

# Advice for Minister for Transport and Main Roads

## Subject: Infrastructure Priority List – mid-year update

Document ID: MBN24533

- On 29 July 2021, Infrastructure Australia (IA) released its mid-year update to the 2021 Infrastructure Priority List (IPL) with new terminology and a new structure.
- The new terminology and structure are consistent with the 2021 Infrastructure Australia Assessment Framework (IAAF) that was released on 16 July 2021.
- The key changes to the structure and terminology for the mid-year update to the 2021 IPL include:
  - removing the 'high priority' classification to enable decisions based on factors, such as timeframe, location, sector and category of the problem or opportunity
  - removing the terms 'projects' and 'initiatives', and now using the term 'proposals' at four different stages of the project lifecycle, in line with the 2021 IAAF stages
  - removed funded proposals to provide a focused list of potential investment opportunities.
- The four different stages of the project lifecycle used to classify 'proposals' are:
  - stage one – early-stage proposals identify a problem or opportunity that could have nationally-significant impacts. These require investment in an early-stage business case to develop possible solutions
  - stage two – potential investment options provide a shortlist of potential solutions to the problems or opportunities. These need to be considered through a detailed business case to determine the best solution
  - stage three – investment-ready proposals provide a specific investment solution that is supported by a detailed business case. These require investment to deliver the solution
  - stage four – delivered proposals are proposals that have previously been evaluated by IA and are now under delivery or operational.
- A summary of the translation of existing Department of Transport and Main Roads (TMR) related 'initiatives' to IA's new 'proposals' terminology for different types of proposals on the IPL is provided at **Attachment 1**.
- Note: On 27 July 2021, IA wrote to the Department of State Development, Infrastructure, Local Government and Planning with a copy at officer-level to TMR, advising that IA would be releasing its mid-year update to the IPL on 29 July 2021. Further, the release will incorporate the new structure and terminology as outlined in the 2021 IAAF. At this time, IA provided a copy of how relevant TMR-related 'proposals' would be categorised under the new terminology.

<b>Action Officer/Approved by:</b> Karen Peut Executive Director (Strategic Investment and Asset Management) Strategic Investment and Asset Management  Tel: 3066 3800 Date: 30 July 2021	<b>Endorsed by GM</b> Tony Philp General Manager (Portfolio Investment and Programming) Portfolio Investment and Programming  Tel: 3066 3766 Date: 2 August 2021	<b>Endorsed by DDG</b> Julie Mitchell Deputy Director-General (Policy, Planning and Investment) Policy, Planning and Investment  Tel: 3066 2245 Date: 2 August 2021	<b>Endorsed by DG</b> Neil Scates Director-General  Department of Transport and Main Roads Tel: 3066 7316 Date: 3 August 2021
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MBN24533

- TMR was not provided the opportunity to provide feedback to IA on the re-categorisation of TMRs' IPL listings.
- TMR has subsequently sought further engagement with IA to clarify its classification of a number of IPL Initiatives outlined in **Attachment 1** in order to ensure it reflects the current stage of project development and better informs future IPL updates.

<b>Minister Comments</b>	
	<b>Noted</b>
<b>Minister's signature</b>	NR
<b>Date .....08/08/2021</b>	

Released under RTI - DTMR

**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24538**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> M1 Varsity Lakes to Tugun upgrade (Package B and C) – Infrastructure naming of the Western Service Road	<b>Non-Urgent</b>
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**Summary**

- The Pacific Motorway (M1) Varsity Lakes to Tugun (VL2T) upgrade will include a newly constructed two-way service road on the western side of the motorway, commencing at the Tallebudgera interchange (Exit 89) and continuing down to KP McGrath Drive (Exit 92).
- Gold Coast City Council (GCCC) will be the asset owner of the new two-way service road following completion of the VL2T upgrade and has proposed the name of Maybree Road for the new local government-controlled road.
- That you note the Department of Transport and Main Roads (TMR) supports the proposed name of Maybree Road.

