

Department of Transport and Main Roads
Noting Brief
MBN26190

To: Minister for Transport and Main Roads and Minister for Digital Services

SUBJECT: Taxi and rideshare compliance activities	ROUTINE
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Summary

- Customer Services Branch (CSB) transport inspectors (TIs), in conjunction with Translink, conducted a taxi and rideshare compliance operation, Operation Purple Rain, in the Gold Coast, Brisbane and Sunshine Coast regions from 2 December 2022 to 29 January 2023.
- The focus of this operation was to target all non-compliant activities by taxis and rideshare vehicles.
- TIs efforts are to be commended for this operation with the final results showing 2462 personalised transport vehicles intercepted, 752 Penalty Infringement Notices (PINs) and 92 defect notices issued.
- While Operation Purple Rain is now finalised, non-compliant activities by taxis and rideshare vehicles continue to be a key area of focus. As such, TIs are continuing to work with officers from Translink and conducting ongoing overt and covert operations at key locations and times in the areas of Brisbane CBD, Gold Coast and Sunshine Coast for the foreseeable future.

Background

- In response to increasing customer complaints about taxi drivers not turning their meter on and asking customers for cash payments above the regulated maximum fare, TIs commenced Operation Purple Rain from 2 December 2022 to 29 January 2023.
- This operation was held in the Gold Coast, Brisbane and Sunshine Coast regions and involved both overt and covert compliance activities targeting all non-compliant activities in relation to taxis and rideshare vehicles, including:
 - overcharging
 - fare refusals
 - illegal stopping in taxi zones and yellow lines
 - drivers failing to carry required authority cards
 - unapproved cameras in rideshare vehicles
 - rideshare vehicles taking payment other than through the approved application.

Issues and Suggested Approach

- Weekly taxi compliance operations are now integrated into CSB's standard business operations, with TIs assigned to shifts every Friday and Saturday in metropolitan areas, as well as additional rosters to address specific complaints and intelligence received.
- Since December 2022 to end of June 2023, TIs have intercepted 6227 taxis or rideshare vehicles in South East Queensland.
- Of these 6227 intercepts, 1159 PINs and 329 defect notices have been issued.

Action Officer: Wendy Reynolds Principal Advisor Customer Services Branch Tel: 3066 1906 Date: 6 July 2023	Endorsed by: Michael Crago General Manager Customer Services Branch Tel: 3066 5110 Date: 7 July 2023	Endorsed by: DDG Nick Shaw A/Deputy Director-General Customer Services, Safety and Regulation Tel: 3066 5101 Date: 7 July 2023	Endorsed by: DG Sally Stannard A/Director-General Tel: 3066 7316 Date: 10 July 2023
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- PINs are being issued whenever there is evidence to do so. Data reveals the effectiveness of the compliance activity in curbing non-compliant behaviour is evidenced by a significant reduction in infringements. In December 2022, 27 per cent of intercepts resulted in an infringement, whereas in May 2023 this number dropped to six per cent.
- This comprehensive approach ensures a continuous compliance focus on the taxi and rideshare network at various locations and times ('Anywhere, Anytime').
- TMR is committed to maintaining these compliance operations into the future to ensure effective enforcement and adherence to regulations.
- In line with the Passenger Transport Compliance Strategy, CSB and Translink have established a close collaboration, utilising local networks and intelligence, to prioritise intelligence-driven operations and on-road activities.
- Their primary objective is to identify and address instances of overcharging and job refusals in the industry, and work in conjunction to plan yearly compliance activities, including ensuring a strong compliance presence at large community events (concerts, sporting events etc.).
- CSB and Translink officers attended a joint workshop on 5 July 2023 to review the effectiveness of compliance activities carried out over the past seven months and develop future strategies to focus on overcharging and refusal offences within the industry. Workshop participants reviewed data relating to enforcement activities and enforcement practices currently in place, analysed current complaint management practices, evidence requirements needed to enable enforcement and discussed additional education opportunities for industry and the public. A number of actions have been taken from the workshop, which CSB and Translink will continue to collaboratively work through over coming months.

Financial Implications

- There are no financial implications.

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when making the recommendations outlined in this brief, and there are no impacts to human rights.

Consultation with Stakeholders

- CSB, Land Transport Safety and Regulation branch, and Translink have established a close collaboration, utilising local networks and intelligence, to prioritise intelligence-driven operations and on-road activities.

Employment

- There are no employment impacts associated with this matter.

Media

- Compliance activities on the taxi and rideshare network is subject to potential media interest.

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

- This matter does not relate to a government objective.

Minister's comments

DG - Do we have any of our compliance officers who use a wheelchair?

Noted / Not Noted

NR

Minister's Signature.....

Date 24 / 8 / 23

Department of Transport and Main Roads
Urgent Meeting Brief
MBN26177

To: Minister for Transport and Main Roads and Minister for Digital Services

<p>SUBJECT: Civil Aviation Safety Authority's (CASA) changes to regulations impacting air services to Far North Queensland</p> <p>DATE/TIME: Friday 14 July 2023 10.30 am, pre-brief 10.00 am via Zoom</p> <p>ATTENDEES:</p> <ul style="list-style-type: none">Ms Pip Spence PSM, Chief Executive Officer and Director of Aviation Safety, Civil Aviation Safety Authority <p><i>Your office</i></p> <ul style="list-style-type: none">Ms Hannah Whittle, Senior Policy Advisor <p><i>Departmental representatives</i></p> <ul style="list-style-type: none">Ms Jasmine Green, A/General Manager (Passenger Transport Services), Translink Division, T: 3338 4037Ms Juanita Rechichi, Executive Director (Commercial Partnerships), Translink Division, T: 3338 4034 (via Zoom)
<p>Minister's Comments:</p>

Summary

- The primary purpose of the meeting is to discuss the CASA's changes to regulations impacting air services to Far North Queensland.

Background

- In 2021, CASA made a change to Part 135 of the Civil Aviation Safety Regulations. These changes required operators landing at smaller runways to make an application to consider the reduced load factoring from a safety perspective, including but not limited to additional pilot training, limitations on weather and aircraft considerations.
- As previously noted in MBN26130, CASA advised Skytrans that, due to non-compliance with these changes, they would be required to cease flying to certain ports until rectification had occurred.
- On 17 October 2022, Skytrans announced that services to Mer (Murray), Darnley (Erub) and Mabuiag Islands would be suspended while they worked to obtain an operational exemption from CASA in order to continue servicing these islands with their fleet of Cessna Caravan 208B aircraft.
- CASA subsequently gave permission to Skytrans to resume flights to Murray Island as of 30 January 2023. These services have since resumed.

Action Officer: Juanita Rechichi Executive Director Commercial Partnerships Tel: 3338 4438 Date: 7 July 2023	Endorsed by: Jasmine Green A/General Manager Passenger Transport Services Tel: 3338 4037 Date: 11 July 2023	Endorsed by: DDG Peter Milward A/Deputy Director-General Translink Tel: 3338 4026 Date: 12 July 2023	Endorsed by: DG Sally Stannard A/Director-General TMR Tel: 3066 7316 Date: 12 July 2023
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- In June 2023, a boat carrying three people between Badu Island and Mabuiag Island capsized, resulting in the death of NR. It would ordinarily have been possible for this trip to be made by air, as Skytrans services connected Badu and Mabuiag Islands prior to the recent cessation. This was widely reported by media outlets and came with public calls for improved servicing of Torres Strait islands.
- On 19 June 2023, Ms Cynthia Lui MP, Member for Cook, sent a letter to your office raising concerns regarding the continued disconnection of Mabuiag and Darnley (Erub) Islands, seeking state consideration of alternative service options (**Attachment 1**).
- In response to community concern, the Department of Transport and Main Roads entered into a 12-month emergency service contract (ESC) as per the provisions in the *Transport Operations (Passenger Transport) Act 1994* to urgently install compliant regular public transport (RPT) air services to connect Mabuiag and Darnley (Erub) Islands to Horn Island and the greater Torres Strait region. This ESC is being delivered by Hinterland Aviation.
- Hinterland Aviation were granted approval by CASA to service Mabuiag and Darnley (Erub) Islands with their Cessna Caravan 208B fleet in September 2022.
- Air services under this ESC commenced on 4 July 2023 and will remain in place for the next 12 months.
- Residents who are eligible for the local fare scheme are able to access this service under the ESC.
- The ESC provides six return services per week to each island, with operations based in Cairns for the first eight weeks of service before moving to Horn Island.
- TMR representatives Ms Rechichi and Mr Nathan Murice, Director (Commercial Partnerships) met with CASA representatives, including Ms Spence, on 27 June 2023 regarding the ESC and the status of Skytrans' approvals to service Mabuiag and Darnley (Erub) Islands. At this meeting, CASA:
 - confirmed that Hinterland Aviation possessed the necessary approvals to service the islands in question
 - confirmed there was no need or intention to rescind Hinterland Aviation's approvals
 - confirmed that Skytrans did not possess the necessary approvals to service the islands in question
 - advised they would continue working with Skytrans through the approvals process
 - advised they would liaise with Hinterland Aviation to ensure that they were operating to expected standards.
- On 5 July 2023, CASA emailed Ms Rechichi advising that they had granted Skytrans approval to service Mabuiag and Darnley (Erub) Islands which allows "an expanded capability for Skytrans to carry more passengers" and that Skytrans is "in the process of applying the new approval to their operations so they can resume services".
- On 7 July 2023, Skytrans advised TMR that they intended to resume air services from 11 July 2023, offering a daily service (Monday to Saturday) to Mabuiag and two services per week to Darnley (Erub). These services have now recommenced, with bookings available on Skytrans' website.
- A review of the services and the need for State Government transport intervention into the greater Torres Strait region will be conducted during the ESC period, with any further recommendations to be presented to government for consideration.

Issues and Suggested Approach

- It is unclear how long Skytrans was operating commercially to Mer (Murray), Mabuiag and Darnley (Erub) Islands without CASA approval.
- TMR is not involved in CASA approval processes and has no knowledge of the specific issues that prevented Skytrans from operating to these islands beyond what has been reported in the media.

- Skytrans now have approval to service these islands again, which may result in Hinterland Aviation's ESC services operating alongside Skytrans' commercial services at some point in the future. The potential impact on patronage and market share is unknown at this point and will be monitored by TMR moving forward.
- TMR made the decision to implement an ESC due to:
 - the previous eight months of no regular service
 - community concern regarding the continued isolation and requests for intervention
 - the reported high cost of charter services to the islands
 - historic instability of Skytrans as a commercial air service operator and uncertainty regarding the likelihood or timeline of CASA approvals
 - the high risk of alternative water travel
 - the recent death of a passenger who was travelling by boat between Badu and Mabuiaq Islands.
- It is recommended at the meeting that you ascertain:
 - why Skytrans was not allowed to service the islands
 - how long Skytrans was operating in contravention of CASA regulations/approvals
 - why the process to grant Skytrans approvals has taken eight months
 - the conditions of the approval (IE. carrying capacity)
 - any concern that CASA may have in relation to the new approvals.

Financial Implications

- The ESC will cost approximately Sch 4, Pt4, Item 7 (1)(a) of the 12 months that it is in place.

Consultation with Stakeholders

- TMR previously met with representatives of CASA in relation to this matter on 27 June 2023. The meeting did not provide any indication of whether Skytrans would be granted approval to resume operations into Mabuiaq and Darnley (Erub) Islands.

Employment

- The establishment of the ESC has resulted in the engagement of Hinterland Aviation, a Queensland company that locally employs aircrew and groundcrew. The establishment of the services has also necessitated the leasing of a hangar and office space and pilots/crew make use of accommodation and services on Horn Island.

