



State overview

Maintenance dredging at Canaipa Passage
North Stradbroke Island, July 2009

State overview

State-controlled transport and road infrastructure

Rail

TMR manages rail corridor land in Queensland and, with TransLink, oversees operations of Queensland Rail Limited (QR), a government-owned corporation. Through its key businesses, QR operates approximately 10,000km of rail network in Queensland, and moves approximately 244 million tonnes of freight and 62 million passengers annually.

The major national rail network and other railway is shown in **Figure 4**.

TMR promotes efficient and effective passenger and freight services by investing in the acquisition, maintenance and operation of rail infrastructure. This includes below-rail assets, such as tracks, bridges and signalling equipment, and above-rail assets with TransLink, such as stations and rollingstock.

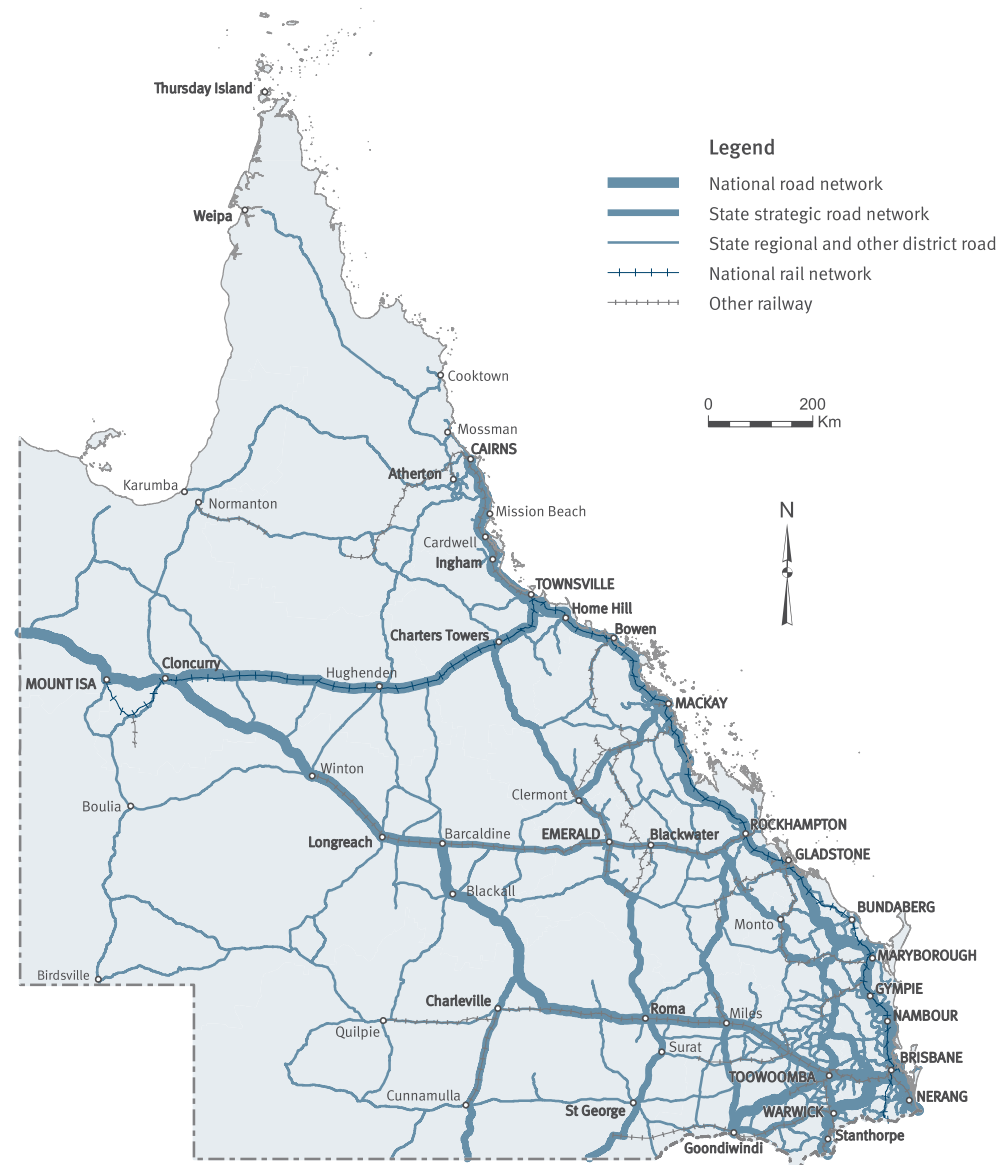
Details of rail projects can be found under each region's tab, in the **Transport Programs** section, if applicable.

