers and has moved from intermittent recruitment campaigns to ongoing recruitment, in order to create a pipeline of talent that addresses the range of factors that impact on driver supply.

As at 21 July 2019, 177 new drivers have completed their training and are now operating on the network. This represents a net increase of 106 drivers since October 2016 when taking into account natural attrition. This number includes a net increase of 16 tutors and five train operation inspectors who are available to drive revenue services as required.

As at 21 July 2019, 314 guards have completed their training and are now operating on the network. This represents a net increase of 110 guards when taking into account natural attrition and promotion of guards to trainee driver schools as part of their professional development.

This also includes a net increase of 12 tutor guards who are available to work revenue services as required.

A further 74 trainee drivers and 58 trainee guards are currently in training (as at 21 July 2019).

As at 30 June 2019, a total of 48 external candidates from the August 2017 recruitment campaign for drivers have been offered a driver position and either have been, or will be, allocated to driver schools in June, July and August 2019.

The first 14 external candidates from the August 2017 recruitment campaign commenced driver school in June 2019, with a further cohort to start training in July and August this year.

Nineteen ex-Queensland Rail drivers have graduated from the program and are now driving passengers on the network.

Queensland Rail plans to allocate further external candidates from the August 2017 recruitment campaign to driver schools in 2020.

From the August 2017 recruitment campaign, 140 external applicants have been offered positions as Queensland Rail guards.

It should be noted that the target of 200 new drivers and 200 new guards was the total gross number of train crew required to be recruited in line with the Five-Point Plan announced by the State Government on 24 October 2016, prior to the establishment of the Strachan Inquiry.

Queensland Rail has exceeded the target of 200 new guards and expects to achieve the target of 200 new drivers by the end of 2019.

Neither a gross or net increase of 200 new drivers and 200 new guards is required to sustainably and reliably deliver the full-service timetable with in depth modelling and forecasting, assured by other agencies including the Citytrain Response Unit, confirming that the full-service timetable can be sustainably and reliably operated with current resources.

Queensland Rail has also made significant progress in improving the driver training program to reduce the average training duration. As a result of implementing the new training program in the first half of 2019, the average driver training duration has reduced to a 12-month rolling average of 12.7 months, with further reductions expected.

In line with the *Fixing the trains* program recalibration, published in the December 2018 quarterly report, Queensland Rail expects to achieve a structural surplus of train crew by December 2020.

Major projects and significant timetable changes

Work continues to progress on ensuring the efficient and coordinated delivery of major projects and significant timetable changes between the Department of Transport and Main Roads and Queensland Rail. This includes improving relevant governance arrangements and operating models.

This work is expected to support the successful forthcoming delivery and operationalisation of projects such as the Cross River Rail and the European Train Control System.

These activities will address Recommendations 3, 4, 33 and 34 of the Strachan Inquiry and are expected to be completed by the end of 2019, in line with the revised *Fixing the trains* program.

Status of recommendations

The status of the 36 Strachan Inquiry recommendations is outlined below, as at 31 March 2019:

| Recommendation | Status | Next steps |
|---|--------------------|---|
| 1. Introduce mature, long-term forecasting | ✓ | |
| 2. Ensure project plans consider operations | ✓ | |
| 3. Revise mandate for projects organisation | In progress | Undertake consultation with stakeholders to ensure the implementation of this recommendation is in alignment with recommendations 33 and 34 |
| 4. Revise timetable readiness | In progress | Implement operating model and structure alignment with recs 33 and 34 |
| 5. Consider need for timetable adjustment | ✓ | |
| 6. Undertake near-term union negotiations | ✓ | |
| 7. Accelerate workforce system implementation | ✓ | |
| 8. Complete review of all crewing rules | Partially complete | Update registers to incorporate all crewing rules and any future requirements |
| 9. Introduce train crew sectorisation | In progress | Progress work to finalise Queensland Rail's network sectorisation strategy and implementation pathway |
| 10. Target a structural surplus of staff | In progress | Monitor progress against targets and provide regular reporting to key stakeholders |
| 11. Institute eight-week crew planning process | ✓ | |
| 12. Actively manage leave | ✓ | |
| 13. Institute train crew reporting | ✓ | |
| 14. Open recruitment to external applicants | ✓ | |
| 15. Stabilise recruitment and training intakes | ✓ | |
| 16. Overhaul training program | In progress | Embed relevant training system improvement initiatives to achieve agreed average training durations |
| 17. Clarify responsibility for train crew forecasting | ✓ | |
| 18. Review all train crew responsibilities | ✓ | |
| 19. Refresh escalation practices | ✓ | |
| 20. Minimise executive absences at key times | ✓ | |
| 21. Address practice of acting sideways | ✓ | |
| 22. Overhaul organisational structure | In progress | Progress initiatives to finalise recommendation |
| 23. Introduce lean management system | ✓ | |
| 24. Overhaul risk management practices | ✓ | |
| 25. Recruit new CEO with suitable attributes | ✓ | |

| Recommendation | Status | Next steps |
|--|-------------|--|
| 26. Review leadership capabilities | ✓ | |
| 27. Revise reporting to ELT, Board and Government | ✓ | |
| 28. Overhaul communications to Government | ✓ | |
| 29. Reporting to TransLink and public | In progress | Continue to implement Customer Communication Channel Strategy and supporting initiatives |
| 30. Develop communications plan | ✓ | |
| 31. Undertake a cultural change program | In progress | Develop a new cultural blueprint and develop an implementation plan for the broader organisation |
| 32. Clarify reporting lines to Government | ✓ | |
| 33. Clarify major project responsibilities | In progress | Test, refine and validate proposed framework/operating model prior to finalising approach |
| 34. Clarify program board structures | In progress | Validate framework and develop appropriate governance for implementing recommendation in consultation with stakeholders |
| 35. Provide independent oversight of progress | In progress | Perform assurance on identified periods of timetable stress. Perform ongoing assurance on various milestones and recommendations. Prepare June 2019 quarterly report on implementation progress. |
| 36. (A-C) Undertake review of transport governance | In progress | Continue work on options for proposal/recommended model prior to Government consideration |
| 36. (D) Undertake whole-of-business review | ✓ | |

Government Question on Notice

No. 8

Asked on Friday 28 June 2019

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

QUESTION:

With reference to page 10 of Budget Paper 3, can the Minister outline progress with delivery of the Beerburrum to Nambour Rail project?