Media

- The cessation of services to Mabuiaq and Darnley Islands is high priority in the media, particularly following the disappearance of NR at sea. At present, media articles are focussing on CASA's regulation change, the timeline required for Skytrans to resume operations, the cost of charter services, the negative impacts (including health) of continued isolation of these islands and the risks of water travel.
- The establishment of the ESC has resulted in positive media attention from the *Cairns Post*, reporting it as a "huge win" for communities.

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

- This aligns to the government priorities of safe communities and responsive government.

Department of Transport and Main Roads
Noting Brief
MBN26184

To: Minister for Transport and Main Roads and Minister for Digital Services

<p>SUBJECT: Exercise Talisman Sabre 2023 (TS23)</p>	<p>ROUTINE:</p>
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Summary

- TS23 will run from 22 July to 4 August 2023.
- TS23 is multinational, joint (multi-service) task force operation involving Australian and United States of America (USA) military forces and other foreign allies.
- TS23 will involve military amphibious landings, ground force manoeuvres, air combat and maritime operations at various locations across Queensland and its coast.
- The military exercises are also designed to practice planning and combat readiness.
- Maritime military operations are focused at Weipa, Forrester Beach, Kings Beach, Bowen, Midge Point, Shoalwater Bay, Gladstone harbour and Hydrographers Passage in the Great Barrier Reef.
- Maritime Safety Queensland (MSQ) is supporting State and Commonwealth exercise planning agencies to keep mariners informed and maintain safety on the waterways.
- The two ports of Brisbane and Gladstone are designated for nuclear powered warship (NPW) visits. It is likely that a NPW will visit the ports of Brisbane and/or Gladstone, however, these potential visits will be notified at a later date. There are strict contingency plans and port safety plans in place for Brisbane and Gladstone for NPW visits and these have occurred before on multiple occasions in the past.

Background

- TS23 is the largest bilateral training activity between Australia and the USA. First held in 2003, exercise TS23 will mark the tenth iteration of the biennial exercise. Confirmed participating partner nations in TS23 include Fiji, Indonesia, Japan, Republic of Korea, New Zealand, Papua New Guinea, Tonga, France, United Kingdom, Canada and Germany.
- The Philippines, Singapore and Thailand will attend as observers.
- Overall, there will be 30,000 military participants.
- TS23 is designed to test our respective forces in planning and conducting combined (multinational) and joint (multi-service) task force operations.
- These military exercises are also designed to practice planning and combat readiness, improve the combat readiness and interoperability through complex high-end warfighting by air, sea and land.
- It will consist of field training exercises incorporating force preparation activities, amphibious landings, ground force manoeuvres, and air combat and maritime operations.

Action Officer:	Endorsed by	Endorsed by:	Endorsed by: DDG	Endorsed by: DG
Frank D'Souza	Jim Huggett	Kell Dillon	Nick Shaw	Sally Stannard
RHM Townsville	Executive Director	General Manager	A/Deputy Director-General	A/Director-General
	Port Operations and VTS	(Maritime Safety Queensland)	(Customer Services, Safety and Regulation)	
Tel: NR	Tel: 3066 3542	Tel: 3066 3977	Tel: 3066 6083	Tel: 3066 7316
Date: 4/07/2023	Date: 11/07/2023	Date: 11/07/2023	Date: 12/07/2023	Date: 14/07/2023

- Forces will be moving into Australian training areas from early July 2023. Activities will peak in Queensland over the period late July to early August.
- Some of the warships involved will operate covertly as part of the exercise, but interaction with commercial ships will be conducted safely.
- MSQ's Ports and Reef Vessel Traffic System (VTS) will monitor and interact with commercial shipping transiting the exercise areas, as well as military shipping involved in the exercise.

Issues and Suggested Approach

- There are no issues relating to TS23 from an MSQ and Department of Transport and Main Roads (TMR) perspective. MSQ has had significant proactive communication from the Commonwealth's Department of Defence Australian Defence Force (ADF), and key MSQ staff (in particular, regional harbour masters and VTS).

Financial Implications

- There are no financial implications associated with this matter.

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when making the recommendations outlined in this brief, and there are no impacts to human rights.

Consultation with Stakeholders

- The ADF has organised briefings with key stakeholders (Queensland Police Service, local councils, TMR and Queensland Port Authorities) to ensure the public is aware of the activities.
- MSQ is assisting by keeping stakeholders informed through gazetted notices, notices to mariners and social media posts.

Employment

- There are no employment impacts associated with this matter.

Media

- TS23 has generated considerable media attention, but there are no media impacts for MSQ.

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

- This matter does not relate to a government objective.

Minister's comments

Noted / Not Noted

NR

Minister's Signature

Date 26 / 7 / 23

Department of Transport and Main Roads
Noting Brief
MBN26380

To: Minister for Transport and Main Roads

SUBJECT: Queensland Rail Quarterly Report – Quarter 4, 2022–23 (April to June 2023)	ROUTINE
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Summary

Sch 4, Part 4, Item 7(1)(c) - Disclosing trade secrets, business affairs or research

Background

- Queensland Rail has provided the quarter four report to responsible ministers and departments. The Department of Transport and Main Roads (TMR) has since analysed the report, sought clarification from Queensland Rail on particular matters and summarised the report in a high-level format, highlighting key issues.
- A copy of Queensland Rail’s quarter four report is provided at **Attachment 1**.

Issues and Suggested Approach

Sch 4, Part 4, Item 7(1)(c) - Disclosing trade secrets, business affairs or research

Action Officer: Jonathon Perrett A/Executive Director (Governance, Freight and Partnerships) Tel: 3066 1652 Date: 6 September 2023	Endorsed by: Penny Ford A/General Manager (Transport Strategy and Planning) Tel: 3066 1653 Date: 11 September 2023	Endorsed by: DDG Andrew Mahon Deputy Director-General (Policy, Planning and Investment) Tel: 3066 7512 Date: 22 September 2023 – progressed under A/GM approval	Endorsed by: DG Sally Stannard A/Director-General Tel: 3338 4158 Date: 22 September 2023
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Financial Implications

- There are no financial implications.

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when undertaking actions outlined in this brief, and there are no impacts to human rights.

Consultation with Stakeholders

- Translink division reviewed the content of this briefing note.

Employment

- There are no employment impacts associated with this matter.

Media

- There are no media issues associated with this matter.

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

- This matter does not relate to a government objective.

Minister's comments

NR



Minister's signature.....

Date 12/10/23.....

Released under RTI - DTMR

Pages 10 through 70 redacted for the following reasons:

Exempt Sch 3, Section 2(1)(b) - Cabinet information
Sch 4, Part 4, Item 7(1)(c) - Disclosing trade secrets, business
research
Sch 4, Part 4, Item 7(1)(c) - Disclosing trade secrets, business affairs or
research

Department of Transport and Main Roads
Noting Brief
MBN26291

To: Minister for Transport and Main Roads and Minister for Digital Services

<p>SUBJECT: Roadways Behaviour Monitoring System – school zone enforcement go-live</p>	<p>URGENT: RBMS cameras in school zones will commence issuing infringements from 7 August 2023</p>
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Summary

- The Roadways Behaviour Monitoring System (RBMS) project is a two-year pilot program of a managed service model for speed enforcement in school zones and roadworks.
- The Department of Transport and Main Roads (TMR) has been working closely with Queensland Treasury, Queensland Revenue Office (QRO) and Queensland Police Service (QPS) Road Safety Camera Office (RSCO) to develop the end-to-end process for issuing infringement notices from RBMS cameras.
- Following completion of successful end-to-end testing, and discussion with QPS representatives including Acting Chief Superintendent Janelle Andrews on 2 August 2023, RBMS cameras in school zones will commence issuing infringements from 7 August 2023.

Background

- At school zones, the RBMS project comprises of six speed cameras rotated across specially designed school zone signs installed at 24 risk assessed school zones.
- Fifteen of the 24 school zone sites are installed, with four more to be installed by the end of August 2023 once site surveys have been completed.
- The five remaining sites require design changes due to positioning of underground services discovered during installation and are expected to be operational in late October 2023.

Issues and Suggested Approach

- Delays in RSCO back-office system integration for the RBMS have occurred due to QPS resources prioritised to support transition of technology systems to QRO, in particular upgrading of the RSCO Infringement Issuing and Processing System, as well as the vendor’s own technology development.
- On 11 July 2023, QPS confirmed there were no impediments to proceeding to infringement issuing pending completion of end-to-end testing.

<p>Action Officer/Approved by: Peter Kolesnik Executive Director (Safer Roads Infrastructure) Tel: 3066 3741 Date: 3 August 2023</p>	<p>Endorsed by GM Dennis Walsh Chief Engineer (Engineering and Technology) Tel: 3066 8599 Date: 4 August 2023</p>	<p>Endorsed by DDG Ann-Maree Knox A/Director-General (Infrastructure Management and Delivery) Tel: 3066 2301 Date: Progressed under CE endorsement 7 August 2023</p>	<p>Endorsed by DG Sally Stannard A/Director-General Tel: 3066 7316 Date: 7 August 2023</p>
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- Following successful adjudication training for QRO staff and TMR prosecution personnel on 19 July 2023, QPS end-to-end testing was successfully completed on 27 July 2023, with all test packages passing through the system.
- Following QPS confirmation of successful back-office end-to end testing, 'go live' date for School Zone RBMS cameras is 7 August 2023.
- The six sites which will go live for enforcement on 7 August 2023 are:

Exempt Sch 3, Section 10(f) - Law enforcement or public safety information

Financial Implications

- The current budget for the project is \$5.5 million, including an implementation phase and an 18-month operational phase which includes the school zones.

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when making the recommendations outlined in this brief, and there are no impacts to human rights.

Consultation with Stakeholders

- QPS and QRO have both agreed to support the go-live date of 7 August 2023.

Employment

- The RBMS project has created work in Queensland for Hyperion and sub-contractors.

Media

- There is a potential media opportunity for you to announce the beginnings of enforcement (noting previous media opportunities announcing launch of the program).

Election Commitments

- This matter relates to Election Commitment GEC1759 – Undertake a policy review, considering legislative and regulatory amendments, to better protect roadside and emergency workers. This process will also examine amendments to the road rules, improvements to driver education, and road safety campaigns.

Government Objectives

- This matter relates to the government objective of Keeping Queenslanders safe: Continue to keep Queenslanders safe as we learn to live with COVID-19 and ensure all Queenslanders can access world-class healthcare no matter where they live.

Minister's comments

Noted / Not Noted

NR

Minister's signature.....

Date 18.8.23

Advice for Minister for Transport and Main Roads and Minister for Digital Services

Subject: South East Queensland (SEQ) Regional Planning Committee (RPC) meeting –14 July 2023

Document ID: MBN26198

Summary

- The South East Queensland Regional Planning Committee (SEQ RPC) met on 14 July 2023.
- The focus of the meeting was for the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) to provide an update to the SEQ RPC on the draft SEQ Regional Plan update (*ShapingSEQ 2023 Update*), SEQ Infrastructure Supplement (SEQIS) and future engagement activities.
- The meeting agenda (**Attachment 1**) and embargoed presentation (**Attachment 2**) are attached to this brief; no papers were received for the meeting.

Background

- The SEQ RPC is held quarterly and hosted by the Honourable Dr Steven Miles MP, Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympic and Paralympic Games Infrastructure (Chair), the Honourable Meaghan Scanlon MP, Minister for Housing (co-Chair), and Mr Mike Kaiser, Director-General (DSDILGP).
- The Department of Transport and Main Roads (TMR) is working closely with DSDILGP to support the *ShapingSEQ 2023 Update* and SEQIS development.
- The draft *ShapingSEQ 2023 Update* and SEQIS will be considered by Cabinet on 31 July 2023, for public consultation commencing in August 2023.