Maritime

TMR and Maritime Safety Queensland (MSQ) own, manage and operate maritime infrastructure across Queensland, which is made up of 279 boat ramps, 29 pontoons, 41 jetties, five floating walkways, two barge/boat ramps and 530 aids to navigation. TMR, via MSQ, funds the construction and ongoing structural maintenance of boating facilities. The local managing authority provides the land-based infrastructure, such as car and trailer parking; manages the operations at the facility; and conducts day-to-day maintenance.

Details of maritime infrastructure projects can be found under each region's tab, in the **Transport Programs** section, if applicable.

Figure 4: Queensland's transport and road system map



Cycleways

TMR plans, constructs, operates and provides grants to local governments for cycleways across Queensland. Cycleways provide a safe and efficient form of travel, linking people to work, recreation and services. Responsibility for ongoing asset management lies with either TMR or local governments, depending on the asset owner.

Details of cycling infrastructure projects can be found under each region's tab, in the **Transport Programs** or **Transport Infrastructure Development Scheme** section, if applicable.

Busways

TMR plans, delivers and owns busways in south east Queensland, which is currently 24.6km in length. Busways remove buses from roads, easing traffic congestion and leading to improved services and increased patronage.

Details of busways projects can be found under each region's tab, in the **Transport Programs** section, if applicable.

Light rail

TMR is planning the first light rail system on the Gold Coast. This will consist of 13km of light rail. Light rail provides fast, frequent and reliable services to move high volumes of people through densely populated areas.

Details of light rail can be found under the South Coast Region's tab, in the **Transport Programs** section.

State-controlled roads

TMR owns, manages and operates Queensland's state-controlled roads. Queensland has the longest state-controlled network of any Australian state or territory, with 33,337km of roads, representing 25% of all state-controlled roads across Australia. Queensland's state-controlled roads consist of roads on the National Land Transport Network (National Network) and Other State-Controlled Roads. The different classes of roads are shown in **Figure 4**.

The state-controlled network includes the major traffic carrying and linking roads across Queensland; 80% of Queensland's road traffic is carried on state-controlled roads. State-controlled roads carry traffic volumes ranging from less than 50 vehicles per day to more than 140,000 vehicles per day. These roads are used for a wide range of purposes, including freight, tourist trips, daily commutes, access to services, and recreation.

The estimated replacement value of Queensland's state-controlled road network is \$54.9 billion, as at 30 June 2009, making it the Queensland Government's largest publicly-owned physical infrastructure asset.

National Network roads

TMR owns, manages and operates the National Network in Queensland, including 5,040km of roads.

The National Network is a single integrated network of land transport linkages of strategic national importance. The National Network is based on national and inter-regional transport corridors, including connections through urban areas, links to ports and airports, rail, road and intermodal connections. These are of critical importance to national and regional economic growth, development and connectivity.

Details of roads projects on the National Network can be found under each region's tab, in the **National Network** section.

Other State-Controlled Roads

As shown in **Figure 4**, Other State-Controlled Roads in Queensland include:

- state strategic roads – 4,150km
- regional and district roads – 24,147km.

Details of roads projects on Other State-Controlled Roads can be found under each region's tab, in the **Other State-Controlled Roads** section.

Local government-controlled roads

Local government-controlled roads are owned, managed and operated by various local governments across Queensland.

Details of projects on local government-controlled roads can be found under each region's tab, in the **Transport Infrastructure Development Scheme** section.

Transport and road state-wide commitments

Funding commitments beyond those listed under each region's tab, are included under the **Transport and road state-wide commitments** section.

Funding overview

The *Queensland Transport and Roads Investment Program 2010-11 to 2013-14* (QTRIP) details a \$17 billion investment in transport and road system management, planning, improvement, maintenance and operation over the next four years.