**Background**

- The new two-way western service road will provide an alternative route for local traffic while also helping to alleviate traffic congestion on the M1.
- GCCC has a Street Naming Policy and new names need to be in accordance with a series of criteria, including a preference for the name to have Australian historical or cultural significance, a maximum of 12 letters, and generally not include names that are hyphenated.
- \* GCCC has conducted some internal consultation and there is support for 'Maybree Road'. Maybree is the name of a tree that grew in the local area and is also the original name for the village of Tallebudgera.
- GCCC must complete an internal referral and application process to obtain formal approval for the proposed name.
- Maybree Road will be a local government-controlled road and, as such, does not fall under the jurisdiction of TMR's naming policy.

**Issues and Suggested Approach**

- GCCC has asked for feedback from TMR on the proposed name.
- TMR has no objection to the proposed name.
- That you note TMR supports the proposed name of Maybree Road.

<b>Action Officer:</b> Paul Noonan Regional Director (South Coast) Tel: 5563 6522 Date: 2 August 2021	<b>Endorsed by:</b> Les Dunn General Manager (Program Delivery and Operations) Tel: 3066 5498 Date: 5 August 2021	<b>Endorsed by: DDG</b> Amanda Yeates Deputy Director-General, (Infrastructure Management and Delivery) Tel: 3066 7118 Date: 9 August 2021	<b>Endorsed by: DG</b> Neil Scales Director-General Tel: 3066 7316 Date: 9 August 2021
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### Financial Implications

- The \$1 billion VL2T upgrade is identified in the *Queensland Transport and Roads Investment Program 2021-22 to 2024-25* (Investment ID 852582).

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

- There are no impacts to note related to the HR Act.

### Consultation with Stakeholders

- Following the awarding of construction contracts for Package B – Burleigh to Palm Beach and Package C – Palm Beach to Tugun, TMR initiated discussions with GCCC regarding the naming of the new western service road.
- GCCC conducted further internal consultation regarding the naming of the new western service road and proposed the name Maybree Road following the completion of that process.

### Employment

- The VL2T upgrade is expected to support an average of 850 jobs throughout the life of the project.

### Media

- It is expected that local media may be interested in attending an event to officially name and open the road.

### Election Commitments

- The VL2T upgrade is a Queensland Government election commitment [GEC793] from the previous term that is still in progress.

### Government Objectives

- The VL2T upgrade aligns with the Queensland Government's Queensland Economic Recovery Plan by supporting jobs, investing in construction skills, building Queensland and growing our regions.

Minister's comments:

Approved / Not Approved

NR

Date 16 / 9 / 21

**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24544**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> Service change for Transdev's route 250 to accommodate Brisbane Metro construction impacts	<b>Urgent:</b> Communication activities with the general public to commence 23 August 2021
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**Summary**

- As part of Brisbane City Council's (BCC) Brisbane Metro project, the current route 250 alignment to Brisbane CBD will be impacted by works at North Quay to accommodate the construction of the Adelaide Street tunnel.
- The Department of Transport and Main Roads' TransLink Division has been working with the service delivery partner Transdev to develop a service change proposal for route 250, which services Brisbane CBD.
- The changes on North Quay and Adelaide Street are programmed to commence in September 2021.
- As part of the service change for route 250:
  - nine daily route 250 trips that currently continue to Brisbane CBD will be truncated at Carindale interchange, consistent with the current off-peak route 250 alignment
  - these services carry on average only three passengers per trip, and there are a number of existing service alternatives for customers.
- To support this change:
  - additional route 250 peak period trips will be introduced between Redland Bay marina and Carindale interchange
  - an additional outbound trip for route 267 between Brisbane CBD and Capalaba will be introduced
  - improvements will be made to the route 243 alignment to improve service reliability
  - amendments will also be made to school services that currently duplicate the route 250, as the demand can be met with the increased route 250 service frequency.
- The changes will address ongoing customer requests to improve connections and expand hours of operations.
- BCC has scheduled customer communications on the North Quay closures to commence from early August 2021. Messaging focussing on route 250 changes will commence on 23 August 2021.
- The proposed implementation date for the changes is Monday 20 September 2021.