Outcomes of SEQ RPC meeting

- SEQ councils have been interested in understanding proposed growth that will impact their respective areas, future population projections and proposed region-shaping infrastructure.
- DSDILGP did not provide detailed content at the meeting, but rather focused on policy direction at a strategic level, noting they cannot share information before it is considered by Cabinet. DSDILGP also focused on hearing issues from mayors regarding the engagement process to date.
- DSDILGP have forwarded an embargoed copy of the SEQ RPC meeting presentation slides (**Attachment 2**).

Action Officer:	Endorsed by:	Endorsed by: DDG	Endorsed by: DG
Myles Fairbairn	Penny Ford	Andrew Mahon	Sally Stannard
Executive Director	A/General Manager	Deputy Director-General	A/Director-General
Statewide Transport Planning Management	Transport Strategy and Planning	Policy, Planning and Investment	
Tel: 3066 3805	Tel: 3066 1400	Tel: 3066 7512	Tel: 3066 7316
Date: 18 July 2023	Date: 21 July 2023	Date: 25 July 2023	Date: 25 July 2023

- Ms Sally Stannard, Acting Director-General (TMR spoke to agenda item 5, 'State Transport Infrastructure', acknowledging the close working relationship between TMR and DSDILGP during the *ShapingSEQ* 2023 Update development and emphasising the robust transport and land use modelling methodology and process undertaken to consider future development patterns and supporting infrastructure.
- TMR and DSDILGP have collaboratively developed a set of 2046 population, household and dwelling projections. This was carried out at the time due to critical *ShapingSEQ* 2023 Update timings in the absence of current publicly available population projections. This projection is around 374,000 more than the Queensland Government projections released on 12 June 2023. However, TMR and DSDILGP are confident that it is fit for testing regional plan options, because the 2046 projected population lies approximately halfway between the Queensland Government medium and high series projections.

Issues and suggested approach

- During 2023–24, TMR will be undertaking the refresh of the SEQ Regional Transport Plans (SEQ RTPs) (MBN25944) to reflect the content of the *ShapingSEQ* 2023 Update. Letters are being prepared for you to inform mayors of the refresh of the SEQ RTPs. To date, councils have not been informed of this proposed work.

Minister Comments	
<p>Noted/Not Noted</p> <p>NR</p>	
<p>Minister's signature.....</p> <p>Date <u>23</u> / <u>8</u> / <u>23</u></p>	

Released under RTI/DI/MIA

Department of Transport and Main Roads
Noting Brief
MBN26228

To: Minister for Transport and Main Roads and Minister for Digital Services

<p>SUBJECT: Senior Adult Road Users Project – Phase Two</p>	<p>ROUTINE</p>
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Summary

- That you note the findings from the attached report (**Attachment 1**) completed by the Road Safety Data Bureau (RSDB), which examined ‘out of scope’ fatal crashes and ‘in scope’ crashes with ‘out of scope’ fatalities (subject crashes), involving deceased senior adult road users (aged 65 years or over) and categorised as not on a road or road related area or medical condition.
- For subject crashes and all resulting ‘out of scope’ deceased senior adult road users categorised as not on a road or road related area, the findings suggest most of the crashes involved driver or rider error in some capacity, including inadvertent acceleration or reversing.
- In relation to medical conditions, a large proportion of deceased senior adult road users had a reported cardiovascular disease or condition, with co-morbidities including respiratory conditions, diabetes, and cancer.
- The findings may support and inform the delivery of initiatives under the *Queensland Road Safety Action Plan 2022–24*, such as enhancing community understanding of physical health in safe driving.

Background

- The current study provides a detailed analysis of subject crashes categorised as a medical condition or not on a road or road related area (including potential cases) and involving a deceased senior adult road user.
- The scope of the current study does not extend to examining issues regarding a senior adult road user’s fitness to drive and licensing requirements however the findings may inform current approaches to these issues.
- The national ‘Assessing Fitness to Drive’ (AFTD) standards developed jointly by Austroads and the National Transport Commission guides policy development and research output regarding fitness to drive requirements and licensing issues.

Issues and Suggested Approach

Not on a road or road-related area

- There were 35 deceased senior adult road users in crashes categorised as not on a road or road-related area during 1 January 2015 to 1 December 2020.
- In relation to off-road crash location, the three most common off-road locations included: residential property or driveway (N=12, 34.3 per cent); rural property (N=11, 31.4 per cent); and government/private carpark (N=8, 22.9 per cent).

<p>Action Officer: Peter Kolesnik Executive Director (Safer Roads Infrastructure) Tel: (07) 3066 3741 Date: 14 July 2023</p>	<p>Endorsed by: Joanna Robinson A/General Manager (Land Transport Safety and Regulation) Tel: (07) 3066 2692 Date: 13 July 2023</p>	<p>Endorsed by CE: Dennis Walsh Chief Engineer Tel: (07) 3066 3017 Date: 21 July 2023</p>	<p>Endorsed by: DDG Deanne Hawkswood A/Deputy Director-General (Infrastructure Management and Delivery) Tel: (07) 3066 2245 Date: Progressed under CE endorsement 24 July 2023</p>	<p>Endorsed by: DG Sally Stannard A/Director-General Tel: 3066 7316 Date: 27 July 2023</p>
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Department of Transport and Main Roads

Noting Brief

MBN26232

To: Minister for Transport and Main Roads and Minister for Digital Services

SUBJECT: Roads and Transport Alliance Transport Infrastructure Development Scheme funding – end of financial year expenditure reports 2022–23	ROUTINE
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Summary

- The Queensland Government provides targeted investment in local government transport infrastructure each year through the Transport Infrastructure Development Scheme (TIDS).
- TIDS comprises three sub-programs:
 - Roads and Transport Alliance (RTA) TIDS – an annual allocation provided to Regional Roads and Transport Groups (RRTGs) for project prioritisation
 - Statewide Capability Development Fund (SCDF) – an application-based program to further develop local government capacity and capability
 - Aboriginal and Torres Strait Islander TIDS – an application-based program for the upgrade of infrastructure that improves access to Indigenous/remote communities.
- This brief provides end of financial year reports on the RTA TIDS program:
 - **Attachment 1** – statewide expenditure, including each RRTG's expenditure
 - **Attachment 2** – project expenditure for the 211 projects in the RTA TIDS program, grouped by RRTG
 - **Attachment 3** – examples of project recognition signage across the state for eligible projects included in the RTA TIDS program.

Background

- Since 2002, TIDS funding and its supporting policy has underpinned the Roads and Transport Alliance (the Alliance).
- Under the Alliance, local governments voluntarily collaborate with Department of Transport and Main Roads (TMR) districts to form 17 RRTGs who make local transport infrastructure investment decisions based on regional priorities.
- In 2022–23, the quantum of TIDS funding was \$70 million.
 - The majority of TIDS funding (RTA TIDS – \$61.2 million in 2022–23) is provided as an annual allocation on matched funding basis to each RRTG.
- The 2023 State Budget provided an additional \$5.95 million in TIDS funding for 2023–24 to assist with the escalating costs of infrastructure delivery.
 - The increase will boost RTA TIDS funding managed by RRTGs in 2023–24 from \$61.2 million to \$62.74 million.

Action Officer:

Tanya Lindenberg
Manager, Local Government
Partnerships

Tel: 3066 7145

Date: 19 July 2023

Endorsed by: ED

Michelle Connolly
Executive Director,
Government Partnerships

Tel: 3066 7144

Date: 19 July 2023

Endorsed by: DDG

Andrew Mahon
Deputy Director-General,
Policy Planning and
Investment

Tel: 3066 7512

Date: 26 July 2023

Endorsed by: DG

Sally Stannard
Acting Director-General

Tel: 3066 7316

Date: 27 July 2023

Issues and Suggested Approach

- The 2022–23 RTA TIDS program, comprising 211 projects, was successfully delivered, expending the annual RTA TIDS budget.
- The *TIDS Project Recognition Policy 2021* requires RRTGs to erect signage for projects with a RTA TIDS contribution of \$250,000 or more.
 - In 2022–23, 76 projects triggered signage requirements, as per the examples in **Attachment 3**.
- SCDF (\$600,000 annually and matched by local government) supported 24 capability development initiatives.
- The 2022–23 *Roads and Transport Alliance Annual Report*, currently in development, provides detailed financial data and showcases RTA TIDS and SCDF projects. The report will seek your approval for publication in due course.
- The Aboriginal and Torres Strait Islander TIDS program is managed by TMR Far North District, outside the framework of the Alliance.

Financial Implications

- There are no financial implications.

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when undertaking actions outlined in this brief and there are no impacts to human rights.

Consultation with Stakeholders

- RRTGs receive regular reporting on their RTA TIDS program.

Employment

- TIDS is estimated to support an average of approximately 230 direct jobs over the four-year program life.

Media

- There are no media impacts associated with this matter.

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

- The Alliance partnership with local government and TIDS funding align to government objectives of good jobs; investing in skills and better services connecting Queensland.

Minister's comments

Noted / Not Noted

NR

Minister's signature/.....

Date 24.8.23

Department of Transport and Main Roads
Urgent Meeting Brief
MBN26255

To: Minister for Transport and Main Roads and Minister for Digital Services

SUBJECT: Transport Workers Union (TWU) proposal to enter into multiple employer bargaining

DATE/TIME: Monday 31 July 2023, 4.15 pm (**pre-brief at 3.45 pm**) 1WS boardroom 36.41

ATTENDEES:

- [redacted] NR TWU
- [redacted] NR TWU

Your office

- Mr Stuart Stark, Senior Policy Officer

Departmental representatives

- Mr Graham Davis, Acting Deputy Director-General, Translink Division, 3338 4748
- Mr Cameron Leslie, Manager Government & Stakeholder and Media Relations, 3338 4047

Minister's Comments:

Summary

- You are meeting with [redacted] NR and [redacted] NR from TWU on Monday 31 July 2023 at 4.15 pm.
- The primary purpose of the meeting is to discuss the TWU's proposal to enter into multiple employer bargaining.

Background

Legislative change

- The *Fair Work Legislation Amendment (Secure Jobs, Better Pay) Act 2022* (SJBPA Act) was passed in December 2022 with amendments commencing in stages over a 12-month period.
- To encourage bargaining, the SJBPA Act reduces barriers to multi-enterprise bargaining and expands the power of the Fair Work Commission (FWC) to resolve bargaining disputes, up to and including by arbitration.
- As of 6 June 2023, there are now three types of multi-enterprise agreements:
 - 1) *Single interest employer agreements* for 2 or more employers who have a common interest and who want to jointly bargain for a single agreement;
 - 2) *Supported bargaining agreements* replacing the previous low paid bargaining arrangements; and

Action Officer:	Endorsed by:	Endorsed by: DDG	Endorsed by: DG
Darrin Carlow Director (PT Contracts)	Jasmine Green A/General Manager Passenger Transport Services	Graham Davis A/Deputy Director-General Translink Division	Sally Stannard A/Director-General
Tel: 3338 4438 Date: 28/07/2023	Tel: 3338 4037 Date: 28/07/2023	Tel: 3338 4748 Date: 28/07/2023	Tel: 3066 7316 Date:

3) *Cooperative workplace agreements* for employers who have agreed to bargain together in some circumstances.

- By introducing 'common interest employers' who can bargain together for a multi-enterprise agreement, the SJBPA Act seeks to ensure employers with clearly identifiable common interests can more easily bargain together.
- For employers with 50 or more employees, the onus is on the employer to establish it is not a common interest employer or its operations and business activities are not reasonably comparable with the other employers.