This funding is primarily sourced from the Queensland Government and Australian Government, as shown in **Figure 5**. Some projects are also partly funded by local government and developer contributions, and through Natural Disaster Relief and Recovery Arrangements, jointly funded by the Queensland Government and Australian Government.

As shown in **Figure 6**, this funding has been allocated to Transport Programs, works on the National Network, Other State-Controlled Roads, and to the Transport Infrastructure Development Scheme. A further break down of funding allocations are shown in **Figure 6** to **Figure 10**.

Queensland Government funding

Queensland Government funding for transport and road projects in 2010-11 totals \$2.8 billion. Over the next four years, \$9.5 billion is being provided.

In March 2010, the Minister for Main Roads announced an additional funding pool of \$30 million in 2010-11. This is special funding aimed at enhancing productivity, efficiency, safety and access across the rural road network, and is now known as the Regional Safety and Development Program (RSDP).

The RSDP is primarily aimed at assisting western Queensland, and priority will be given to submissions from South West, Outback and North West Regional Road Groups (RRGs). Priority may also be given to other rural and remote areas in Queensland where considerable economic activity, such as large scale mining or industrial growth, is occurring.

Figure 5: Funding sources for public transport infrastructure and roadworks 2010-11 ⁽¹⁾

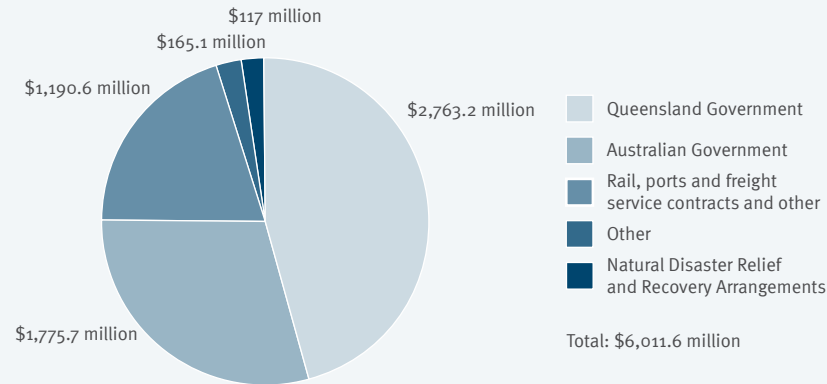
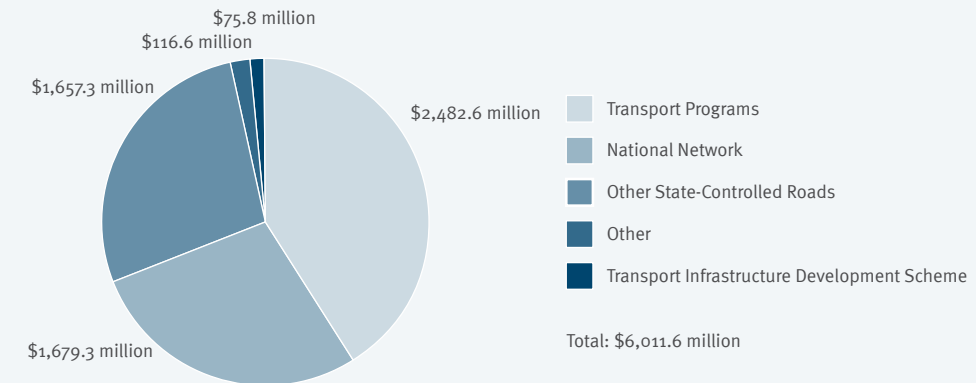


Figure 6: Funding allocations for public transport infrastructure and roadworks 2010-11 ⁽¹⁾



⁽¹⁾ For full funding and allocations details see **Appendix 4: Funding and allocations**.

This program will allow RRGs to continue to improve key roads to benefit all regional road users and support regional development, improved transport outcomes, safer roads, and increased employment in Queensland. This investment in roadworks will help stimulate regional economies and support local communities.

An additional \$5.8 million builds on the previously published \$30.4 million of roadworks in regional Queensland being provided through the Sustainable Resource Communities Initiative. This funding will allow projects in key areas to be fast-tracked, to secure existing jobs and create new jobs for Queensland communities.