<b>Action Officer:</b> Grant Jalland Government and Stakeholder Relations  Tel: 3338 4056 Date: 2 August 2021	<b>Endorsed by:</b> Peter Milward General Manager  Passenger Transport Integrations Tel: 3338 4026 Date: 3 August 2021	<b>Endorsed by: DDG</b> Sally Stannard A/Deputy Director-General  TransLink Tel: 3338 4158 Date: 3 August 2021	<b>Endorsed by: DG</b> Neil Scales Director-General  Tel: 3066 7316 Date: 4 August 2021
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## Background

- Several bus services operated by private bus operators will potentially change to enable construction of the Brisbane Metro project.
- Route 250 currently operates from Redland Bay marina to the Carindale interchange, with nine peak trips extending to Brisbane CBD.
- Route 250 operates a slower route between Brisbane CBD and Carindale interchange when compared to other TransLink commuter services, and as a result only 30 commuters per day use these nine services to and from locations east of Carindale, an average of only three per trip.
- This service change will provide commuters with a more consistent service, with all services on route 250 now operating between Redland Bay marina and Carindale interchange throughout the day.
- The proposed changes include:
  - nine daily route 250 trips that currently continue to Brisbane CBD will be truncated at Carindale interchange, which is consistent with the current off-peak route 250 alignment
  - sixty-six additional route 250 trips per week will be introduced between Redland Bay marina and Carindale interchange resulting in 15-minute service frequencies inbound to Carindale interchange between 7.06 am and 8.06 am and outbound from 2.45 pm to 5.15 pm
  - five additional peak route 267 outbound trips per week will be introduced from Brisbane CBD to Alexandra Hills via Capalaba park 'n' ride
  - increased route 250 service frequency up to every 15 minutes during peak periods
  - realignment to route 250 to service the Capalaba park 'n' ride, addressing customer feedback by providing an all-day park 'n' ride connection
  - minor trip time shifting to improve connections between bus and ferry connections at Redland Bay marina and train connections at Cleveland
  - route 243 peak rocket services will be realigned to service the Sleeman park 'n' ride on-road bus stops to provide a consistent alignment with other rocket services and improve service reliability
  - two school trips that duplicate the route 250 alignment will be removed and three school trips will be truncated due to increases to peak time route 250 service frequencies.

## Issues and Suggested Approach

### Customer Impact

- Approximately 30 customers per day from the Redlands area will be impacted by the truncation of peak route 250 trips to Brisbane CBD.
- Some customer dissatisfaction may be experienced as customers are resistant to transfer between services and prefer a one-seat journey.
- An extensive communications plan has been produced that includes Customer Liaison Officers (CLOs), confidence messaging regarding transfers and alternative travel options.

### School Service Change Impact

- Route 5155 currently provides five dedicated school trips per day, with two to be removed as part of this change.
- Capacity for students will be replaced with route 250 services running the same alignment.
- School changes will be communicated by the delivery partner, Transdev, in partnership with TransLink.

**Financial Implications**

- The service change will be funded through existing TMR budgets, with an estimated total annualised cost of \$12,000.

**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**

- Transdev has been extensively consulted throughout the development of the proposal and are supportive of the changes.
- A communications plan has been prepared and activities will be commencing from 23 August 2021. Activities include stop and station signage, updates on the TransLink website and MyTransLink app, social media posts and use of CLOs at key stops and stations.

**Employment**

- There are no current known employment impacts associated with this matter.

**Media**

- There are no current media impacts associated with this matter.

**Election Commitments**

- This matter does not relate to any election commitments.

**Government Objectives**

- This matter relates to the Queensland Government objective of making it for Queensland: to oversee the implementation of programs to ensure an effective, efficient and accessible public transport system.