Current Enterprise Bargaining Agreement (EBA) negotiations

- The minimum pay and conditions for bus drivers are governed by the Federal Passenger Vehicle Transportation Award 2020. It is the Department of Transport and Main Roads' (TMR) expectation that all delivery partners comply with the obligations under this award.
- Each delivery partner is responsible for negotiating driver wages with their drivers. TMR is not involved with any driver wage discussions. TMR is aware of the following EBA negotiations currently underway:
 - Kinetic Surfside
 - Kinetic Sunbus – Sunshine Coast
 - Clarks Logan City Bus Service.
- Several delivery partners have requested that Translink consider an increase to the currently agreed labour rates within the service contracts. Advice provided has been that, while Translink understands the importance of this issue, wage discussions need to be considered as part of broader government strategy.

Industrial action

- Kinetic is currently undergoing EBA negotiations with their drivers on both the Gold Coast and Sunshine Coast. The TWU are demanding an increase in pay and conditions as part of the ongoing EBA negotiations.

Surfside – Gold Coast

- Kinetic (Surfside Buslines) are yet to formally sign off on a new Surfside EBA with their bus drivers on the Gold Coast, however, it is understood that Kinetic's first year wage offer has been agreed, in principle with the increase backdated to October 2022.
- Approximately 30 per cent of Gold Coast Surfside drivers are members of the TWU.
- Gold Coast drivers have taken protected industrial action relating to current Surfside Buslines EBA negotiations eleven times since December 2022.
- TMR is currently not aware of any current planned Protected Industrial Action on the Gold Coast.

Sunbus – Sunshine Coast

- At this time, TWU has not lodged a Protected Action Ballot Order in connection with the Sunbus (Sunshine Coast) EBA. This means that there is no current threat of planned Protected Industrial Action on the Sunshine Coast.
- Pending the outcome of negotiations with Kinetic – Sunbus (Sunshine Coast), there is a risk of future protected industrial action on the Sunshine Coast network.
- With the legislation change coming into effect from June 2023, there could be joint industrial action on both the Gold Coast and Sunshine Coast if new agreements cannot be agreed by the parties.

Issues and Suggested Approach

Legislative change

- With the legislative change and planned multiple employer bargaining by TWU, there may be an increased risk of wider network impacts resulting from joint and larger scale industrial action.
- TWU may use multiple employer bargaining to put further pressure on TMR to increase labour rates within the service contracts.
- The FWC can now direct third parties, such as TMR, to attend a conference or meeting, if the FWC is satisfied that the third party exercises such a degree of control over the terms and conditions of the employees covered by the agreement that their participation is necessary for a multi-enterprise agreement to be reached.

Enterprise Bargaining Agreement

- TWU may raise the need for TMR to step in to increase wages similar to a Diver Wage Parity agreement that occurred in the 2019–2020 Financial Year, to address the ongoing driver availability concerns and current cost of living pressures.
- Delivery partners remain responsible for setting driver wages for their employees. TMR should not be involved with any of these wage negotiations as such involvement may have bearing on TMR's status as not being a 'person conducting a business or undertaking'.

Industrial Action

- TMR has regular contract meetings with the delivery partners to discuss the current and future performance as well as monitoring any potential industrial action that could impact on the provision of bus services.

Financial Implications

- Legislative change – TMR may be impacted by lost fare revenue as a result of larger scale Protected Industrial Action as a result of multiple employer bargaining.
- Enterprise Bargaining Agreement – No direct financial impact to TMR at this stage.
- Industrial Action – TMR has been impacted by lost fare revenue as a result of planned Protected Industrial Action on the Gold Coast.

Consultation with Stakeholders

- TMR has been discussing any upcoming or potential impact of EBA negotiations with our delivery partners, in particularly Kinetic, as a standing agenda item as part of the service contract monthly performance meeting.

Employment

- Any increase in driver wages will likely have a positive impact on addressing the current industry wide bus driver shortage and help to attract other job seekers to take up a career as a bus driver.

Media

- There are no media impacts associated with this matter.

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

- This matter does not relate to a government objective.

Department of Transport and Main Roads
Decision Brief
MBN26267

To: Minister for Transport and Main Roads and Minister for Digital Services

SUBJECT: 2023 Queensland Transport and Road Infrastructure Program Industry Briefing	URGENT: 2023 QTRIP Industry Briefing events are scheduled for 31 August 2023 in Brisbane and 28 September 2023 in Rockhampton
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Summary

- This brief provides advices on the 2023 Queensland Transport and Road Infrastructure Program (QTRIP) Industry Briefing event and invites you to present an opening address.
- There are two 2023 QTRIP Industry Briefing events scheduled, as follows:
 - 31 August 2023, Brisbane Convention and Exhibition Centre from 1–4 pm (in-person and livestreamed)
 - 28 September 2023, Rockhampton Leagues Club from 1–4 pm (in-person and livestreamed).
- Confirmation has been received of your attendance at the 2023 QTRIP Industry Briefing in Brisbane.

Recommendations

- That you confirm:
 - you will open the 2023 QTRIP Industry Briefing event in Brisbane on 31 August 2023 and agree for the speech to be recorded
 - your attendance at the 2023 QTRIP Industry Briefing event in Rockhampton (noting recording of your speech at the Brisbane event may be used should you be unable to attend the Rockhampton event in person) on 28 September 2023.
- That you note a draft opening address, run sheets, Brisbane venue details, and the invitation list are provided at **Attachments 1–5**.

Background

- Each year, the Department of Transport and Main Roads (TMR) hosts the QTRIP Industry Briefing.
- The industry briefing is held following the release of TMR's QTRIP publication. The event is TMR's opportunity to share vital information with industry partners.
- Last year's event was cancelled due to protest activity.
- The format of this year's industry briefing is provided in the run sheets (**Attachments 2 and 3**).

Key Issues

- Due to the unforeseen protests at last year's event, the Brisbane briefing will be held off site and security will be in attendance. Only invited participants that have accepted the invitation will be permitted entry.

Action Officer: Leah Rogash Manager Infrastructure Management and Delivery Tel: 3066 7878 Date: 24 July 2023	Endorsed by: Christina Heffner Executive Director Strategic Initiatives Tel: 3066 7148 Date: 24 July 2023	Endorsed by: DDG Julie Mitchell Deputy Director-General Infrastructure Management and Delivery Tel: 3066 2245 Date: 25 July 2023	Endorsed by: DG Sally Stannard A/Director-General Tel: 3066 7316 Date: 31 July 2023
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- The Rockhampton event will be limited to 100 in-person attendance due to the size of the venue, however livestreaming is also being provided as a ticket option.
- Access to the events will be restricted for those invited and accepted only. Invitations will be sent early August 2023.
- Due to market constraints and lack of regional projects (**Attachment 6**), the format of the 2023 QTRIP Industry Briefing has changed direction from previous years with the agenda showcasing collaboration, technologies and innovation.
- A media release in successful delivery of the event will be provided separately through the media unit and the website updated.
- TMR internal IT assistance, as well as Auslan interpreters and livestreaming technicians, will attend both events.

Financial Implications

- The events will be funded from TMR's Infrastructure Management and Delivery Division's budget.

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when making the recommendations outlined in this brief, and there are no impacts to human rights.

Consultation with Stakeholders

- Formal invitations are issued to most union representatives and peak industry bodies. Invitations will be limited to one to two representatives from each company for the in-person events.

Employment

- TMR's infrastructure delivery program supports thousands of jobs each year both directly through employment and indirectly through supply chain requirements.

Media

- There is no current media regarding this matter, however there could potentially be some media attention due to the media coverage of last year's protest.

Election Commitments

- Several projects and programs of work that are planned for delivery in QTRIP 2023–24 to 2026–27 will be referenced in the briefing and are election commitments.

Government Objectives

- This industry briefings aligns to the government's objective of supporting jobs: good, secure jobs in more industries to diversify the Queensland economy and build on existing strengths in agriculture, resources and tourism.
- As well as provide current QTRIP information, the event will also showcase the importance of collaboration, technologies and innovations to work more efficiently together.
- These initiatives provide local businesses more opportunities to tender with the government, driving and creating local jobs.

Summary of Actions

- That you confirm:
 - you will open the 2023 QTRIP Industry Briefing event in Brisbane on 31 August 2023 and agree for the speech to be recorded
 - your attendance at the 2023 QTRIP Industry Briefing event in Rockhampton (noting recording of your speech at the Brisbane event may be used should you be unable to attend the Rockhampton event in person) on 28 September 2023.
- That you note a draft opening address, run sheets, Brisbane venue details, and the invitation list are provided at **Attachments 1–5**.

Minister's comments:

Approved / Not Approved

Minister's signature.....

Date/...../.....

Released under RTI - DTMR

Department of Transport and Main Roads
Urgent Meeting Brief
MBN26241

To: Minister for Transport and Main Roads and Minister for Digital Services

<p>SUBJECT: Infrastructure and Heavy Vehicle Licencing linking to apprentices</p> <p>DATE/TIME: 3 August 2023, 2.30 pm</p> <p>ATTENDEES:</p> <ul style="list-style-type: none">• Mr Gary Mahon, Chief Executive Officer, Queensland Trucking Association <p><i>Your office</i></p> <ul style="list-style-type: none">• Ms Hannah Whittle, Senior Policy Advisor <p><i>Departmental representatives</i></p> <ul style="list-style-type: none">• Ms Joanna Robinson, A/General Manager (Land Transport Safety and Regulation), Customer Services, Safety and Regulation Division, telephone: 0418 762 643• Mr Scott Whitaker, A/General Manager (Program Delivery and Operations), Infrastructure Management and Delivery Division (IMD)• Mr Dereck Sanderson, District Director (Darling Downs), IMD• Mr Bill Lansbury, General Manager (Indigenous Strategy) and Regional Director (South Queensland), IMD
<p>Minister's Comments:</p>

- The purpose of the meeting is to provide specific detail on the issues being discussed has not been provided by the Queensland Trucking Association (QTA), such as heavy vehicle licencing linking to apprentice graduated licensing system; the Warrego Highway and moving to low carbon.

Heavy Vehicle Licensing and the Graduated Licensing System

Summary

- QTA has previously raised the issue of the Graduated Licensing System's (GLS) tenure-based requirements for heavy vehicle licensing, and the lack of training/on-road experience, as part of its 2021 Job Ready Program proposal.
- The Department of Transport and Main Roads (TMR) has also become aware that the Queensland Apprenticeship and Traineeship Office reduced the Heavy Vehicle Driver Apprenticeship age down from 20 years of age to 17 years of age, as a result of industry lobbying and a QTA business case. Given this, it is assumed that Mr Gary Mahon, Chief Executive Officer, QTA may wish to discuss changes to GLS which would enable younger drivers to obtain a heavy vehicle licence earlier.

Action Officer	Endorsed by	Endorsed by A/GM	Endorsed by DDG	Endorsed by A/DG
Sally Haydon Manager (Driver Licensing Policy)	Daniel Kaden A/ Director (Licensing Automated Vehicles and Registration)	Joanna Robinson A/General Manager (Land Transport Safety and Regulation)	Nick Shaw A/Deputy Director- General (Customer Services, Safety and Regulation)	Sally Stannard A/Director-General
Tel: 3066 2805	Tel: 3066 2564	Tel: 3066 2692	Tel: 3066 5100	Tel: 3066 7316
Date: 1 August 2023	Date: 1 August 2023	Date: 2 August 2023	Date: 2 August 2023	Date: 2 August 2023
MBN26241				Page 1 of 8

Background

Heavy Vehicle Driver Shortages – National considerations

- Supply chain issues during the COVID-19 pandemic highlighted a shortage of skilled heavy vehicle drivers nationally.
- The Australian Government announced in late 2021 that it would be launching a funded apprenticeship program (school based) to get young people (as young as 15) into truck driving. Road agencies were not consulted on this, and it is incompatible with the current licensing framework.
- As such, it has not progressed further as a stand-alone issue, however it is noted that the heavy vehicle licensing framework is currently being considered under Austroads' National Heavy Vehicle Driver Competency Framework (NHVDCF) project.
- Licensing authorities aim to maintain national consistency as much as possible in the licensing framework. Experience has shown that if a jurisdiction sets a lower bar than others in heavy vehicle licensing, it is exploited, and this impacts other jurisdictions because of interstate licence recognition arrangements.