Also supporting regional Queensland is a funding allocation of \$150 million over three years announced in June 2008, to improve the road network in the Bowen Basin and further support central Queensland's coal mining industry.

Work will also continue on the remainder of the \$350 million Regional Bridge Renewal Program.

Projects in south east Queensland will receive \$5.4 billion in funding over the next four years to 2013-14, including the transport and road infrastructure investment outlined in the *South East Queensland Infrastructure Plan and Program* (SEQIPP). This includes \$20 million in 2010-11 to continue the Cycle Network Program.

In 2010-11, more than \$10 million will be invested in maritime infrastructure including recreational boating facilities and maritime safety works. A total of \$23 million is being provided in Transport Capital Grants for initiatives such as rural and remote airport upgrades, improving school bus safety, and improving disability access.

Over the next four years, \$234 million is being provided through Safer Roads Sooner to reduce the number of crashes with deaths or serious injuries on state-controlled roads. This includes \$66 million for 2010-11.

TMR is also directing a greater level of funding towards the preservation and renewal of Queensland's road network over the next four years. This forms part of TMR's asset management strategy to protect the investment in roads.

Australian Government funding

Australian Government funding for transport and road projects in 2010-11 totals \$1.8 billion. This is part of a total of \$7.2 billion in funding that has been committed over the period 2008-09 to 2013-14.

The 2010 Federal Budget funding allows current Australian Government funded projects to continue as forecast, with further projects under the Nation Building Program receiving funding. This includes:

- funding of \$62 million from 2009-10 to 2010-11 toward the \$300 million upgrade of the intersection of Mains and Kessels Road at Macgregor
- Bruce Highway rest areas, overtaking lanes and projects to address black spots will receive \$78.5 million in 2010-11
- the replacement of the Isis River Bridge on the Bruce Highway has received \$18.1 million for 2009-10 to 2010-11
- the Gold Coast Rapid Transit Project received \$365 million.

The Australian Government's investment incorporates the following funding for transport and roads in Queensland:

- Nation Building Program: \$5.9 billion to deliver works of high national benefit on the National Network, including maintenance
- Building Australia Fund: \$1.3 billion to deliver works on the National Infrastructure Priority List

In addition, the Black Spot Program provides \$103.7 million to target sites on state-controlled and local government-controlled roads to reduce the risk of crashes.

From 2008-09 to 2013-14, the following funding for transport has also been provided directly to local governments to improve safety and productivity outcomes for the heavy vehicle industry and the community:

- Roads to Recovery: \$440.3 million for maintaining and upgrading local roads

- Financial Assistance Grants: \$726.2 million in untied funding to local governments.

Local government contributions

Local governments contribute to transport and roads projects through initiatives including the Transport Infrastructure Development Scheme, the Cycle Network Program, Light Rail and Transport Capital Grants. Local governments generally contribute between 10% and 50% of costs for these projects.

Developer contributions

Funding is not always available as and when required, to suit the needs of specific projects, because of competing priorities for limited government resources. In such cases, it is sometimes necessary for developers to make a contribution, based on the development's local impact.

Natural Disaster Relief and Recovery Arrangements

Natural Disaster Relief and Recovery Arrangements (NDRRA) provides funding for restoring assets damaged by natural disaster events. It focuses on restoring assets as quickly as possible.

NDRRA is jointly funded by the Queensland Government and Australian Government on a cost-sharing basis, with the Australian Government contributing 75% of forecast costs above certain thresholds, and Queensland Government funding the remaining 25%.