ANSWER:

I thank the Committee for the question.

The Queensland Government is providing \$160.8 million over four years towards the Beerburrum to Nambour rail duplication project while the Australian Government has provided an initial \$390 million towards the project as a 50:50 funding arrangement.

The Queensland Government's position is that the Australian Government should be contributing 80 per cent to the project (rather than its current 50 per cent commitment), given the project is on the National Land Transport Network. The rail line is in the same Brisbane-Cairns national network corridor as the Bruce Highway, with the Australian Government funding the Bruce Highway on an 80:20 basis.

This is despite, the Federal LNP Government committing \$5 billion for a rail line in Victoria, without a set route or business case. The Federal LNP have also agreed to provide 80:20 funding on a Victorian rail duplication project.

The full scope of Beerburrum to Nambour rail upgrade project cannot be delivered within the funding of \$550.8 million. The Queensland Government is committed to delivering the full scope and has already commenced work on the project. Detailed design is underway for enabling works and will be complete in 2019–20. Specifically, I can advise that:

- mobile laser scanning (3D profiling) of rail route is completed
- survey and geotechnical investigations is in progress
- level crossing and intersection traffic counts have commenced
- community engagement planning has commenced
- preparation of tender documentation is in progress
- preparation of property acquisition process has commenced
- design for early works packages has commenced.

The Queensland Government is currently in negotiations with the Australian Government regarding its initial funding contribution of \$390 million. We will continue to progress negotiations with the Australian Government to ensure sufficient funding is available to compete the full scope of the project. In the meantime, we are getting on with delivering the project.

Government Question on Notice

No. 9

Asked on Friday 28 June 2019

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

QUESTION:

With reference to page 15 of the Service Delivery Statement—

Will the Minister advise on the level of patronage on Queensland's public transport network and how that compares to previous years?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government's record infrastructure investment, Fairer Fares policy and transport concessions are contributing to an increase in public transport patronage.

People continue to vote with their feet on south east Queensland public transport.

In 2018–19 there was strong public transport patronage growth in South East Queensland with more than 189 million trips taken. This is 6.9 million more trips than 2017–18 and 12.3 million more trips than 2016–17. In addition, there were more than 13 million trips taken on passenger transport in Regional Queensland in 2018–19.

The Palaszczuk Government is committed to making public transport accessible for all Queenslanders and the Government's Concession Schemes have resulted in savings of \$320.44 million in the 2018–19 financial year for our most vulnerable Queenslanders.

In addition, the Fairer Fares policy, introduced in late 2016, has resulted in savings of \$178 million for Queensland public transport users.

By comparison, over the last decade the lowest public transport patronage was in years 2012–13, 2013-14, and 2014-15 under the Newman LNP Government.

The Palaszczuk Government is committed to investing in public transport because we know just how important investing in major infrastructure projects is to supporting patronage growth, and to delivering more frequent, reliable transport, and that's why we're delivering the \$5.4 billion Cross River Rail project, \$114 million park 'n' ride upgrade program and \$371 million smart ticketing project.

Government Question on Notice

No. 10

Asked on Friday 28 June 2019

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

QUESTION:

With reference to page 3 and 4 of the Service Delivery Statement, and the government's approach a single integrated transport network —

Will the Minister advise in relation to the government's approach to the proposed Brisbane Metro project?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is committed to working collaboratively with Brisbane City Council (BCC) to progress the Brisbane Metro project. The State Government has a responsibility to ensure that good outcomes for public transport customers and Queenslanders are achieved through the design, construction and operation of the Brisbane Metro.

While the project is to be delivered by BCC, its ongoing operations will primarily be funded by the State Government. It is therefore essential that the project delivers outcomes which are accessible, safe, responsive, efficient and sustainable for the commuters of South East Queensland.

The current Brisbane Metro project proposal has a number of economic, operational, financial, and contractual implications which the State Government will continue to work through with BCC. I have written to BCC on several occasions to advise that, in the absence of State Government approvals, BCC is proceeding with procurement at its own risk.

The impact of the project on the Cultural Centre precinct at South Brisbane is of key concern, and I am aware that BCC has worked with Cultural Precinct stakeholders to explore options for the station design for this important and well-loved precinct, including options to further improve public realm outcomes.

The BCC had still has not chosen the vehicles it will run on new routes or explained how its Metro 'banana buses' will integrate with the broader bus network. The construction of this project will also have major traffic impacts on businesses, commuters and the CBD, including the plan to turn Victoria Bridge into a car-free bridge.

The Palaszczuk Government will take the time necessary to fully consider the documentation provided by BCC to ensure the best outcomes are achieved for the transport network and the city more generally.

Non-Government Question on Notice

No. 1

Asked on Friday 28 June 2019

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

QUESTION:

With reference to page 12 of the SDS Performance Statement Sources of Revenue as well as Administered items on page 18 – given that the Government's above inflation increases to registration and driver's licence fees over the past 5 years have been 3.5%, 3.5%, 3.5%, 3.5% along with the 2019-20 increase of 2.25% can the Minister indicate why this approach has been used to the disadvantage of motorists while increases for public transport fares are tied to the actual CPI rate?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is mindful of the cost of living pressures faced by Queenslanders.

If the LNP's fees and charges policy were still being applied, registration fees would have risen 3.5 per cent on July 1.

Under our fairer policy, registration increased by 2.25 per cent.

The Palaszczuk Government made a commitment to a fairer system for indexing fees and charges to CPI and that's what we've done.

The indexation is based on the forecasts in the annual Mid-Year Fiscal and Economic Review publication.

This is to ensure the rates are forward looking, providing a more contemporary estimate of price changes in the year in which the increase is applied. It will also mean that registration increases will track with the general performance of the economy and is not tied to an arbitrary increase of 3.5 per cent regardless of economic conditions as was mandated by the former LNP government.

Queensland's 2.25 per cent fee indexation is competitive when compared with other jurisdictions. For those jurisdictions that increased registration fees on 1 July 2019, the rate of increase ranged from 2.2 per cent to 5.5 per cent for four-cylinder vehicles.

From 1 July 2019, the total cost of registering a medium-sized four-cylinder car in Queensland, like a Toyota Corolla, for 12 months is \$737.10. This is the third cheapest in Australia and less than New South Wales at \$905.38, Victoria at \$834.80, Northern Territory at \$762.10, Western Australia at \$768.47 and the Australian Capital Territory at \$990.45.