Queensland's Graduated Licensing System

- Current requirements for vehicle class progression to heavy vehicle licences require an applicant to undergo a heavy vehicle written road rules test, hold a particular licence class for a specified tenure and pass a practical driving test with TMR (excluding Multi-Combination Class (MC)).
- The eligibility requirements for licence progression are outlined in the Transport Operations (Road Use Management-Driver Licensing) Regulation 2021 (the Regulation). In summary:
 - to progress to light rigid (LR) and medium rigid (MR) – a person must have held a Car (C) Class provisional, probationary, or open licence for at least one year
 - to progress to heavy rigid (HR) – a person must have held a C class provisional, probationary, or open licence for at least two years otherwise LR or MR provisional, probationary, or open licence for at least one year
 - to progress to heavy combination (HC) – person must have held a MR or HR provisional, probationary, or open licence for at least one year
 - to progress to MC – person must have held a HR or HC provisional, probationary, or open licence for at least one year and complete a course with an approved training provider or submit appropriate declaration and supporting documentation.
- There is no minimum age requirement to obtain a heavy vehicle licence. However, by virtue of the GLS, a person needs to be 18 years of age to obtain a MR licence, 19 years of age to obtain an HR licence and 20 years of age to obtain a HC or MC licence. This is broadly consistent with other jurisdictions.
- A person who is granted a special need HC learner licence could obtain a class HC provisional licence at 18 years of age. These applications are considered very carefully and must meet strict eligibility criteria.
- There is no requirement under the GLS for a person to undertake heavy vehicle training or obtain a minimum amount of on-road driving experience to obtain a heavy vehicle licence (apart from MC licences). For heavy vehicle licences the GLS is tenure based.
- The need to hold a class of licence for a set period before being eligible for licence class progression provides opportunity for the holder to develop their skills and gain on-road experience before being eligible to drive larger and more demanding vehicles.

QTA's 2021 Job Ready Program proposal

- In 2021, QTA proposed a Heavy Vehicle Driver Job Ready Program (the proposed program), following heavy driver shortages being brought to the attention of National Cabinet during the COVID-19 pandemic.
- On 4 February 2022, Mr Mahon met with the TMR to discuss heavy vehicle licensing matters, including the proposed program.

- The proposed program intended to encourage people to seek employment in the trucking industry by providing improved employment opportunities for newly licensed heavy vehicle drivers. It aimed to provide increased training and on-road driving experience for newly licensed drivers. It also aimed to address the aging trucking industry workforce and improve gender equality in the trucking industry.
- The proposed program was designed to target people who already hold a class MR/HR or HC licence – that is, existing heavy vehicle licence holders who would be at least 18 years of age.
- There are currently over 256,000 heavy vehicle licence holders in Queensland, which suggests that there is no shortage of licence holders. The problem appears to be employable licence holders, with sufficient on-road experience.
- The proposed program did not suggest that a person should be allowed to obtain a heavy vehicle at a younger age. However, a reduction in the apprenticeship age since the proposed program was developed could mean that QTA have changed their views.
- A further issue raised in the proposed program is the GLS tenure-based requirement and the lack of training/on-road experience.
- There is no historical information available to indicate whether or not mandating on-road driving experience was considered when the GLS was implemented in 2007. However, mandating such driving experience for all licence holders could further inhibit access to a heavy vehicle licence, as it is likely that the average person does not have access to a heavy vehicle and/or a supervising driver to gain the on-road experience.
- The NHVDCF reforms may offer some alternative proposals that will address QTA and industry concerns. For example, a new experience-based pathway for heavy vehicle drivers, that would allow drivers to progress more quickly to a higher heavy vehicle class, if they first gained practical on-road experience to develop their skills. Under the NHVDCF proposal, this experience-based pathway would exist alongside, and in addition to, the current tenure-based pathway.

Issues and Suggested Approach

- It is well established that in Australia and overseas, crash risk increases sharply when first transitioning from driving as a learner under supervision to driving independently. Research suggests that young drivers in Queensland, aged 16 to 24 years of age, are 60 per cent more likely to be involved in a serious crash than drivers aged 25 to 59 years of age.
- For these reasons, TMR would be opposed to a reduction in the minimum age for heavy vehicle drivers unless new evidence can be provided and considered. It would be appropriate that any change was considered at a national level, with the Registration and Licensing Taskforce potentially an appropriate body to consider any changes.
- Industry has previously indicated that the tenure-based licensing system results in a lack of on-road experience because employers want experienced drivers only. Industry has advocated for a stronger focus on training/experience rather than time, although not necessarily through the licensing system.
- In relation to the Heavy Vehicle Driver Apprenticeship, Mr Mahon has recently been quoted as saying “Although at this stage, the age based licencing progression will still apply, people coming out of an apprenticeship will be more appropriately skilled, have a Certificate III qualification as well as real industry experience”.
- This may infer that the QTA may lobby government to make changes with the GLS which would support the early attainment of a heavy vehicle licence – for example, by reducing the minimum age for acquiring a LR licence from 18 years of age to 17 years of age.
- If the QTA wants the heavy vehicle licensing system reviewed with a view of reducing the tenure requirement for apprenticeships or the Heavy Vehicle Driver Job Ready Program, further consideration is required.
- As such, any proposal resulting in younger drivers getting their heavy vehicle licence early, would be best considered as part of the NHVDCF project.

- Any changes to the heavy vehicle GLS would require amendments to the Driver Licence Regulation and TMRs licensing system. Any system changes are likely to be costly and require significant lead time to implement.

Warrego Highway

Summary

- The Warrego Highway between Ipswich and Morven forms part of the Australian Government's National Land Transport Network (NLTN).
- In 2012, the Queensland Government released the Warrego Highway Upgrade Strategy (2012) (WHUS) outlining a 20-year vision for improving the standard of the highway between Dinmore (Ipswich) and Charleville.
- The WHUS identifies upgrading the section of the highway between Dinmore and Helidon Spa (Ipswich to Toowoomba) to motorway standard as a long-term objective.
- In 2019, Infrastructure Australia recognised the Warrego Highway East Corridor Improvements as a Stage 1 – Early-Stage Proposal on its Infrastructure Priority List of nationally-significant investments.
- The Toowoomba to Ipswich section of the Warrego Highway is also classified by the Australian Government as a Roads of Strategic Importance (ROSI) corridor.
- The Australian and Queensland governments have committed approximately \$585 million (80:20) to upgrading the Warrego Highway. This funding comprises three separate funding allocations:
 - an amount of \$505 million – Warrego Highway – Future Priorities
 - an amount of \$75 million – Toowoomba to Ipswich – Future Priorities, as part of the ROSI initiative
 - an amount of \$5 million – Warrego Highway – Mount Crosby Road Interchange (planning)
- The *Queensland Transport and Roads Investment Program 2023–24 to 2026–27* (QTRIP) outlines \$585 million, including planning and construction of the Mount Crosby Interchange which is a key priority for the Queensland Government.
- TMR is currently working to determine further priority upgrades on the Ipswich to Toowoomba section of the highway for government consideration.
- The Australian Government has announced an Independent Strategic Review (the review) into its Infrastructure Investment Program. The reviewers are expected to report back to the Australian Government within 90 days, with the findings of the review to inform the Australian Government's decision in the 2023–24 Mid-Year Economic and Fiscal Outlook and the 2024–25 Federal Budget. The Australian Government has stated that it will not fund any new projects until the review has concluded.
- The Queensland Government needs to see the outcome of the review to understand what it means for Queensland.

Background

- The Warrego Highway between Dinmore and Helidon Spa forms part of two NLTN corridors – Melbourne to Brisbane and Brisbane to Darwin. The section of highway between Toowoomba and Ipswich has also been identified as a ROSI corridor by the Australian Government.
- In 2016, the Warrego Highway East Masterplan (WHEM) Project was established to inform how improvements to the Warrego Highway will be delivered over the next 30 years (and beyond), and to protect a future transport corridor for the Warrego Highway between Dinmore and Helidon Spa. The WHEM Project aimed to inform future project planning and has achieved Category C classification of the corridor between Dinmore and Helidon Spa.

- As part of the WHEM Project, a detailed deficiency analysis was undertaken to identify priority upgrades between Dinmore and Helidon Spa. The WHEM Project developed a detailed prioritisation methodology, in consultation with the Southern Queensland, Metropolitan and North Coast Regions and the Portfolio Investment and Programming team.

Issues and suggested approach

- The Warrego Highway (Dinmore to Helidon Spa) has a variety of service deficiencies impacting its ability to cater for current and future traffic demands including:
 - escalating road safety trauma
 - declining transport network performance
 - declining freight productivity and access
 - declining travel/network reliability and resilience.
- Based on the results of the WHEM Project prioritisation process, TMR undertook a prioritisation and moderation process aligned with the broader National Land Transport Network Upgrades Investment Program objectives and benefits, and to ensure consistency with similar state-wide processes used for other key NLTN corridors such as the Bruce Highway.
- On 21 March 2019, you announced that planning is underway for the longer-term upgrade of the Warrego Highway between Ipswich and Toowoomba.
- In 2019, Infrastructure Australia Infrastructure Pipeline (IPL) recognised the Warrego Highway East Corridor Improvement as a Stage 1 Early-Stage Proposal on its IPL of nationally significant investments.
- The Australian and Queensland governments have committed approximately \$585 million (80:20) to upgrading the Warrego Highway East corridor.
- QTRIP 2023–24 to 2026–27 includes \$585 million, including \$5 million towards Mount Crosby Interchange planning, which is a key priority for the Queensland Government, and \$75 million towards Toowoomba to Ipswich future priorities under the ROSI initiative.
- The \$5 million towards planning of the Mount Crosby Interchange was previously a separate line item in QTRIP 2022–23 to 2025–26.
- Investment details and timing are subject to further planning and negotiation with the Australian Government, noting the Queensland Government has indicated its initial priority is upgrading the Mount Crosby Road interchange.

Moving to Low Carbon

Summary

- The transport sector has an important role to play in reducing emissions and ensuring Queensland is resilient and adaptable to the changing climate. Queensland's transport emissions account for about 16 per cent of the state's total emissions, second only to emissions from energy generation.
- Reducing transport emissions and achieving emissions reductions targets requires a system-level approach that considers where we travel, how we travel, how we move goods, how we build and maintain the infrastructure that supports the movement of people and goods, and the fuels and technologies that power the transport system.
- Rethinking the transport system will unlock opportunities, help improve the overall transport system and create wider economic benefits across Queensland.

Background

Zero Net Emissions for Transport Roadmap

- To contribute to the government's Queensland Climate Action Plan (QCAP) emission reduction commitments, the TMR is finalising a Zero Net Emissions for Transport Roadmap.

- Once finalised, the Transport Roadmap will be one of several sectoral roadmaps across government that will lay the foundation to meeting the QCAP's 2030 and 2050 emission targets.
- The Transport Roadmap will address both operational and infrastructure construction emissions through:
 - facilitating the transition to zero emission vehicles, such as battery electric or hydrogen vehicles
 - managing transport demand by encouraging people and goods to avoid unnecessary trips and shift to more efficient modes, including greater use of active and public transport (including bus and rail), and embedding these travel behaviours over the long term
 - maximising opportunities for low-emission and recycled materials in construction of transport infrastructure, and use of renewable energy in the operation of our transport system
 - enabling a fair, equitable and inclusive transition that connects resilient and vibrant communities across Queensland.
- TMR continues to work collaboratively across government to deliver on the QCAP commitments as they relate to Queensland's transport sector and transport's contribution to other sectoral roadmaps.