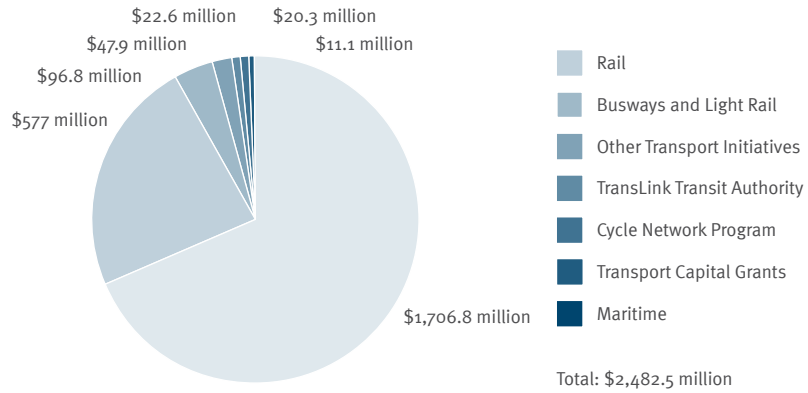
Transport Service Contracts

Service contracts are in place which enable the upgrade, maintenance, and preservation of infrastructure to achieve improved safety and reliability, increase efficiency and provide social and environmental benefits. The subsidy allows organisations to continue to plan future services and infrastructure requirements and maintain existing assets.

Funding allocations

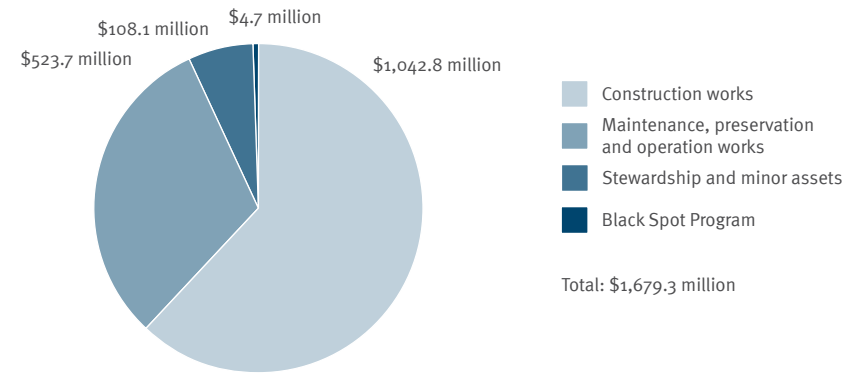
Transport Programs

Figure 7: Funding allocations for Transport Programs 2010-11



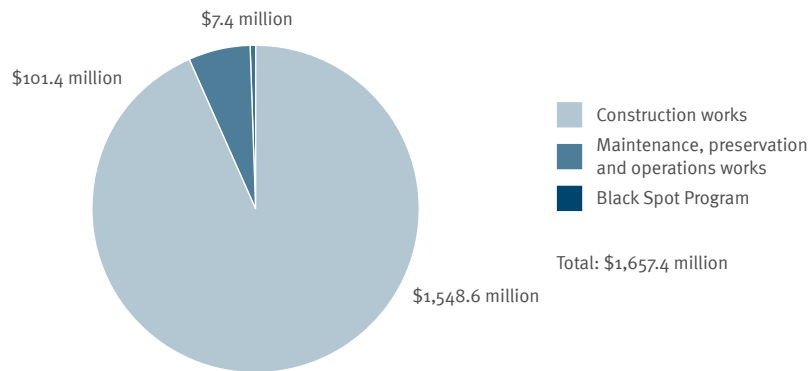
Other State-Controlled Roads

Figure 9: Funding allocations for Other State-Controlled Roads 2010-11



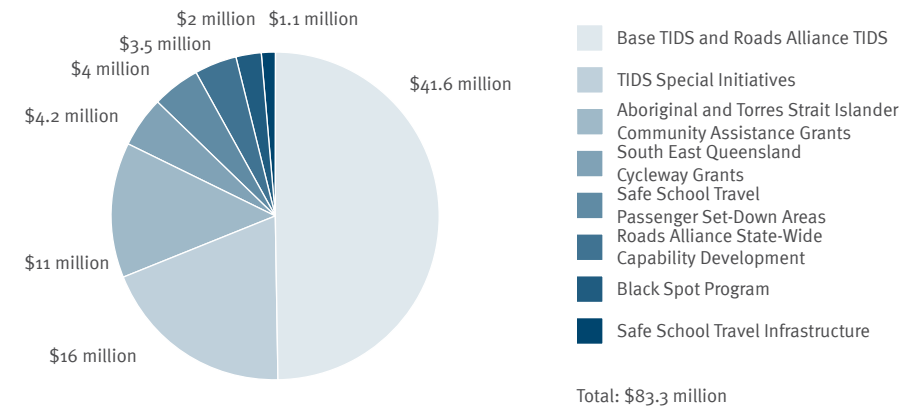
National Network

Figure 8: Funding allocations for National Network 2010-11



Transport Infrastructure Development Scheme

Figure 10: Funding for Transport Infrastructure Development Scheme 2010-11



Administered funding

Transport and Main Roads (TMR) works in consultation with several government-owned organisations to plan future upgrades to the transport network. These are unlisted public companies, and are wholly owned by the Queensland Government.