<b>Minister's comments</b>	
<p style="text-align: right;"><b>Noted / Not Noted</b></p> <p style="text-align: right;"><b>Minister's signature.....</b></p> <p style="text-align: right;"><b>Date ...../...../.....</b></p>	

**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24545**

To: Minister for Transport and Main Roads

<p><b>SUBJECT:</b>          Internal audit review – approval of international travel for New Generation Rollingstock project contractors</p>	<p><b>Non-Urgent</b></p>
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**Summary**

- A recent review was undertaken by the Department of Transport and Main Roads' (TMR) Internal Audit Unit (IAU) of the process to book and pay for international/overseas travel associated with the New Generation Rollingstock (NGR) project.
- The review identified several instances where the approvals obtained did not meet the whole-of-Government (WoG) Air Travel Policy, which states that ministerial approval is required, prior to travel.
- The travel undertaken was essential for the successful delivery of the NGR project.
- Actions are underway to implement the findings. A recommendation of the IAU review was that these instances be brought to your attention for noting.

**Background**

- In January 2014, the Queensland Government awarded the NGR contract for the delivery of NGR trains to the Qtectic NGR Consortium. Trains were designed in Queensland and manufactured in a state-of-the-art purpose-built facility in Salvi, India.
- Representatives from TMR were required to travel to Salvi, India to undertake and oversee specific on-site activities associated with milestones and compliance.
- Interfleet Technology Pty Ltd (Interfleet) was appointed in 2014 to provide due diligence and project assurance services (technical advisory services) to TMR on the NGR project. As part of these services, consultants from Interfleet travelled to India on behalf of TMR to undertake due diligence and project assurance activities.
- On 6 June 2014, the contract with Interfleet was executed in compliance with the financial delegation limits for Queensland Transport and Roads Investment Program expenditure for the contract value of Sch. 3 Part 8

Sch. 3 Part 8

- From 2015 to 2019, there were a total of 30 trips overseas for Interfleet contractors for a total value of approximately \$250,000.

<p><b>Action Officer:</b>          Anna Jack          Director          Finance and Facilities          Tel: 3066 6147          Date: 3 August 2021</p>	<p><b>Endorsed by:</b>          Nick Shaw          Chief Finance Officer          Finance and Procurement          Tel: 3066 6083          Date: 18 August 2021</p>	<p><b>Endorsed by: DDG</b>          Tracy O'Bryan          Deputy Director-General          Corporate          Tel: 3066 6065          Date: 18 August 2021</p>	<p><b>Endorsed by: DG</b>          Neil Scales          Director-General          Tel: 3066 7316          Date: 19 August 2021</p>
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## Issues and Suggested Approach

- TMR's IAU recently undertook a high-level review of the process to book and pay for contractors undertaking international/overseas travel on behalf of TMR, within the NGR project.

NR - Legal Professional Privilege

- The international travel undertaken by Interfleet was essential for the successful delivery of the NGR project.
- In May 2015, a decision briefing note (**MBN17660**) was sent to the Honourable Jackie Trad MP, then Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade and Investment to inform them of the travel requirements for representatives of the NGR project and to gain endorsement for the approach to simplify approval of future travel for the project.
- This was endorsed by Mr Longland on 5 May 2015, and Mr Neil Scales, Director-General, TMR on 13 May 2015. It was sighted by the Deputy Premier's office, however, was not formally approved by the then Deputy Premier.
- IAU also reviewed the WoG Air Travel Policy and related directives and identified there is a lack of clarity in relation to whether the directive is applicable to contractors as it states that it is applicable to 'a public service officer, or temporary employee engaged'.
- The recommendations provided in the IAU brief include a comprehensive review of TMR's application of WoG policy, TMR international travel booking procedures and the development of training packages for all staff involved with international travel. IAU also noted opportunities to improve the controls supporting the current overseas travel approval process to reduce inefficiencies and increase policy compliance.
- This includes updating TMR's overseas travel procedures, guidelines and templates to:
  - clearly outline when ministerial pre-approval is required and any exemptions to this (for example, travel specifically budgeted and agreed under a consulting contract)
  - outline documentation requirements for pre-approval of travel
  - clearly outline what can be claimed as expenses and items, which are not claimable
  - document what evidence is required for travel expense claims, including when and how a statutory declaration is acceptable in lieu of a receipt or invoice
  - clearly define 'personal' and 'work' time
  - stipulate how travellers are to record GST, or equivalent taxes in expense claims
  - determine reasonable timeframes for submitting expense claims and consequences for non-compliance, including requirements for contractors.
- IAU also recommended that TMR liaise with the Department of Housing and Public Works, the WoG Air Travel Policy owners – whether the policy can be reviewed and clarified in respect of the items outlined above.
- TMR will implement these recommendations during 2021 and 2022.