Supply chain decarbonisation

- The Department of State Development, Infrastructure, Local Government and Planning are hosting an Economic Thought Leadership Forum on Decarbonising Supply Chains to be held on 29 August 2023. The forum seeks to bring together key senior officers from across the Queensland Government and different industry groups to discuss decarbonising supply chains (at all levels) and identify current challenges, barriers, and gaps for supply chains to inform future policy changes relating to decarbonisation. TMR will participate in the forum and provide input from a transport perspective.

Zero Emission Vehicles

- On 16 March 2022, the Queensland Government released Queensland's Zero Emission Vehicle Strategy 2022–2032 (ZEV Strategy) and Action Plan 2022–2024. The ZEV Strategy sets a vision for a cleaner, greener, integrated transport and energy network that encourages zero emission transport solutions. ZEVs will contribute to Queensland's net zero emissions future. A key driver to meeting our targets and reducing emissions includes increasing the proportion of ZEVs across all modes and sectors. Through the ZEV Strategy, the Queensland Government is investing \$55 million across ZEV purchase incentives, ZEV charging infrastructure and ZEV fleet support.
- A greater uptake of ZEVs delivers improved environmental outcomes and supports industries to create more sustainable jobs. The ZEV Strategy considers the future of transport, our travel needs, how we use energy and ways to capitalise on new technologies that will become available to us over the next 10 years. The ZEV Strategy is vehicle-type and fuel agnostic and considers new and emerging technology and renewables, such as hydrogen.
- The ZEV Strategy sets clear targets to stimulate investment and provide consumer confidence to transition to ZEVs in Queensland and includes:
 - fifty per cent of new passenger vehicle sales to be ZEVs by 2030 with 200,000 light ZEVs by 2027
 - one hundred per cent of new passenger vehicle sales to be ZEVs by 2036
 - one hundred per cent of eligible QFleet passenger vehicles to be ZEVs by 2026
 - every new TransLink funded bus added to the fleet to be a zero-emission bus
 - from 2025 in South-East Queensland
 - from 2025-2030 across regional Queensland.

Issues and suggested approach

- As part of the ZEV Strategy, the Queensland Government is encouraging private investment in charging electric vehicle (EV) infrastructure through the \$10 million EV Charging Infrastructure Co-Fund Scheme (the 'Co-Fund Scheme') to further support public charging options, in partnership with industry. The Co-fund Scheme will further accelerate EV infrastructure rollout in Queensland by turning the \$10 million government investment into at least \$20 million investment in charging infrastructure when including third party contributions.
 - By the end of 2024, 46 sites across more than 30 locations will be delivered through the Co-Fund Scheme. These will provide an increased number of charging units (per site), improve redundancy, provide more choice for EV users, and most importantly provide faster charging speeds to ensure less time spent charging.
- The Queensland Electric Super Highway (QESH) connects EV drivers across our state and will include fast charging locations from Coolangatta to Port Douglas and Brisbane to Mt Isa (via the Dinosaur Trail locations), Goondiwindi to Emerald, Cunnamulla to Barcaldine and Longreach to Cairns. Once fully delivered, the QESH network will consist of at least 54 fast charging locations delivered across multiple phases in partnership with Yurika – a subsidiary of Energy Queensland.
 - Most energy used to power the QESH is sourced through green credits and offsets.
 - QESH patronage is at all time high levels and continues to contribute to emission reductions through EV drivers recharging at QESH sites. Since opening until 1 July 2023 the QESH has powered over 12.5 million carbon-free kilometres, saving between 2739–3214 tonnes of CO2 emissions (using the National Greenhouse Accounts Factors) compared to similar light petrol or diesel vehicles, respectively.
- To further drive emissions reduction, the Queensland Government is making EVs more affordable by reducing upfront costs for Queenslanders purchasing a new, full battery, light passenger, or light commercial EV through the ZEV Rebate Scheme. Under the ZEV Rebate Scheme Queensland residents and businesses may be entitled to claim a rebate of up to \$6000 when purchasing a new eligible EV.
 - As a proportion, light passenger vehicles are the largest contributor of greenhouse gas emissions within the transport sector, so it is critical to focus in this area as a priority. Targeting these vehicles through purchase incentives will reduce emissions and encourage greater rates of uptake noting the higher prices with comparable internal combustion engine vehicles.

Financial Implications

- There are no financial implications.

Consultation with Stakeholders

- No consultation was undertaken.

Employment

- The QTA's 2021 proposed Heavy Vehicle Driver Job Ready Program, was developed to reduce driver shortages.

Media

- There are no media impacts associated with this matter.

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

Good jobs

- Supporting jobs: supporting and creating jobs, backing small business, and growth and skills investment).

- Backing small business: Help small business, the backbone of the state's economy, thrive in a changing environment.
- Making it for Queensland: Grow manufacturing across traditional and new industries, making new products in new ways and creating new jobs.
- Investing in skills: Ensure Queenslanders have the skills they need to find meaningful jobs and set up pathways for the future.

Better services

- Backing our frontline services: Deliver world-class frontline services in key areas such as health, education, transport and community safety.

Released under RTI - DTMR

Advice for Minister for Transport and Main Roads and Minister for Digital Services

Subject: Gold CityGlider – Translink response to business case

Document ID: MBN26271

- On 5 June 2023, Transport for Brisbane (TfB) Divisional Manager Ms Samantha Abeydeera wrote to the Department of Transport and Main Roads, Translink Division (Translink) seeking support for Brisbane City Council's (BCC) Gold CityGlider proposal.
- TfB submitted an initial Business Case for the service to Translink in June 2022, requesting 50 per cent of the funding for the service to be provided, a cost estimated at \$1.1m per annum.
- After reviewing the business case, Translink requested further detail be added. Translink received an updated business case in March 2023, with further updates again provided in June 2023.
- Translink officers have worked collaboratively with TfB officers in an attempt to reach a satisfactory route proposal, which Translink believe would deliver benefits to the local community.

Exempt Sch 3, Section 2(1)(b) - Cabinet Information

- Translink plans to write to Ms Abeydeera highlighting that the proposal can only proceed this financial year if BCC fully funds the service. Translink will also note the matters relating to the route that still require adjustment in response to our feedback (outlined below).
- Translink's response will also highlight some aspects of TfB's proposal that still require refinement, with Translink also offering to continue working collaboratively with TfB on:
- Delivery of a reliable and robust trunk public transport corridor: Without provision of accompanying priority measures for the route, this is likely to result in unreliable and uncompetitive journey times. The preferred route chosen for the Gold CityGlider will use roads which do not see traffic light priority at peak travel times. Translink would like to see assessments which confirm competitive journey times, reliability and performance in accordance with the BCC's Transport Plan for Brisbane.

Action Officer/Approved by: Cameron Leslie Manager Government & Media Relations Tel: 3338 4047 Date: 31.7.2023	Endorsed by GM Suzanne Rose A/General Manager Service Policy Integration Tel: 3338 4026 Date: 31.7.2023	Endorsed by DDG Graham Davis A/Deputy Director-General Translink Tel: 3338 4748 Date: 31.7.2023	Endorsed by DG Sally Stannard A/Director-General Tel: 3066 7316 Date: 02.08.2023
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Department of Transport and Main Roads
Noting Brief
MBN26242

To: Minister for Transport and Main Roads and Minister for Digital Services

SUBJECT: Minutes from Queensland Accessible Transport Advisory Council (QATAC) – 10 July 2023	ROUTINE
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Summary

- The Queensland Accessible Transport Advisory Council (QATAC) held its fourth meeting of 2023 at 61 Mary Street, Brisbane, on 10 July 2023.
- The QATAC Chair, Mr Michael Forde, has approved the minutes, which are attached for your noting (**Attachment 1**).

Background

- Four presentations were given during the meeting for QATAC to consider and provide strategic advice on. These were:
 - Accessible Taxi Services Working Group
 - Interim Disability Action Plan (DAP) 2023–2024
 - Acoustic Vehicle Alerting Systems (AVAS)
 - Developing a Scoring System for Public Transportation System Accessibility.

Issues and Suggested Approach

- QATAC provided advice to all the project teams that presented to ensure the best possible functional outcomes for customers.

Financial Implications

- There are no financial implications.

Consideration of the *Human Rights Act 2019 (HR Act)*

- QATAC views accessibility from a human rights perspective, including vulnerable and marginalised customers.
- The consultation with local authorities on the planning of public transport assets demonstrates TMR's commitment to meeting obligations as a provider of goods and services as outlined in the TMR Accessibility and Inclusion Strategy, state and federal disability, discrimination, and human rights legislation.
- Facilitating government consultation with the disability sector, via QATAC, will support and advocate for a majority of the 23 fundamental rights listed in the HR Act.

Consultation with Stakeholders

- No consultation was undertaken.

Employment

- There are no employment impacts associated with this matter.

Action Officer: Ross Weston Senior Policy Advisor Accessible Transport Network, Office of the Director-General Tel: 3338 4382 Date: 20/07/2023	Endorsed by: Kevin Cocks Executive General Manager Accessible Transport Network, Office of the Director-General Tel: 3066 7067 Date: 15/08/2023	Endorsed by: DG Sally Stannard A/Director-General Tel: 3066 7316 Date: 17 August 2023
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Media

- There are no media impacts associated with this matter.

Election Commitments

- The Queensland Government has a commitment to building an inclusive Queensland where every person, including the one in five Queenslanders who have a disability, can thrive, and reach their full potential as equal citizens. This commitment is outlined in *All Abilities Queensland: Opportunities for All: State Disability Plan 2017–2020*.

Government Objectives

- Facilitating government consultation with the disability sector, via QATAC, will support TMR and the Accessible Transport Network to deliver real and meaningful social change to the transport sector across Queensland and is strongly aligned to TMR's Strategic Priorities, the Public Sector Values, and the following Queensland government objectives:
 - supporting jobs by supporting employment for people with disabilities (through incentivisation)
 - backing small business by providing opportunities for innovative small to medium enterprise suppliers and contractors to market their products and services
 - investing in skills by supporting opportunities to build capability in new skills
 - backing our frontline services by providing an inclusive and welcoming transport network
 - building Queensland by proactively working with our customers to provide services specifically designed to meet their needs.

Minister's comments

NR

Noted / Not Noted

[Redacted signature box]

Minister's signature.....

Date 12/10/23.....

Released under RTI/DPR

Minutes

Queensland Accessible Transport Advisory Council (QATAC) Meeting

Date Monday, 10 July 2023 **Time** 9:30am - 1:00pm
Place Room MG.09, 61 Mary Street and online (via Microsoft Teams)
Chair Michael Forde
Secretariat Ross Weston

Michael Forde, Chair	Present
John Mayo, Deputy Chair	Present (1 st ½ of meeting only)
Natalie Naumann, Member	Present
Kelly Bertolaccini, Member	Present
Emily Steel, Member	Present
Shannon Wandmaker, Member	Present
Sarah Hartley, Member	Present
NR Ex-officio, Queensland Rail (QR)	Present
Steve Tucker, Member	Apology
Kevin Cocks, Ex-officio, Department of Transport and Main Roads (TMR)	Apology

Guests & presenters	Agenda Item
Kit McDonald, Director (Personalised Transport Policy), Translink, TMR	4
Kate Reilly, A/Executive Director (Policy and Regional Operations), Translink, TMR	4&5
Suzanne Rose, A/General Manager (Passenger Transport Integration), Translink, TMR	4&5
Janine Girvan, Director (Passenger Transport Policy), Translink, TMR	5
Alex Bubke, Accessible Transport Network (ATN), TMR	Guest

Note: copies of all documents, correspondence, presentations, transcripts, and recordings are available on the Microsoft Teams QATAC page, unless they are Commercial in Confidence.