Projects are subject to a project assurance framework and a value for money assessment, to determine whether projects can best be delivered by a government-owned organisation, the Queensland Government, or another delivery method. Delivery by government-owned organisations provides similar benefits to public-private partnerships, with the added benefit of a close relationship with the Queensland Government.

The Queensland Government's ownership of these organisations allows major infrastructure projects to be delivered through government funding, revenue, or borrowings that are repaid over a franchise period.



Queensland Rail and QR National

In December 2009, the Queensland Government announced its intention to sell via an initial public offering the commercial businesses of QR Limited (QR) as an integrated rail operation, to be known as QR National. QR National will be comprised of QR's coal and freight businesses, the central Queensland coal network and the supporting workshops and track construction and maintenance functions.

On 1 July 2010, the Government established a new government-owned corporation, Queensland Rail Limited (Queensland Rail), to operate the rail passenger services in Queensland. Queensland Rail will hold the balance of the passenger and non-coal rail network. It is delivering the SEQIPP rail program on behalf of the Queensland Government, with \$446 million allocated in 2010-11, for the upgrade of infrastructure and rolling stock on the Citytrain network.



City North Infrastructure

City North Infrastructure (CNI) was established in 2006 to represent the Queensland Government and Queensland communities on major infrastructure projects. A wholly-owned Queensland Government operation, CNI acts autonomously as a special purpose entity and is overseeing the delivery of the combined \$4.8 billion Airport Link, Northern Busway (Windsor to Kedron) and Airport Roundabout Upgrade.

Under a public-private partnership, BrisConnections has been awarded a 45 year concession to design, construct, operate and maintain the Airport Link toll road, as well as separate contracts to design and construct the Northern Busway (Windsor to Kedron) and Airport Roundabout Upgrade, which will then be handed back to the state.

The three projects are being constructed together to ensure efficiency and value for money are achieved, and will be completed by mid-2012.

There are currently 3,400 people employed by the projects, which are generating 10,000 direct and indirect job opportunities.



TransLink Transit Authority

TransLink Transit Authority (TransLink) provides a single point of contact for public transport customer information and coordinates and integrates public transport services across south east Queensland.

TransLink is delivering the \$213 million Translink Station Upgrade Program on behalf of the Queensland Government. The program will provide new and upgraded stations, park 'n' ride facilities and bus stops.

In 2009-10, TransLink also rolled out the *go* card, a new ticketing system that enables passengers to travel seamlessly on bus, train and ferry services across south east Queensland.



Queensland Motorways Limited

Queensland Motorways Limited (QML) owns and operates parts of the Gateway Motorway and the Logan Motorway, as toll roads; and the Port of Brisbane Motorway, under a 30-year road franchise agreement.

QML is delivering the Gateway Upgrade Project on behalf of the Queensland Government. The project will be completed by 2011 and includes the construction of a new bridge next to the former Gateway Bridge – now known as the Sir Leo Hielscher Bridges; the upgrade of 12 kilometres of motorway from Mount Gravatt-Capalaba Road to Lytton Road; and 7km of new motorway north of the Sir Leo Hielscher Bridges, through airport land to Nudgee Road, including connection to a second airport access.

QML is also delivering stage one of the Gateway Upgrade South between Mount Gravatt-Capalaba Road and Miles Platting Road. The upgrade will include widening the bridges over Mount Gravatt-Capalaba Road and Prebble Street and minor intersection upgrades at Mount Gravatt-Capalaba Road interchange.

In 2009-10, QML also made the transition to free-flow tolling, installing sophisticated no-stop tolling systems and removing existing cash toll plazas.