**Financial Implications**

- There are no financial implications. All travel was funded through the NGR budget.

**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**

- No consultation was undertaken.

**Employment**

- There are no employment impacts associated with this matter.

**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.

**Minister's comments**

Noted / Not Noted

NR

Date 16, 9, 21

Released under RTI - DTMR

# Advice for Minister for Transport and Main Roads

## Subject: Coomera Connector – request for stakeholder meeting minutes to be posted to Facebook

Document ID: MBN24549

- Sch.4 Part 4 item 6 is a landowner in Sch.4 Part 4 item 6 which is in the Coomera Connector Stage 1 North alignment.
- Since 2019, Sch.4 Part 4 item 6 has been engaging with the Department of Transport and Main Roads (TMR) and has written to you on a number of occasions objecting to the Coomera Connector (**Attachments 1 to 6**).
- Further to MC118600 (**Attachment 4**), TMR committed to meeting with Sch.4 Part 4 item 6 to further discuss the project. He asked for Sch.4 Part 4 item 6 to also attend.
- Sch.4 Part 4 item 6 of the 'No Second M1 Group' on Facebook, which is a public group with 470 plus followers.
- A meeting was held with Sch.4 Part 4 item 6 and the Coomera Connector project team on 21 June 2021.
- A copy of the meeting minutes (**Attachment 7**) were distributed to attendees on 2 August 2021.
- Both Sch.4 Part 4 item 6 have asked if the minutes can be uploaded to the 'No Second M1 Group' on Facebook.
- TMR advised the stakeholders on 4 August 2021 that TMR did not approve the publishing of official minutes to social media (**Attachment 8**).

### Minister Comments

Noted by Hannah Whittle

Minister A/Senior Policy Advisor's signature.....

Date .....19/08/2021

Action Officer/ Approved by:	Endorsed by GM	Endorsed by DDG	Endorsed by DG
Paul Noonan	Les Dunn	Amanda Yeates	Neil Scales
Regional Director (South Coast)	General Manager (Program Delivery and Operations)	Deputy Director-General (Infrastructure Management and Delivery)	Director-General
Tel: 5563 6522	Tel: 3066 5498	Tel: 3066 7118	Tel: 3066 7316
Date: 4 August 2021	Date: 6 August 2021	Date: 9 August 2021	Date: 9 August 2021

**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24550**

To: Minister for Transport and Main Roads

<p><b>SUBJECT:</b>  Ship insurance requirements for vessels over 15 metres in length overall – regulated coverage limits for salvage</p>	<p><b>Non-Urgent</b></p>
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**Summary**

- The cost to salvage vessels wrecked or abandoned in Queensland's coastal waters and/or the clean-up of pollution caused by marine incidents in these waters poses a risk to the Queensland economy and taxpayers.
- Owners of vessels over 15 metres in length in Queensland's coastal waters are required to hold insurance with coverage for the costs of pollution clean-up and salvage in the event of the vessel becoming wrecked.
- The limit for salvage requirements is set at \$10 million for all vessels over 15 metres in length, including recreational vessels, and this appears to be an impediment to some boat holders holding compliant insurance.
- The War on Wrecks taskforce has provided greater surety of the potential costs for salvaging wrecked or abandoned vessels in Queensland waters, and this would generally be expected to be significantly lower than \$10 million.
- Maritime Safety Queensland (MSQ) propose to review the \$10 million salvage limit and undertake regulatory changes to lower the limit to a more appropriate figure.
- It is important to note that this brief does not seek to address the broader issues of the marine insurance industry relating to blanket exclusions on matters such as moorings, houseboats and Queensland's storm and cyclone risks.