From 1 July 2019 the total cost of registering a Toyota Hilux in Queensland, currently the highest selling vehicle in Australia, is \$783.30 for 12 months. This is the third cheapest in the country and less than New South Wales at \$1323.86, Victoria at \$835.90, South Australia at \$1152.14, Western Australia at \$879.41 and the Australian Capital Territory at \$1319.60.

We also recognise the challenges faced by vulnerable Queenslanders and we are committed to providing concessions whenever possible, including vehicle registrations.

As at 30 June 2019, for pensioners and seniors, there were approximately 525,897 vehicles with these concessions, totalling \$104.6 million per year in benefits. This equates to an average saving of \$199 per concession holder.

As at 30 June 2019, for other concession holders such as charities, community organisations and primary producers, there were approximately 101,240 vehicles receiving these concessions, totalling \$71.3 million in benefits. This equates to an average saving of \$705 per eligible vehicle.

In this year's budget we have committed \$2.918 billion for transport concessions. This represents a \$43 million increase from 2018-19.

Registration fees fund the construction and maintenance of Queensland's 33,000 kilometre long state-controlled road network – the largest in Australia.

In this year's State Budget, the Palaszczuk Government delivered a record \$23 billion investment for transport infrastructure over the next four years, supporting more than 21,500 jobs and improving safety and efficiency

Under the former Newman Government, an indexation rate of 3.5 per cent was applied annually, regardless of the rate of inflation. Continuing to use the 3.5 per cent indexation rate would have resulted in a \$13.20 increase in 12 months for a four-cylinder vehicle's registration fee.

The four years of 3.5 per cent increases mentioned in the Committee's question were the increases locked in by the former Newman Government, confirmed in the mid-year economic statement in late 2014 by the Member for Clayfield as then Treasurer.

To relieve the cost of living pressures on Queenslanders, the Palaszczuk Government announced an indexation rate of 2.25 per cent for 2019–20. This will result in a \$8.50 increase in 12 months for a four-cylinder vehicle's registration fee – much less than would've been the case under an LNP increase of 3.5 per cent.

TMR has also implemented improved services and methods for communicating with customers to encourage on-time payment of registration. These include email notices and reminders, implementation of the Queensland Rego Check App to check registration status, and the Direct Debit Registration Renewal Scheme. This scheme enables customers to make regular, and more manageable, payments towards their vehicle registration renewal and provides a convenient 'set and forget' payment option.

Under the Palaszczuk Labor Government, Queenslanders are getting lower increases to their annual registration than they would under the LNP's previous policy. Queenslanders are also getting record investment in roads and transport infrastructure – \$23 billion over the next four years under this government.

In relation to public transport fares, aligning future fare increases with CPI was a recommended outcome of the Fare Review Taskforce Report, which was adopted by the Palaszczuk Government.

In January 2019 fares for all TransLink public transport services across South East Queensland increased based on the Brisbane All groups annualised CPI as at the September quarter in 2018. This explains why the Brisbane 1.8 per cent CPI figure is different to other CPI measures.

This increase reflected the increased cost of providing transport services, such as driver and support staff wages, fuel and vehicle costs in SEQ.

However, Fairer Fares has ensured this year's public transport fare increase will result in fares that are still lower than they were in 2014.

In fact, Fairer Fares has saved public transport users \$178 million since late-2016.

The Palaszczuk Government is committed to making public transport more affordable accessible for all Queenslanders.

Assistance ranges from public transport concessions, ticketing products and schemes.

The Governments Concession Schemes have resulted in savings of \$320.44 million in the 2018–19 financial year for our most vulnerable Queenslanders.

This figure is estimated to reach \$329.56 million worth of savings in the 2019-20 financial year. The Government has successfully implemented concessions for Job Seekers, Asylum Seekers, and Veterans.

Since its implementation on 3 April 2017, the concessions for Job Seekers and Asylum Seekers has led to saving of over \$2.6 million by end of financial year 2018-19.

Since its implementation on 9 February 2018, the concessions for Veterans has led savings of over \$217,000 by end of financial year 2018-19.

Queenslander's know that under an LNP government, they will always pay more and get less. The LNP's track record in government is to cut, sack and sell. Under the Newman Government, it cut \$600 million from roads and transport investment in Queensland, they sacked 14,000 workers from their jobs, and they spent millions of dollars of taxpayers' money trying to sell Queensland's assets.

Non-Government Question on Notice

No. 2

Asked on Friday 28 June 2019

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

QUESTION:

With reference to SDS page 4 relating to the Queensland Transport and Roads Investment Program (QTRIP) can the Minister outline how much (in dollar terms) of the 2019-20 QTRIP is funded in the 2019-20 Budget papers?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is committed to creating jobs in a strong economy, driving economic growth in Queensland, and supporting regional Queensland through targeted investment.

On 11 June 2019, the Palaszczuk Government released the *Queensland Transport and Roads Investment Program (QTRIP) 2019–20 to 2022–23* as part of the State Budget, outlining a record \$23 billion investment program in roads and transport infrastructure – the fourth record QTRIP in five years. This year's QTRIP outlines the future projects we believe need to be prioritised for Queenslanders.

The 2019–20 to 2022–23 QTRIP will sustain 21,500 jobs across Queensland during the life of the program, including over 13,700 of those jobs in regional Queensland. More than \$14 billion of the total investment will be spent outside the Metropolitan region – helping to drive economic development right across Queensland.

QTRIP includes infrastructure works where the delivery responsibility and/or funding responsibility resides with the Department of Transport and Main Roads, Gold Coast Waterways Authority or Queensland Rail, and is a four-year program that includes both capital and operating funding.

QTRIP's funding total for the 2019–20 financial year is \$4.2 billion, and QTRIP is fully funded within the forward estimates.

Our investments will make the Bruce Highway safer and more flood resilient between Brisbane and Cairns. We will continue to seal the Peninsula Development Road, supporting Indigenous employment.

Improvements on the Warrego Highway west of Toowoomba will continue, and we will work with the Federal Government to plan and deliver improvements east of Toowoomba, including the critical Mount Crosby road interchange upgrade.

Our government's investments will also fund congestion-busting projects so that people spend less time in the car and more time with their families and friends. We will continue upgrading the Ipswich Motorway, and progressing construction of the Sumners Road Interchange, a Palaszczuk Government election commitment.