Agenda Item 1 – Welcome

- Chair, Michael Forde:
 - opened the meeting and welcomed everyone
 - conducted the Acknowledgment of Country
 - noted apologies to the meeting
 - approved the minutes from QATAC meeting of 15 May 2023 (MBN26065).

Agenda Item 2 – Actions Arising from Previous Minutes

- The status of Action Items was discussed, and outcomes noted in Appendix 1 – QATAC Action Table.

Outcome: There were no actions arising from this agenda item.

Agenda Item 3 – Members' Input / General Business

- Michael Forde referred the Council to the following documents for discussion:
 - Notes of a meeting on 16 June 2023 between Michael Forde, John Mayo, Cindy Hook, CEO of the Brisbane 2032 Olympic and Paralympic Organising Committee and Merrilee Barnes, Head of Games Impact and Legacy.
 - The updated QATAC Submission template supplied to the Council by the Secretariat on 3 July 2023.
 - The feedback from the Council the presentations delivered during the QATAC Workshop, 21 June 2023.

Outcome:

- Secretariat to collate and supply all the Council's feedback to Chair. The Chair will draft a summary cover letter before supplying all materials to the ATN for noting. (Action Item 20/23)
- Secretariat to add final discussion regarding the QATAC workshop to the agenda for the next meeting, 28 August 2023. (Action Item 21/23)

Agenda Item 4 – Accessible Taxi Services Working Group, Translink

- Suzanne Rose, Kit McDonald, and Kate Reilly delivered a presentation on the Accessible Taxi Services Working Group, as requested by Council on 13 February 2023. Their responses to the Council's questions are summarised below.
 - Increasing financial incentives and subsidies for drivers may result in short-term improvements to the service but systemic changes are required to improve driver motivation and buy-in.
 - The Taxi Subsidy Scheme (TSS) may expand beyond taxis to include other personalised transport providers in some parts of Queensland.
 - Although TMR regulates taxi services, taxi ranks and supporting infrastructure are delivered and maintained by local councils and/or private asset owners.

- TMR has instigated discussion with some rideshare providers, such as Uber, but these providers are often reluctant to engage or share their data.
- Rideshare providers are being considered under the reform of the *Disability Standards for Accessible Public Transport 2002* (Transport Standards).
- Uber proposed a model to increase the number of wheelchair accessible vehicles in the fleet. Uber drivers would be incentivised to rent wheelchair accessible vehicles through partnerships with vehicle rental companies if their personal vehicle was unsuitable.
- TMR has access to data, such as average taxi wait times and the number of taxi trips that are requested but not fulfilled. The data is limited as it does not reflect the reasons for the delay or cancellation.
- The Lift Payment of \$20.00 is split between the driver and the operator as per their individual bailment agreement, understood to be approximately a 50:50 split in most cases.
- Payment of the full \$20.00 Lift Payment to the driver is being considered under new regulations.
- Council made the following comments and suggestions for the project's consideration:
 - Improving the accessibility of alternative transport options would create more choice for all people with disability and reduce the demand for wheelchair accessible taxis. (For example: many National Disability Insurance Scheme (NDIS) participants rely on support workers to provide transportation as part of their funding. This is an expensive and unsustainable form of transport.)
 - TMR's Mobility as a Service (MaaS) program and associated projects should actively engage with people with disability during the planning and trial stages to improve the outcomes for people with disability.
 - There is an opportunity for TMR to record data more accurately, especially relating to the number of customers who are refused a fare or left waiting for a taxi service which does not arrive. Currently, these incidents are only recorded in the event a customer makes a complaint to TMR and/or to a disability organisation.
 - There should be greater cross-jurisdictional collaboration to maintain taxi rank infrastructure, such as taxi ramps and kerb ramps, especially in regional areas.
 - Operators should be required to produce an Accessibility Plan, which considers the requirements of all people with disability, to qualify for the TSS.
 - Possible liaison with the Victorian State Government to learn how their Multi-Purpose Taxi Program was extended to include rideshare options.
 - Taxi operators should more readily enforce a three-stage approach, like Uber, to combat drivers refusing fares based on Guide Dog ownership:
 1. First refusal results in a warning for the driver
 2. Second refusal results in training for the driver
 3. Third refusal results in the driver being removed from the platform.

Outcome: There were no actions arising from this agenda item.

Agenda Item 5 – Interim Disability Action Plan (DAP) 2023-2024, Translink

- Suzanne Rose, Janine Girvan, and Kate Reilly delivered a presentation on the Interim DAP 2023-2024, as requested by Council on 3 April 2023. Their responses to the Council's questions are summarised below.
 - Provision of \$55 million to the Taxi Subsidy Scheme contributes towards the 50% subsidy of the total taxi fare, up to a maximum of \$30 per trip, for eligible customers.
 - There is no complete audit trail of Lift Payments and the split between drivers and operators.
- Council made the following comments and suggestions for the project's consideration:
 - There could be a greater investment and cross-jurisdictional collaboration to improve taxi rank infrastructure, such as taxi ramps and kerb ramps, especially in regional areas.
 - The TSS may benefit from indexation, which would increase the financial incentive for drivers.
 - TMR has an opportunity to improve how it provides information on transport accessibility by reflecting on the outcomes of the Gold Coast 2018 Commonwealth Games. During the games transport information was provided via a dedicated Games website rather than being integrated into the Translink website. This resulted in confusion and frustration from local customers who were used to using the Translink website.
- Council made the following comments and suggestions related to standards and legislation:
 - The *Convention on the Rights of Persons with Disabilities* (CRPD) should be considered, as well as the Transport Standards, to ensure equal opportunities are afforded to people with disability. The CRPD also provides a more contemporary definition of disability, compared to the *Disability Discrimination Act 1992*.
 - There is an opportunity for TMR to begin planning for, and implementing the recommendations proposed in the reform of the Transport Standards now to provide the best outcomes for Queenslanders.
 - The Deputy Chair of the Council expressed his disappointment in TMR's formal response to the Consultation Regulation Impact Statement.
 - Many local governments have not met their requirements under the Transport Standards, citing a lack of funding support from the state to achieve compliance.
 - The information and Communication Technology Standards (AS EN 301 549: 2020) should be considered a benchmark for accessible ICT in Australia. There are other international standards which could also be considered.

Outcome:

- Council requested that further detail be provided regarding the, \$17 million in grant funding to local government, \$309 million to Passenger Transport Investment Infrastructure Program funding and the \$55 million to the TSS. (Action Item 22/23)
- Council requested that further detail be provided regarding how these funding allocations result in improved accessibility and removing discrimination, and how funding is aligned to the objectives of the DAP. (Action Item 23/23)

Agenda Item 6 – Acoustic Vehicle Alerting Systems (AVAS), QATAC

- Member, Sarah Hartley led a discussion on AVAS, as requested by Council on 3 April 2023.
- The Council discussed the following points regarding the application of AVAS within the Queensland transport context:
 - Vision Australia's survey on people's experiences with electric vehicles and electric scooters to understand the impact on the blind and low vision community.
 - The potential to use haptic feedback via a smartphone or watch, thereby reducing noise pollution, to alert customers to the presence of an electric vehicle.
 - The difficulty with outsourcing a solution to smartphones as their usage is not consistent amongst all demographics, such as the older age group or people who have recently experienced reduced or impaired vision.
 - The danger noiseless vehicles pose to pedestrians despite the obstacle detection systems of the newer electric vehicles.
 - The additional precaution of audio cues, such as AVAS, alert pedestrians to nearby electric vehicles and help to reduce potential collisions.

Outcome:

- Sarah Hartley to supply further information on *United Nations (UN) Regulation 138.01*. (Action Item 24/23)
- Sarah Hartley to supply a copy of the submission prepared by Vision Australia, as part of the consultation with the Commonwealth Government, to the Chair. Sarah Hartley to supplement the submission with a draft letter to the Minister outlining the need for AVAS to be mandatory in heavy vehicles (such as buses) as well as light vehicles. (Action Item 25/23)

Agenda Item 7 – Developing a Scoring System for Public Transportation System Accessibility, QATAC

- Member, Kelly Bertolaccini led a discussion on developing a scoring system for public transportation system accessibility, as requested by Council on 13 February 2023. Councils' comments are summarised below.
- The Council discussed the following points regarding the Briometrix work and barrier mapping:
 - The maps provide data from a particular location at that point in time, so are not interactive or updated through user feedback.

- The technology could be used to assess current and planned infrastructure projects for the Brisbane 2032 Olympic and Paralympic Games.
- Townsville City Council initially used data supplied by Briometrix to assess the various routes used by customers to access the central business district (CBD). The Council has since used the data to identify areas where improvements are required (such as altering kerb heights) to increase accessibility.
- Further work has been undertaken in this field using Artificial Intelligence (AI). The data produced can be integrated into open maps, which is widely accessible so can be readily updated and maintained by users.
- The Microsoft Smart Cities – Cities of the Future project outlines how some city governments are using such technology to improve quality of life, drive economic growth and deliver flexible, resilient, and secure infrastructure.
- The John Hopkins University published article Developing a novel scoring system for public transportation system accessibility (2023), which provides a method of documenting information about public transportation systems accessibility and sharing this information using an open data platform.

Outcome:

- Natalie Naumann to supply a case study summarising the application of the Briometrix data in Townsville. The Chair will draft a summary cover letter to Aaron Broughton, Executive Director, Olympic Infrastructure and Precincts Office, Department of State Development, Infrastructure, Local Government and Planning outlining the benefits of this technology for Olympic and Paralympic projects. (Action Item 26/23)

Agenda Item 8 – Close

- Michael Forde closed the meeting.

Next Meeting

- Date of next meeting is Monday 28 August 2023 at room MG.09, 61 Mary Street, Brisbane.

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Appendix 1 – QATAC Action Table

No.	Action	Status	Opened	Closed	Action Officer	Comment/s
11/23	Secretariat to supply a copy of The Brisbane 2032 Legacy Plan to the Council (once published) to review and to provide feedback.	Open	03/04/23		Secretariat	Secretariat to monitor the Brisbane 2032 Legacy Plan Hopes and Dreams webpage for the release of the draft Brisbane 2032 Legacy Plan (once published)
13/23	Secretariat to review all QATAC presentations and papers to identify those that demonstrate best practice accessibility and/or innovative approaches to providing best practice accessible outcomes that would be beneficial for sharing with LGAs and provide a list to Director and EGM ATN.	Open	03/04/23		Secretariat	Supplied to Director and EGM ATN 03/07/23, via email
17/23	Smart Ticketing to provide written update to QATAC feedback register emailed to SC 24/04/23.	Open	15/05/23		Secretariat	Secretariat provided update to SC, via email, and requested timeframe for reply to feedback register 07/06/23.
10/22	Secretariat to upload communique to external facing TMR website.	Open	18/07/22		Secretariat	Quarterly updates for past and future meetings drafted and to be uploaded to external website.
20/23	Secretariat to collate and supply all the Council's feedback to Chair. The Chair will draft a summary cover letter before	Open			Secretariat / Chair	

No.	Action	Status	Opened	Closed	Action Officer	Comment/s
	supplying all materials to the ATN for noting.					
21/23	Secretariat to add final discussion regarding the QATAC workshop to the agenda for the next meeting, 28 August 2023.	Open	10/07/23		Secretariat	Discussion scheduled for 28/08/23
22/23	Council requested that further detail be provided regarding the; \$17 million in grant funding to local government, \$309 million to Passenger Transport Investment Infrastructure Program funding and the \$55 million to the TSS.	Open	10/07/23		Secretariat	Request for information sent to Interim DAP team 13/07/23, via email.
23/23	Council requested that further detail be provided regarding how these funding allocations result in improved accessibility and removing discrimination, and how funding is aligned to the objectives of the DAP.	Open	10/07/23		Secretariat	Request for information sent to Interim DAP team 13/07/23, via email.
25/23	Sarah Hartley (SH) to supply a copy of the submission prepared by Vision Australia, as part of the consultation with Government, to the Chair. Sarah Hartley to supplement the submission with a draft letter to the Minister outlining the need for AVAS to be mandatory in heavy vehicles (such as buses) as well as light	Open	10/07/23		Sarah Hartley / Chair	Follow up sent to SH 13/07/23, via email.