**Background**

- Under section 67A of the *Transport Operations (Marine Pollution) Act 1995* (TOMPA), the owners of all ships (including recreational vessels and Domestic Commercial Vessels (DCV)) over 15 metres in length overall are required to have sufficient insurance coverage to pay for potential pollution clean-up, salvage and wreck removal when operating in Queensland's coastal waters.
- Section 62 of the *Transport Operations (Marine Pollution) Regulation 2018* (TOMPR) defines the limits of insurance, and includes that all vessels over 15 metres must hold coverage of \$10 million for the salvage of vessels, irrespective of whether the vessel is less than 35 metres or 35 metres and more, or whether this is a recreational or a DCV. Comparatively, the limits for pollution clean-up costs differ between recreational vessels more than 15 metres but less than 35 metres, DCVs of these lengths, and all vessels 35 metres or more.

<p><b>Action Officer:</b>  Melanie Trent  Principal  Environmental  Policy Officer  MSQ  Tel: 3066 3909  Date: 19/08/2021</p>	<p><b>Endorsed by:</b>  Peter Wilkins  Executive Director  (Policy, Planning  and Regulation)  MSQ  Tel: 3066 4069  Date: 24/08/2021</p>	<p><b>Endorsed by GM:</b>  Angus Mitchell  General Manager  (Maritime Safety  Queensland)  Tel: 3066 3977  Date: 25/08/2021</p>	<p><b>Endorsed by: DDG</b>  Mike Stapleton  Deputy Director General  (Customer Services, Safety  and Regulation)  Tel: 3066 7222  Date: 25/08/2021</p>	<p><b>Endorsed by: DG</b>  Neil Scales  Director-General  Tel: 3066 7316  Date: 25/08/2021</p>
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## Issues and Suggested Approach

- Coverage limits for pollution clean-up and salvage under TOMPR have not been changed since 2007 when insurance requirements were extended from only vessels 35 metres or more in length requiring insurance, to require all vessels more than 15 metres in length requiring insurance.
- Under TOMPA, the only option available for an exemption from the insurance requirements, including coverage to the limits specified under TOMPR, is for you to recommend the making of a regulation exempting a vessel.
- When recommending an exemption be granted, you (endorsing the application in order for it to progress) must take into consideration (on receipt of an application for exemption) the risk of the vessel becoming wrecked or abandoned in or polluting Queensland's coastal waters, and also be satisfied that the owner of the vessel could not reasonably obtain or continue to hold compliant insurance.
- Recently, MSQ has become aware of the marine insurance industry tightening eligibility criteria for providing boat insurance in Queensland waters due to storm and cyclone risks, including many insurers providing blanket refusals to insure particular vessel types. For example, houseboats and operations such as vessels on moorings, irrespective of individual vessel's seaworthiness.
- MSQ have been alerted to the fact that at least one insurance company (NRMA) are willing to provide insurance to vessels that have been excluded from other insurers under blanket rejections, however, whilst NRMA's Product Disclosure Statement provides compliant limits for pollution clean-up costs (\$250,000 for recreational vessels less than 35 metres length), it only provides for 'reasonable costs' for vessel salvage, and not the required \$10 million limit.
- The War on Wrecks program has provided greater surety of the likely costs of salvaging a recreational vessel, particularly those likely to operate close to shore such as house boats and other recreational vessels, and it is unlikely (though not impossible) that this would be close to \$10 million.
- As such, MSQ propose to review and update the insurance limit for salvage under TOMPR to provide Queensland boat owners with a greater opportunity to obtain compliant insurance in a difficult insurance market and reduce the need for unnecessary and timely exemption application processes.

## Financial Implications

- There are no direct financial impacts anticipated from lowering the limit for salvage coverage.
- Based on current data since the War on Wrecks program commenced in 2018, of the more than 500 vessels now removed from Queensland waters:
  - only one vessel cost more than \$1 million, and this vessel was possibly under 15 metres length and as such would not have triggered insurance requirements
  - one vessel cost between \$500,000 and \$1 million
  - twelve vessels cost between \$100,000 and \$500,000.