Our government is dedicated to building a better M1 from Brisbane to the border – with major projects between Eight Mile Plains and Daisy Hill and Varsity Lakes and Tugun ready to roll as soon as the current two M1 upgrades finish next year.

We have also committed funding to upgrade three M1 interchanges that serve growing North Gold Coast communities – Exits 41, 49 and 57.

Our investment in the M1 is particularly important considering not one new dollar was invested by the Newman LNP Government on the M1 when they were in power.

Our focus on regional centres will see ring road projects in Gympie, Rockhampton, Mackay, Cairns and Townsville benefiting by taking traffic, particularly trucks, off local roads. These investments boost our state's economy, providing efficient bypass routes between regional centres to reduce travel times and costs to mining, agricultural producers and the freight industry.

QTRIP also increases the investment in road safety, with our government delivering more than \$900 million in targeted upgrades to ensure our roads are safer.

Billions of dollars have been allocated for rail and passenger transport infrastructure, including \$160.8 million from the Palaszczuk Government for the North Coast Line duplication between Beerburrum and Nambour.

QTRIP has also allocated funding for the \$250 million high-capacity underground interchange for the Inner Northern Busway at Roma Street, a once-in-a-generation opportunity to reshape the Roma Street Station precinct.

We will also be investing in bus stops and train stations, including continuing our commitment to expanding park 'n' rides, make train stations more accessible to people with disabilities and upgrades on key commuter roads in Brisbane to create priority bus lanes.

We will continue to deliver the \$4.15 billion New Generation Rollingstock project. All 75 six car sets are expected to be available for service in the 2019-20 financial year, and Maryborough rail workers will start work this year to ensure the new trains comply with national disability standards.

Communities across the state will benefit from a local investment focus, with council-controlled regional transport and road networks supported with \$280 million over four years under the Transport Infrastructure Development Scheme (TIDS).

Queensland's boat owners will have their local facilities maintained and upgraded thanks to more than \$100 million allocation for boat ramps, pontoons, jetties, floating walkways and dredging over the next four years.

The Palaszczuk Government's focus on bike-riding investment will continue to support its goal to see more people riding more often with \$42.7 million construction of the Veloway 1 Stage E project in South Brisbane and \$17.2 million for the North Brisbane Bikeway (stage 2, 3 and 4).

The Palaszczuk Government will continue to work with the Federal Government, local governments and the private sector to ensure this pipeline of investment continues to support Queensland communities and create local jobs.

Our approach to roads and transport investment can be contrasted with that of the former Newman LNP Government which cut \$600 million from QTRIP when they were in power. This included cuts to TIDS which impacted local government investment in roads projects, and as previously mentioned, not one new dollar being invested in critical M1 upgrades.

It is also the case that the Palaszczuk Government has to do the heavy lifting when it comes to roads and transport investment in Queensland considering the refusal of the LNP in Canberra to give Queenslanders their fair share of federal infrastructure funding.

While the Federal LNP is willing to fund the M1 in New South Wales at 80%, it will only provide 50% funding for the M1 in Queensland. While the Federal LNP is prepared to fund rail projects in Victoria at 80%, it will only provide 50% funding for the Beerburrum to Nambour rail duplication on the Sunshine Coast. The Federal LNP will only provide 16% funding for stage 3A of the Gold Coast Light Rail project – well short of the 38% funding the Federal Labor Government provided to stage 1 of the light rail project.

Major roads projects in QTRIP (including investments jointly-funded with the Australian Government)

- \$1.03 billion widening, from four to six lanes, of the Pacific Motorway between Varsity Lakes and Tugun
- \$1 billion funding commitment for the Gateway Motorway extension between Bracken Ridge and Pine River
- \$1 billion new road along the Bruce Highway – Cooroy to Curra (Section D)
- \$812.9 million widening of the Bruce Highway, from four to six lanes, between Caloundra Road and the Sunshine Motorway, and upgrading interchanges at Caloundra Road and Sunshine Motorway
- \$749 million motorway widening and busway extension along the Pacific Motorway between Eight Mile Plains and Daisy Hill
- \$514.3 million construction of the Haughton River Floodplain upgrade on the Bruce Highway between Horseshoe Lagoon and Palm Creek
- \$497.4 million construction of the Mackay Ring Road (stage 1) project
- \$481 million construction of the Bruce Highway – Cairns Southern Access Corridor (stage 3)
- \$400 million for the Ipswich Motorway (Rocklea to Darra) (stage 1) project to upgrade the motorway from four to six lanes from just east of the Oxley Road roundabout to the Granard Road interchange at Rocklea
- \$350 million Mackay Port Access Road
- \$301.3 million construction of the Maroochydore Road Interchange Upgrade (stage 1) project
- \$197.5 million widening of the Pacific Motorway, from four to six lanes, between Mudgeeraba and Varsity Lakes
- \$195.3 million construction of additional southbound lanes on the merge between the Gateway Motorway and the Pacific Motorway at Eight Mile Plains and Rochedale
- \$189.3 million upgrade of the Peak Downs Highway at Eton Range
- \$180 million construction of the Bruce Highway – Townsville Ring Road (stage 5)
- \$152 million construction of the Smithfield Bypass project between McGregor Road and Caravonica roundabouts in Cairns

- \$150 million construction of the Deception Bay Road Interchange Upgrade on the Bruce Highway
- \$146.3 million commitment for Pacific Motorway interchange upgrades at Exits 41 and 49
- \$121 million duplication, from two to four lanes, the Bruce Highway Rockhampton Northern Access Upgrade (stage 1) between Rockhampton-Yeppoon Road and Parkhurst
- \$110.6 million construction of additional lanes on the Bruce Highway between Ron Camm Bridge and Mackay Ring Road (stage 1), as part of the Mackay Northern Access Upgrade project
- \$104.1 million construction of the Bruce Highway – Cairns Southern Access Corridor (stage 4) (Kate Street to Aumuller Street)
- \$80 million construction of the Sumners Road interchange over the Centenary Motorway
- \$26 million construction of the Everton Park Link Road connecting Stafford Road and South Pine Road