No.	Action	Status	Opened	Closed	Action Officer	Comment/s
	vehicles.					
26/23	Natalie Naumann (NN) to supply a case study summarising the application of the Briometrix data in Townsville. The Chair will draft a summary cover letter to Aaron Broughton, Executive Director, Olympic Infrastructure and Precincts Office, Department of State Development, Infrastructure, Local Government and Planning outlining the benefits of this technology for Olympic and Paralympic projects.				Natalie Naumann / Chair	Follow up sent to NN 13/07/23, via email.
1/23	Secretariat to contact and arrange meetings with Cairns, Townsville, Rockhampton, and Bundaberg Councils either virtually or in person.	Open	13/02/23	12/07/23	Secretariat	Chair met with representatives of Bundaberg 09/03/23, Cairns 14/03/23, Townsville 27/03/23 and Rockhampton 12/07/23.
2/23	Secretariat to contact and arrange meeting with Cindy Hook, Chief Executive Officer of Brisbane 2032 Olympic and Paralympic Games, either virtually or in person.	Closed	13/02/23	Closed 16/06/23	Secretariat	Chair and John Mayo (JM) met with Cindy Hook 16/06/23.
4/23	SH to draft correspondence to the Minister for Department of Transport and Main Roads regarding issues with accessible taxis.	Closed	13/02/23	Closed 10/07/23	Sarah Hartley	Draft correspondence supplied by SH 16/02/23, via email. Suzanne Rose (SR) - <i>Executive Director, Service Policy, Translink</i> to

No.	Action	Status	Opened	Closed	Action Officer	Comment/s
						present re outcome of the Wheelchair Accessible Taxis Roundtable hosted by the Minister 10/02/23. Presented 10/07/23.
5/23	Kelly Bertolaccini (KB) to prepare short paper on developing a scoring system for public transportation system accessibility, for delivery at next QATAC meeting.	Closed	13/02/23	Closed 10/07/23	Kelly Bertolaccini	Secretariat followed up with KB 13/02/23, via email, to advise of Action Item. Presented 10/07/23.
12/23	SH to arrange a presentation on Acoustic Vehicle Alerting System (AVAS) for QATAC meeting 10/07/23	Closed	03/04/23	Closed 10/07/23	Sarah Hartley	Presented 10/07/23.
14/23	Secretariat to liaise with Steve Tucker (ST), Emily Steel (ES) and NN and then Chair to collate feedback on the STAAP into a feedback register. This will be sent to Sarah Capstick with a request to provide copies of the annual reports referred to in Secretariat 7.5 of the STAAP, 'Reporting on Implementation of Accessibility Action Plan'	Closed	03/04/23	Closed 15/05/23	Secretariat / Steve Tucker / Emily Steel / Natalie Naumann / Chair	Feedback register sent to SC 24/04/23 – See outstanding Action Item 17/23.
15/23	Translink to present on the Interim DAP 2023-24 at QATAC meeting 10/07/23.	Closed	03/04/23	Closed 10/07/23	Secretariat	Presented 10/07/23.
16/23	Secretariat to liaise with Council and engage a facilitator to arrange a	Closed	03/04/23	Closed 21/06/23	Secretariat	Workshop took place 21/06/23.

No.	Action	Status	Opened	Closed	Action Officer	Comment/s
	workshop.					
18/23	Secretariat to update the QATAC submission based on the conversation and provide to members for their review.	Closed	15/05/23	Closed 10/07/23	Secretariat	Secretariat supplied draft QATAC submission, via email and Teams, for comment 03/07/23. No comments received.
19/23	Secretariat to collate Council recommendations for the project to consider and send through to the RSSSI project.	Closed	15/05/23	Closed 23/06/23	Secretariat	Secretariat consolidated recommendations based on minutes and sent to RSSSI 23/06/23, via email.
24/23	SH to supply further information on <i>United Nations (UN) Regulation 138.01</i>	Open	10/07/23	Closed 12/07/23	Sarah Hartley	Information supplied by SH 10/07/23, via email, and supplied to members 12/07/23.

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Department of Transport and Main Roads
Urgent Meeting Brief
MBN26249

To: Minister for Transport and Main Roads and Minister for Digital Services

SUBJECT: To discuss status of ICT transitions following the disestablishment of the Public Safety Business Agency

DATE/TIME: Thursday 17 August 2023, 3.30pm

ATTENDEES:

- The Honourable Mark Bailey MP, Minister for Transport and Main Roads and Minister for Digital Services
- The Honourable Shannon Fentiman MP, Minister for Health, Mental Health and Ambulance Services and Minister for Women
- The Honourable Mark Ryan MP, Minister for Police and Corrective Services and Minister for Fire and Emergency Services
- Advisors to Minister Fentiman and Minister Ryan

Your office

- Mr Oliver Armstrong, Acting Senior Policy Advisor

Departmental representatives

- Mr Chris McLaren, Chief Customer and Digital Officer, Queensland Government Customer and Digital Group (telephone)
- Mr Dallas Stower, Deputy Director-General, Transformation and Enabling Technologies (telephone)

Minister's Comments:

Summary

- You are meeting with Minister Fentiman and Minister Ryan on 17 August 2023 at 3.30pm, in Meeting Room 1, Level 41, 1 William Street. A pre-brief will occur beforehand at 3.00pm in Boardroom 36.41, Level 36, 1 William Street. The primary purpose of the meeting is to discuss the status of Information and Communications Technology (ICT) transition activities involving Queensland Police Service (QPS), Queensland Fire and Emergency Services (QFES) and Queensland Ambulance Service (QAS).
- A Public Safety Agency ICT Transition Inter-departmental Committee (PSA ICT Transition IDC) has been established to oversee the transition of ICT services from the former Public Safety Business Agency (PSBA) to the relevant public safety agencies.

Endorsed by:

Dallas Stower
Deputy Director-General
Transformation and Enabling
Services
Tel:
Date: 14 August 2023

Endorsed by: CCDO

Chris McLaren
Chief Customer and Digital
Officer
Queensland Government
Customer and Digital Group
Tel:
Date: 14 August 2023

- The PSA ICT Transition IDC is independently chaired by the Deputy Directory-General, Transformation and Enabling Technologies, the Department of Transport and Main Roads (TMR), and represented at Deputy Commissioner level from each of the public safety agencies.
- In addition to the PSA ICT Transition IDC, TMR has been providing an independent Chair function to a combined QPS, QFES and QAS executive group, as well as establishing a program management capability to support the business separation of those entities from the earlier PSBA shared service model.
- As an initial step in the transition, QAS has been engaging with CITEC for the provision of ICT infrastructure to support the upgrading of the Emergency Services Computer Aided Dispatch (ESCAD) system. CITEC is currently refreshing the proposal for final approval by QAS.
- As part of the transition planning a multi-agency working party comprising QAS, QPS, QFES, the Department of Justice and Attorney-General (DJAG), Queensland Corrective Services (QCS) and TMR has been tasked with establishing and progressing the high-level options development of the transition of the Public Safety Network (PSN) from QPS.

Background

- In September 2020, the Queensland Government announced its intention to integrate the functions and staff of the PSBA into QPS, QAS and QFES, as part of a wider strategy to structurally reform government statutory bodies and agencies. A shared service model for ICT delivery was implemented in QPS with transitioned PSBA staff.
- In March 2022, Ms Katarina Carroll, Commissioner, QPS determined that the shared service arrangement that had been in place after the dissolution of PSBA be discontinued, with ICT responsibilities returned to the agencies, QFES and QAS, that consume those services.
- TMR is providing the independent chair to support the process of a Public Service Agency ICT Inter-Departmental Steering Committee (IDSC).
 - In February 2023, after limited progress in separating the functions and staff, the IDSC agreed to take a more structured approach and seek a program management capability using a tender process co-ordinated by CITEC.
 - A scope of works was approved and released to market in April 2023, with a closing date of 9 May 2023.
 - The receipt of the tenders showed a significantly higher price for the service than was expected.
 - This resulted in necessary funding approval changes and increased the procedural obligations in line with Queensland Government procurement processes. These changes as well as changes in the evaluation panel membership resulted in significant delays in the procurement process.
 - Contract finalisation and mobilisation of the preferred program manager is expected by late August 2023.
- Based on the structural reform taking place, QAS decided to seek a new provider to replace its ICT infrastructure for a to-be-updated ESCAD system; this system is used by QFES and QAS to support their '000' response processes and front-line operations, and is nearing end of life.
 - QAS has decided to progress the development of a new ESCAD system independently of QFES. This position was supported by the Public Safety Communications Steering Committee.
 - In February 2021, QAS, through a 'Design and Discovery' process, engaged with CITEC to deliver and support the ICT infrastructure for a stand-alone QAS ESCAD system.

- In June 2021, CITEC provided an initial quotation for the activities and QAS commenced the process to obtain funding and approvals to commence the work. The price in this quotation detailed a one-off cost of \$2,201,476 to implement the services and an annual ongoing operating cost of \$7,526,448.
- In July 2023, after QAS had received funding and government approvals, CITEC received a 'letter of intent' from QAS, through which CITEC was asked to reconfirm the requirements and refresh the high-level design and quotation for final acceptance by QAS.
- CITEC will provide a refreshed design and quotation by late October 2023.
- The Public Safety Network (PSN) is a separate and secure ICT network to support QPS, QAS, QFES, QCS, and DJAG.
 - The PSN is managed by QPS as a shared service and is part of the transition of ICT services from QPS.
 - At the PSA ICT Transition IDC meeting on 31 July 2023 the IDC requested a high-level options paper be developed for the transition of the PSN from QPS.
 - A working group has been established to develop the paper and approach to support the transition of the PSN from QPS.

Issues and Suggested Approach

- CITEC will need additional full-time equivalents to support the ongoing operations of the ESCAD ICT infrastructure. These positions may be found within QPS as part of QPS returning responsibilities to QAS.
- Changes in tender evaluation panel members and higher estimated costs have necessitated procurement process changes resulting in significant delays. It is now scheduled to be completed in late August 2023 and is needed to drive the transitions.
- CITEC will provide a refreshed quotation to QAS for the ESCAD ICT infrastructure and as part of the PSA ICT Transition IDC provide an oversight role for the returning of responsibilities to QAS and QFES including the PSN.

Financial Implications

- All costs of the PSA ICT transition are to be the responsibility of the public safety agencies.

Consultation with Stakeholders

- No consultation was undertaken.

Employment

- The transition of ICT services from QPS may have implications for some staff and roles and the change management process will be the responsibility of the public safety agencies.

Media

- In March 2023, the CAD infrastructure that was being managed by QPS suffered a failure resulting in a significant ESCAD system outage which elicited media coverage.

Election Commitments

- The provision of the upgraded ICT infrastructure does not relate to an election commitment.

Government Objectives

- The provision of the upgraded ICT platform supports the Queensland Government's objective to deliver 'better services', particularly with regards to 'backing frontline services'. It also supports the Queensland Digital Economy Strategy priority of delivering a 'digitally enabled government'.