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

- The inability for boat owners to obtain compliant insurance due to the \$10 million salvage limit could be considered to impact upon the human right to own property by restricting use of said property. This matter will be considered in determining an appropriate limit for salvage insurance.

## Consultation with Stakeholders

- No formal consultation has been undertaken, however, it would generally be expected that reduction of the coverage limits for salvage from \$10 million would be supported by the boating community and insurance companies.

**Employment**

- There are no employment impacts associated with this matter.

**Media**

- There are no current and known media impacts associated with this matter.

**Election Commitments**

- This matter does not relate to an election commitment.

**Government Objectives**

- This matter aligns directly with the government objective of protecting the environment under the *Unite and Recover – Queensland's Economic Recovery Plan*, by ensuring larger vessels operating in Queensland's coastal waters hold appropriate insurance to cover the costs for clean-up and salvage.
- This matter also aligns with seeking to minimise red tape.

<b>Minister's comments</b>	
Noted / Not Noted	
Minister's	NR
Date 30/9/21	

Released under RTI - DFR

**Department of Transport and Main Roads**  
**Meeting Brief**  
**MBN24555**

To: Minister for Transport and Main Roads

<p><b>SUBJECT:</b></p> <p><b>Meeting Details:</b> You are meeting with Ms Corrine McMillan MP, Member for Mansfield, to discuss the Mount Gravatt–Capalaba Road speed limit, Mansfield Primary and High School traffic and Inland Rail</p> <p><b>Date/Time:</b> Wednesday 13 October 2021, 12:30pm</p> <p><b>Attendees:</b></p> <ul style="list-style-type: none"> <li>• Ms McMillan, MP</li> </ul> <p>From your office:</p> <ul style="list-style-type: none"> <li>• Ms Hannah Whittle, Policy Advisor</li> <li>• Mr Finn Semple, Acting Policy Advisor</li> <li>• Mr Frank Plunkett, Acting Caucus Liaison Officer</li> </ul> <p>From the Department of Transport and Main Roads (TMR):</p> <ul style="list-style-type: none"> <li>• Mr Craig Gardner, A/ Regional Manager (Operations)</li> <li>• Mr James Ward, Principal Advisor (Planning)</li> <li>• Mr Josh Hannan, General Manager (Transport Strategy and Planning)</li> <li>• Neil Crawford, Director (Inland Rail)</li> </ul>	<p><b>Urgent</b></p> <p>Meeting scheduled for Wednesday 13 October 2021</p>
<p><b>Minister's Comments:</b></p>	

**Summary**

- Ms Corrine McMillan MP, Member for Mansfield, has requested a meeting to discuss the Mount Gravatt-Capalaba Road speed limit, for which a speed limit review has recently been completed, for traffic surrounding Mansfield Primary and High School. Ms McMillan also requested to discuss Inland Rail.

**Details of the Meeting**

- You are meeting with Ms McMillan. Attendees from your office include Ms Whittle, Mr Semple and Mr Plunkett.

<p><b>Action Officer:</b></p> <p>John Ryan          Deputy Regional Director (Metropolitan)</p>	<p><b>Endorsed by:</b></p> <p>Joshua Hannan          General Manager (Transport Strategy and Planning)</p>	<p><b>Endorsed by:</b></p> <p>Les Dunn          General Manager (Program Delivery and Operations)</p>	<p><b>Endorsed by:</b></p> <p>Amanda Yeates          Deputy Director General (Infrastructure Management and Delivery)</p>	<p><b>Endorsed by: DG</b></p> <p>Neil Scales          Director-General</p>
<p>Tel: <span style="border: 1px solid red; padding: 2px;">NR</span>          Date: 12 October 2021</p>	<p>Tel: 3066 1400          Date: 8 September 2021</p>	<p>Tel: 3066 5498          Date: 13 October 2021 – progressed under DRD endorsement</p>	<p>Tel: 3066 7118          Date: 13 October 2021</p>	<p>Tel: 3066 7316          Date: 13 October 2021</p>

- The meeting will take place at 12.30 pm on Wednesday 13 October 2021 in Room A09 at Parliament House.
- Departmental representatives to attend the meeting with you are Mr Gardner (telephone [redacted] NR) and Mr Ward (telephone 3066 9159 / [redacted] NR)
- The primary purpose of the meeting is to discuss Mount Gravatt–Capalaba Road speed limit, Mansfield Primary and High School traffic, and Inland Rail.