Rail projects funded in QTRIP

- \$4.156 billion New Generation Rollingstock project
- \$634.4 million European Train Control System – Inner City implementation
- \$298.2 million for upgrading or improving station accessibility at 11 train stations – Strathpine, Boondall, Morayfield, Auchenflower, Southbank, Albion, Cannon Hill, Loganlea, Dakabin, Buranda and East Ipswich
- \$160.8 million (Queensland Government contribution) towards the \$550.8 million commitment to upgrade the North Coast Line between Beerburrum train station and Nambour train station
- \$88.6 million for about 1500 extra car spaces at eight south-east Queensland train station park 'n' rides
- \$68.2 million North Coast Line capacity improvement project (passing loops)
- \$57 million for upgrading various stations between Fairfield train station and Salisbury train station
- \$5 million upgrade of the Yeppoon Rail Line

Public transport infrastructure projects funded in QTRIP

- \$53 million construction of the Northern Transitway project to deliver bus priority measures along Gympie Arterial Road between Sadlier Street and Hamilton Road
- \$22 million for the Eastern Transitway project to deliver bus priority measures along Old Cleveland Road
- \$21 million to deliver about 600 new car spaces at Greenbank bus park 'n' ride
- \$4.5 million to provide 340 extra car spaces at the Eight Mile Plains bus station park 'n' ride

Bike-riding infrastructure projects funded in QTRIP

- \$42.7 million construction of the Veloway 1 (V1) Cycleway (stage E) project between Birdwood Road in Holland Park West and Gaza Road at Tarragindi
- \$17.2 million construction of the North Brisbane Bikeway (stage 2, 3 and 4) between Windsor and Woolloowin to link Brisbane's CBD to the northern suburbs
- \$4 million installation of on-road bicycle lanes along Logan Road between Levington Road and Kingston Road at Underwood, as part of the Veloway 1 (V1) Cycleway

Maritime projects funded in QTRIP

- \$23.3 million upgrading of Clump Point boating infrastructure at Misson Beach
- \$13.2 million for navigation access and safety initiatives on Gold Coast's waterways
- \$9 million dredging to deepen the Molongle Creek channel
- \$4 million construction of the Scarborough barge ramp at Scarborough Boat Harbour
- \$3.5 million construction of the Shute Harbour Road boating facility
- \$3.5 million for boating infrastructure on Gold Coast's waterways
- \$1.4 million Corbetts Landing boat ramp upgrade and floating walkway
- \$1.5 million upgrade of the Dohles Rocks Road boat ramp.

Non-Government Question on Notice

No. 3

Asked on Friday 28 June 2019

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

QUESTION:

With respect to the SDS page 14 Performance Statement Description – providing funding for fair access to public transport, in terms of remuneration applying to QR City Train Drivers and QR City Train Guards for the 2018-19 financial year, can the Minister advise the following:-

- a) The amount of overtime paid to each by fortnightly pay cycle;
- b) The total amount of remuneration including salaries, bonuses, overtime and other payments received by the six highest paid Drivers and Guards; and
- c) The budget allocation for the overtime in 2019-20?

ANSWER:

I thank the Committee for the question.

There was a net reduction of 48 drivers during the period of the LNP Government when it had full knowledge that the new Redcliffe Peninsula line was due to open in 2016 with six new stations, as well as the Commonwealth Games—the largest sporting event in Australia in a decade—creating high demand for Queensland Rail services on a 24/7 basis.

This contributed to the LNP Government overseeing an increase in Citytrain driver overtime of over 25.2 per cent in 2014–15.

- a) It is not unusual for operational workforces, like traincrew, to operate with a certain level of overtime as part of their standard working patterns, as this enables flexibility to meet demand changes, such as for special event services.

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

Following ongoing recruitment activities and gradual increases to traincrew supply since October 2016, Queensland Rail has reduced overtime hours (as a proportion of total work time) of traincrew. Overtime hours worked by traincrew last financial year (2018–19) represents an 8.78 per cent reduction compared with 2016–17 when the Redcliffe Peninsula line opened.

Driver overtime hours worked as a percentage of total time worked was 13.98 per cent last financial year compared with 14.42 per cent the prior year. These improvements come even as Queensland Rail operated 11,710 more services last year than in 2017–18.

The below table details the overtime costs for train drivers and guards per pay period for financial year 2018–19:

| Month | Fortnight (Pay Period) Ending | Overtime paid to Citytrain drivers (\$) | Overtime paid to Citytrain guards (\$) |
|-----------------------|--------------------------------------|--|---|
| July 2018 | 08/07/2018 | \$590,406.95 | \$354,089.20 |
| | 22/07/2018 | \$607,892.18 | \$382,955.35 |
| August 2018 | 05/08/2018 | \$631,615.92 | \$333,481.85 |
| | 19/08/2018 | \$524,434.73 | \$353,819.20 |
| September 2018 | 02/09/2018 | \$598,016.99 | \$388,697.25 |
| | 16/09/2018 | \$578,439.43 | \$423,033.42 |
| | 30/09/2018 | \$580,068.62 | \$352,561.36 |
| October 2018 | 14/10/2018 | \$564,208.08 | \$360,164.57 |
| | 28/10/2018 | \$629,071.34 | \$386,385.62 |
| November 2018 | 11/11/2018 | \$587,513.44 | \$418,976.48 |
| | 25/11/2018 | \$638,786.26 | \$361,401.44 |
| December 2018 | 09/12/2018 | \$622,638.58 | \$367,724.94 |
| | 23/12/2018 | \$557,609.43 | \$289,267.79 |
| January 2019 | 06/01/2019 | \$407,746.06 | \$248,693.50 |
| | 20/01/2019 | \$462,971.08 | \$266,452.13 |
| February 2019 | 03/02/2019 | \$460,441.18 | \$282,898.86 |
| | 17/02/2019 | \$562,233.60 | \$377,211.36 |
| March 2019 | 03/03/2019 | \$711,514.35 | \$439,170.69 |
| | 17/03/2019 | \$730,868.32 | \$403,791.09 |
| | 31/03/2019 | \$666,084.57 | \$457,206.08 |
| April 2019 | 14/04/2019 | \$690,411.39 | \$406,263.23 |
| | 28/04/2019 | \$483,227.74 | \$404,235.67 |
| May 2019 | 12/05/2019 | \$657,082.40 | \$508,078.33 |
| | 26/05/2019 | \$671,425.71 | \$530,239.34 |
| June 2019 | 09/06/2019 | \$640,111.16 | \$516,997.15 |
| | 23/06/2019 | \$736,760.70 | \$582,218.50 |

- b) The base salary and conditions that determine allowances and overtime for all Queensland Rail's traincrew (Citytrain and regional) are set out in the Queensland Rail Traincrew Enterprise Agreement 2017.

