

## Question on Notice

No. 327

Asked on Wednesday 18 March 2020

**MR S MINNIKIN** ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—

### QUESTION:

With reference to the Gold Coast Light Rail—

Will the Minister advise (a) where the rollingstock for the first two stages were built, (b) how many train sets were acquired for each stage, (c) how many further train sets will be required for Stage 3A and (d) where will they be built?

### ANSWER:

I thank the Member for Chatsworth for the question.

During the period from 1 July 2015 to 30 June 2019 (financial years 2015–16 to 2018–19), the Queensland Government delivered approximately \$1.8 billion of transport and roads infrastructure investment specifically in the Gold Coast, Logan and Scenic Rim areas.

This investment included the \$163.3 million duplication of the Gold Coast rail line between Coomera and Helensvale and the extension of Gold Coast Light Rail (GCLR) linking heavy rail at Coomera and Stage 1 of light rail at Parkwood, both completed in 2018.

Stage 2 of GCLR cost \$420 million, split between the Queensland Government (\$270 million), Australian Government (\$95 million) and the City of Gold Coast (\$55 million). These projects were part of a suite of critical transport and road infrastructure upgrades that ensured the Gold Coast 2018 Commonwealth Games was a huge success.

The *Queensland Transport and Roads Investment Program 2019–20 to 2022–23* outlines \$23 billion over the four-year period. Of this, approximately \$2.4 billion is committed across the Gold Coast, Logan and Scenic Rim areas, supporting approximately 2200 direct jobs over the life of the program.

The Member is asked to note that, in relation to light rail, the Gold Coast LNP members of Parliament have many different and conflicting views. The Member for Mermaid Beach has referred to it being ‘inflicted’ on the people of the Gold Coast, the Member for Burleigh wants the future Stage 3B to take the longer route west to the airport—sterilising the heavy rail route to the airport—and the Member for Bonney says the next stage should go to Harbour Town.

GCLR’s 14 trams for Stage 1 (Parkwood to Broadbeach South) were manufactured in Bombardier’s facilities in Germany, due to the highly specialised expertise and equipment required.

Bombardier was part of the successful consortium that tendered to design, build, operate and maintain the GCLR, including the supply of trams. In 2012, this relatively low production volume prohibited the establishment of a brand-new production facility in Australia for economic and productivity reasons.

Stage 2 (Helensvale to Parkwood) of GCLR required a total of four trams, taking the operating G:link fleet to 18, with these trams manufactured by Bombardier in Austria. An additional five trams of the same design and specifications are required for Stage 3A (Broadbeach South to Burleigh Heads) and they will also be manufactured by Bombardier in Austria.

The additional five Flexity 2 trams required for Stage 3A will be ordered and purchased by GoldlinQ, under a pre-agreed proposal with the current supplier Bombardier, through the original contract with the State. This is critical to achieve the timeframes to build and operate Stage 3A and maintain consistency with the existing fleet.

I am advised that using the same supplier for additional trams helps reduce the program and technical risk, ensuring they will integrate with the existing light rail system and achieve the same performance requirements.

The LNP's newly found interest in the location of heavy manufacturing should be held against the LNP's record. It was the former Newman Government which ordered 75 New Generation Rollingstock (NGR) trains from overseas that were not disability compliant when the Member for Chatsworth was the Assistant Minister for Public Transport. It is the Palaszczuk Government that has the NGR trains being rectified in Maryborough by Queenslanders. In addition, in December 2019, Queensland Rail signed a Memorandum of Understanding for \$300 million of rail maintenance work to be undertaken at Maryborough.

Labor at both a Federal and State level of government has got every stage of light rail going and backed its success on the Gold Coast. Meanwhile, the LNP has been divided on light rail and on properly funding it.