Train drivers and guards are responsible for the safety and wellbeing of up to 1000 customers at any one time. They are shift workers, required to work weekends and public holidays, when many of us are at home enjoying time with our families, and are remunerated accordingly.

There is also an expectation that they are resilient and adaptable, with the ability to problem solve during unplanned disruptions, critical incidents and emergency situations.

Base earnings for a Citytrain driver as at 1 September 2018 were \$101,158.22.

The total median remuneration paid to full-time Citytrain drivers in 2018–19 was \$145,536.93. This amount is inclusive of overtime, penalties, allowances and benefits.

The below tables detail the remuneration paid to the top six earning drivers and guards:

**Top 6
Drivers**

| Employee | Ordinary Earnings including penalties and shift allowance | Overtime | Overtime Hours | Total Gross |
|----------|--|-------------|-------------------|--------------|
| 1 | \$156,889.32 | \$69,004.66 | 835.52 | \$225,893.98 |
| 2 | \$149,777.52 | \$65,021.38 | 782.43 | \$214,798.90 |
| 3 | \$148,321.97 | \$48,011.73 | 467.12 | \$196,333.70 |
| 4 | \$131,536.20 | \$64,529.52 | 710.91 | \$196,065.72 |
| 5 | \$134,805.79 | \$59,996.00 | 725.94 | \$194,801.79 |
| 6 | \$129,607.81 | \$65,080.20 | 724.18 | \$194,688.01 |

**Top 6
Guards**

| Employee | Ordinary Earnings including penalties and shift allowance | Overtime | Overtime Hours | Total Gross |
|----------|--|-------------|-------------------|--------------|
| 1 | \$146,073.57 | \$38,486.53 | 498.17 | \$184,560.10 |
| 2 | \$143,510.64 | \$37,583.31 | 484.61 | \$181,093.95 |
| 3 | \$118,354.66 | \$56,095.25 | 720.63 | \$174,449.91 |
| 4 | \$119,816.39 | \$50,838.97 | 657.89 | \$170,655.36 |
| 5 | \$116,129.10 | \$52,124.50 | 670.2 | \$168,253.60 |
| 6 | \$117,063.98 | \$49,036.58 | 627.47 | \$166,100.56 |

The above tables report on employees that have been identified as being a driver or guard for the 12-month period reported.

- c) The budget allocation for overtime for Citytrain drivers and guards in 2019-20 is \$28.1 million. Queensland Rail has been actively monitoring the use of overtime for traincrew and will continue to do so this financial year.

Non-Government Question on Notice

No. 4

Asked on Friday 28 June 2019

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

QUESTION:

Reference is made to the SDS page 14 Performance Statement Passenger Transport Services providing funding for fair access to public transport – in terms of recruitment of City Train Drivers, can the Minister advise:-

- a) the net increase in full-time drivers (excluding tutor drivers and inspectors) since October 2016;
- b) how many of these drivers were genuinely external candidates; and
- c) the forecast date when the structural surplus of train crew as recommended in the Strachan inquiry, including the additional 200 drivers will be achieved?

ANSWER:

I thank the Committee for the question.

Since October 2016, Queensland Rail has been working hard behind the scenes to increase its supply of train drivers, through the largest recruitment and training program the organisation has ever undertaken. A key component of this program was the recruitment of external trainee driver applicants, both those with and without prior Queensland Rail driving experience.

The external recruitment drive from August 2017 attracted significant interest, with more than 10,000 applications requiring assessment.

Drivers are responsible for the safety and wellbeing of up to 1,000 customers at any one time, so it's incredibly important that we get the right people into these safety-critical, highly sought-after roles. To manage this, Queensland Rail has implemented a multi-staged, competitive recruitment process which involves cognitive and psychomotor testing, panel interview, and health assessment. This approach is not dissimilar to recruitment programs for other agencies such as the Queensland Police Service.

As at 21 July 2019, Queensland Rail has offered 266 trainee drivers positions and 177 have completed their training and are now operating on the network.

This represents a net increase of 106 drivers since October 2016 when taking into account natural attrition. This number includes a net increase of 16 tutors and five train operation inspectors who are available to drive revenue services as required.

The record of the Palaszczuk Government stands in stark contrast to the incompetence of the former LNP Government who oversaw a net reduction of 48 drivers during their period in Government when they had full knowledge that the new Redcliffe Peninsula line was due to open in 2016 with six new stations, as well as the Commonwealth Games—the largest sporting event in Australia in a decade—creating high demand for Queensland Rail services on a 24/7 basis.

Under the LNP no drivers started training nor did any new driver training schools commence in 2014 which contributed to a net reduction of 48 drivers during the period of the LNP Government.

Queensland Rail is continuing to train more traincrew than ever before, with 74 trainee drivers currently in training as at 21 July 2019. Throughout 2019, 7 new driver schools are being conducted with 100 trainee drivers to commence training this calendar year.

A total of 48 external candidates from the August 2017 campaign for drivers have been offered and/or will be offered a driver position and either have been or will be allocated to driver schools in June, July and August 2019.

In addition, 19 former Queensland Rail drivers who were recruited as trainee drivers have now graduated from the program and are driving passengers on the network.

Queensland Rail plans to allocate further external candidates from the August 2017 campaign to driver schools in 2020.

It should be noted that the target of 200 additional drivers referred to in the State Government's Five Point Plan on 24 October 2016, prior to the establishment of the Strachan Inquiry, referred to the gross number of drivers to be recruited.

Queensland Rail anticipates it will achieve this target by the end of 2019.

As per the recommendations of the Strachan Report, Queensland Rail has moved from intermittent recruitment campaigns to ongoing recruitment, in order to create a pipeline of talent that addresses the range of factors that impact on driver supply.

There are a number of integrated elements that influence achieving a surplus of drivers, including number of services, number of train crew, natural attrition, overtime and resource allocation across the rail network. These are dynamic factors that are continually being monitored and should not be looked at in isolation.

The original forecast date for achieving a structural surplus of drivers was late 2019, however this date has been revised to late 2020.

A structural surplus of drivers is not required to sustainably support the return to a full-service timetable.

Non-Government Question on Notice

No. 5

Asked on Friday 28 June 2019

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

QUESTION:

Reference is made to the Departmental SDS page 3 Departmental Overview and specifically to the TMR maintaining safe and cost-efficient infrastructure and to page 5 2019-20 service area highlights for the State controlled road network. In terms of the Queensland Auditor General's Report No. 4 Integrated Transport Planning 2017-2018 which calculated underfunding for the State's road network as at 30 June 2017 had led to a renewal backlog of \$4 billion, can the Minister provide an updated calculation of the backlog figure as at 30 June 2019?

ANSWER:

I thank the Committee for the question, and I refer to my response to Government Question on Notice Number 3.

Non-Government Question on Notice

No. 6

Asked on Friday 28 June 2019

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

QUESTION:

With reference to page 7 SDS Performance Statement 2019-20 Service area highlights, continuing delivery of the \$550.8 million North Coast Line – Beerburrum to Nambour rail project, can the Minister advise the project delivery timeframes resulting from the Labor Government's funding commitment of only 20% for this rail duplication?

ANSWER:

I thank the Committee for the question and refer to my answer to Government Question on Notice Number 8.

Non-Government Question on Notice

No. 7

Asked on Friday 28 June 2019

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

QUESTION:

Reference is made to SDS Performance Statement page 14 Passenger Transport Services, as well as Translink's monthly public transport performance figures. Given the affordability metric consistently shows the lowest level of customer satisfaction, can the Minister advise what funding measures are planned for 2019-20 to improve this metric for customers?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government implemented the Fairer Fares for South East Queensland package (Fairer Fares) in late-2016 to provide much needed fare relief across the South East, and have introduced new concessions for job seekers, asylum seekers and veterans. Fairer Fares has saved public transport users \$178 million since late-2016 and these savings continue to increase into the future. As a result, public transport fares are lower today than they were in 2014.

Up to 109,000 people now benefit each week from the new 'eight and 50' policy introduced by the Palaszczuk Government. Only 80,000 people were able to access the previous 'nine and free' arrangement each week in the 12 months prior to Fairer Fares being implemented.

The Palaszczuk Government is committed to making public transport accessible for all Queenslanders and the Government's Concession Schemes have resulted in savings of \$320.44 million in the 2018–19 financial year for our most vulnerable Queenslanders.

Fare changes since the introduction of Fairer Fares have been aligned with the consumer price index to ensure they remain affordable, and so that public transport is sustainable for the long term.

On 7 January 2019, fares in South East Queensland changed by 1.8 per cent in line with inflation, resulting in a small increase of six cents to 11 cents per trip for most customers (based on an adult, peak go card fare within zones one to three).

This is only the second change since the Palaszczuk Government's Fairer Fares package was introduced in December 2016 and delivers on our commitment to make fares more affordable.

The Palaszczuk Government's \$371 million investment in the new Smart Ticketing system will allow greater flexibility for passengers through an expansion in ticketing options across the State. The Public Transport Fares Advisory Panel will also provide independent expert advice on future public transport fares, products and ticketing.

These reasonable fare changes balances cost recovery and customer expectations, noting the Queensland Government's estimated actual subsidy per passenger transport trip of \$13.19 in 2018–19.

The increased affordability of our public transport network in South East Queensland is reflected by record annual patronage totals over the last two financial years under the Palaszczuk Government.

This contrasts starkly with the lowest three years of public transport patronage in South East Queensland in the past decade which were the three years of the Newman LNP Government when major mistakes were common in the public transport portfolio.

Non-Government Question on Notice

No. 8

Asked on Friday 28 June 2019

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

QUESTION:

In terms of SDS page 15 Passenger Transport Services average on-time running and safety performance in peak times for City train, can the Minister advise —

- a) if these statistics are based on the amended timetable since October 2016;
- b) if they include or exclude NGR- related delays;
- c) if they include/exclude trains that 'skipped' stations and the number of these for 2018-19;
- d) the number of SPADs for 2018-19 compared to 2017-18;
- e) the number failed drug and alcohol tests for train drivers in 2018-19 compared to 2017-18?

ANSWER:

I thank the Committee for the question.

- a) Queensland Rail's on-time running performance statistics are calculated on the actual number of Citytrain revenue services timetabled to run on the network. In the 2018–19 financial year, Queensland Rail ran 358,789 timetabled Citytrain revenue services.
- b) The on-time running metric in the Department of Transport and Main Roads' Service Delivery Statement is Queensland Rail's contractual figure under the Transport Services Contract. This metric includes any New Generation Rollingstock (NGR) faults that cause delays as a force majeure incident, recognising that the Department of Transport and Main Roads (TMR) manages the contract with Qtectic for the delivery and maintenance of this fleet.

However, with the NGR fleet gradually accounting for a higher proportion of South East Queensland's train fleet, Queensland Rail has worked with TMR to introduce changes to online reporting that provides customers with greater transparency around the performance of the NGR trains as they continue to roll out.

While NGR faults have always been accounted for in Queensland Rail's 'customer impact' on-time running and reliability online statistics since the fleet's rollout from December 2017, from 1 January 2019 Queensland Rail also started including any NGR faults in the 'contractual' figures reported for the public on its website.

In 2018-19, Queensland Rail exceeded its target of 95 per cent of services running on-time. This target is still met when considering the New Generation Rollingstock fleet.

- c) Skipped stations are not included in Queensland Rail's on-time running statistics as these two measurements are recorded in separate ways. However, Queensland Rail proactively and transparently publishes both on-time running and skipped stations results on its website each month.

Data shows that only a very small number of services skip one or more stops. Just 0.3 per cent of services skipped one or more station in 2018–19.

During the 2018–19 financial year, an average of 85.8 services each month skipped stops out of an average of 32,600 Citytrain services (including Airtrain services) per month in 2018–19.

Queensland Rail makes every effort to ensure services run to the published timetable.

In the event of an unplanned disruption, in some cases train controllers may make a decision to run a train express through a small number of stations to minimise or prevent delays to further services on the network.

These decisions are not taken lightly and aim to achieve the best possible outcome for our customers and network overall, by ensuring the effects of disruptions are minimised.

Generally, Queensland Rail only runs a service express through some stations if the next service is less than five minutes away. In most cases, changes to stopping patterns only affect one to three stops.

- d) Queensland Rail takes safety on the rail network very seriously and every Signal Passed at Danger (SPAD) is thoroughly investigated.

For the 2018–19 financial year, Queensland Rail recorded a SPAD rate of 1.61 SPADs per million train kilometres travelled. This is a 30 per cent improvement on the previous financial year (2.35).

This involved 30 Queensland Rail SPADs in 2018–19 compared with 43 in 2017–18.

In January 2019, Queensland Rail recorded its best-ever SPAD rate of 1.44 SPADs per million train kilometres travelled.

This follows the implementation of a dedicated SPAD Prevention Taskforce in October 2017, which brought together key employees from across Queensland Rail to deliver a comprehensive SPAD strategy and a broad range of new safety controls focused on human factors, driver behaviour, and increased levels of engagement with staff.

- e) Safety is Queensland Rail's number one priority and all employees and contractors must be fit for work at all times while on duty. This includes having an alcohol reading of zero and a level of other drugs under the target concentration level as outlined in the Australian Standard.

Queensland Rail has a comprehensive alcohol and other drugs management program, which includes a rigorous testing regime and robust procedures for managing employees who test positive for alcohol and drug use.

In both 2017–18 and 2018–19 there were more than 12,000 alcohol and other drugs tests conducted, with many focused on safety-critical roles, including traincrew.

In 2018–19, there was one positive alcohol and other drugs test for a train driver and one refusal to test.

The drivers involved in the 2018–19 positive tests underwent strict disciplinary processes which resulted in the driver who refused the test being issued with a final warning then returning to work after presenting a negative test. This driver has subsequently passed additional alcohol and other drug tests. The other driver opted to resign.

In 2017–18 no train drivers tested positive to alcohol and other drugs.

Non-Government Question on Notice

No. 9

Asked on Friday 28 June 2019

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

QUESTION:

I refer to page 14 of the SDS in relation to passenger transport services and ask the Minister to provide the number of net full-time guards that have been employed since October 2016 and the date when an additional net 200 guards are expected to be achieved?

ANSWER:

I thank the Committee for the question.

Since October 2016, Queensland Rail has been working hard behind the scenes to increase its supply of traincrew, through the largest recruitment and training program the organisation has ever undertaken.

Traincrew are responsible for the safety and well-being of up to 1000 customers at any one time. There is an expectation that they are resilient and adaptive, with the ability to problem solve during unplanned disruptions, critical incidents and emergency situations. To manage this, Queensland Rail has implemented a multi-staged, competitive recruitment process.

As per the recommendations of the Strachan Report, Queensland Rail has moved from intermittent recruitment campaigns to ongoing recruitment, in order to create a pipeline of talent that addresses the range of factors that impact on traincrew supply.

Since October 2016, Queensland Rail has offered 400 trainee guard positions and as at 21 July 2019, 314 have completed their training and are now operating on the network. This represents a net increase of 110 guards when taking into account natural attrition and promotion of guards to trainee driver schools as part of their professional development. This also includes a net increase of 12 tutor guards who are available to work revenue services as required.

Queensland Rail is continuing to train more traincrew than ever before, with 58 trainee guards currently in training as at 21 July 2019. Queensland Rail will undertake further recruitment activities for trainee guards in 2019 and expects to hold eight new guard schools this calendar year and a further eight schools in 2020.

It should be noted that the target of 200 guards referred to in the State Government's Five Point Plan on 24 October 2016, prior to the establishment of the Strachan Inquiry, was the gross number of guards to be recruited.

A net increase of 200 guards is not required to support the return to a full-service timetable.

The record of the Palaszczuk Government stands in stark contrast to the former LNP Government who oversaw a net reduction of 48 drivers during its period in Government when it had full knowledge that the new Redcliffe Peninsula line was due to open in 2016 with six new stations, as well as the Commonwealth Games—the largest sporting event in Australia in a decade—creating high demand for Queensland Rail services on a 24/7 basis.

Under the LNP no drivers started training in 2014 and this was accompanied by a net reduction of 48 drivers during the period of the LNP Government.

Non-Government Question on Notice

No. 10

Asked on Friday 28 June 2019

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

QUESTION:

With reference to the chronically high airfare prices experienced on the Mount Isa and other rural and regional air routes; will the Minister commit to exploring the regulation of the Mount Isa and similar routes to help people unfairly and unnecessarily battling increased isolation and adversity out in these areas?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government subsidises over \$250 million in regional transport services every year, across coaches, ferries, rail services and flights.

Flights operating between Mount Isa and Brisbane and Mount Isa and Townsville are not regulated by the Department of Transport and Main Roads (TMR) and are priced independently by airlines.

Competition between airlines is one of the most effective way to reduce prices, which is why some air routes to Mount Isa have not been regulated. There is significant demand on this route and airlines need to respond by being more competitive.

This government has moved to only regulate air routes in regional and remote communities, where necessary, so that residents can access health, education and other critical services.

I am aware that my department's airline delivery partners are working with local councils and airport owners to review costs and, therefore, reduce airfare prices.

TMR will continue to work with delivery partners and local councils to discuss airfare affordability, and encourage initiatives that reduce passenger costs such as the Qantas Residents Fare scheme which currently operates on the Mount Isa to Brisbane and Mount Isa to Townsville routes.

This scheme offers discounts of between 20 and 30 percent off the Qantas-controlled component of all Economy fares, except for sale fares, for personal travel. This means last-minute trips or trips during peak travel times are more accessible year-round.

I acknowledge the role that stakeholders such as the Member for Traeger play in advocating for the needs of Central Western Queensland communities and supporting the sustainable growth and development of the region.

As part of the planning process for Long Distance Passenger Transport Services across regional Queensland, TransLink will engage with interested stakeholders in regards to the future of Long Distance Passenger Transport Services across the State.

The Federal Senate has also conducted an inquiry into 'the operation, regulation and funding of air route service delivery to rural, regional and remote communities'.

The Palaszczuk Government provided a submission to the Senate Committee Inquiry, about the work we do regulating regional air services and also the Local Fare Scheme.

Originally, this committee was going to release the recommendations on the 4th of December last year, however this was delayed, with the report being tabled on Friday 7 June 2019. I am advised the key recommendation was for another stand-alone public inquiry to be undertaken by the Productivity Commission which has compulsory information gathering powers. It was the view of the Senate committee that this inquiry should focus on the transparency around airfares as well as assessing the feasibility of operational subsidies and price controls.