## Background

### Mount Gravatt–Capalaba Road speed limit review

- On 12 July 2021, you responded to a previous enquiry from Ms McMillan about the speed limit on Mount Gravatt–Capalaba Road and advised that a speed limit review for this section of road had been completed (**Attachment 1** – MC119775).
- TMR has completed speed limit reviews for the following roads:
  - Griffith Arterial Road (locally known as Granard Road), Riawena Road and Kessels Road between the Ipswich Motorway and Logan Road
  - Redland Sub-Arterial Road (locally known as Mount Gravatt–Capalaba Road) and Broadwater Road between Logan Road and Mount Cotton Road.
- The outcome of this review recommended no changes to existing speed limits on the corridor along Granard Road, Kessels Road and Mount Gravatt–Capalaba Road, from the Ipswich Motorway through to Mount Cotton Road.

### Mansfield Primary and High School traffic

- Ms McMillan has previously raised issues about safety around schools, in particular Mansfield State High School (MSHS), Mansfield State School and Wishart State School.
- TMR has investigated the enquiry about traffic and safety concerns in the vicinity of MSHS and surrounding Mansfield area.
- TMR previously advised that the *Queensland Transport and Roads Investment (QTRIP) Program 2021–22 to 2024–25* has allocated a grant of \$500,000 to Brisbane City Council (BCC) for improvement works at the intersection of Ham Road and Broadwater Road.
- A letter to the Right Honourable the Lord Mayor of Brisbane, Councillor Adrian Schinner is being prepared to confirm funding is available for 2023–24. The letter is currently progressing through approvals.
- Broadwater Road and Ham Road, adjacent to Mansfield State School, are owned and operated by BCC. TMR has no jurisdiction over local government roads and therefore, any enquiries regarding the improvement works need to be referred to BCC for consideration and direct response.

### Inland Rail

- The Inland Rail project is a 1700-kilometre freight rail line that will connect Melbourne and Brisbane via regional Victoria, New South Wales (NSW) and Queensland. It is being constructed by the Australian Rail Track Corporation on behalf of the Australian Government.
- Inland Rail is divided into 13 projects with five in Queensland. The project sections in Queensland are Queensland/NSW border to Gowrie (B2G), Gowrie to Helidon (G2H), Helidon to Calvert (H2C), Calvert to Kagaru (C2K) and Kagaru to Acacia Ridge and Bromelton (K2ARB).
- None of the Inland Rail project sections are in the Mansfield Electorate.



## Issues and Suggested Approach

### Mount Gravatt–Capalaba Road speed limit review

- TMR confirms the recommendation is for the speed limits on both roads to remain the same.
- The Speed Management Committee (SMC) has endorsed the recommendation from the speed review, which is no changes to existing speed limits on the corridor along Granard Road, Kessels Road and Mount Gravatt–Capalaba Road, from the Ipswich Motorway through to Mount Cotton Road.
- The local SMC comprises officers from BCC and Queensland Police Service.

### Mansfield Primary and High School traffic, traffic accidents and child safety

- Any further queries regarding safety around the school should be directed to BCC, which owns and operates Broadwater Road and Ham Road.
- TMR has allocated some funding to BCC for improvement works at the intersection of Broadwater Road and Ham Road. A letter is being prepared for you to send to the Lord Mayor about this funding.

### Inland Rail

- All Queensland project sections are in reference design stage.
- Draft Environmental Impact Statements for B2G, H2C, C2K and G2H were released for public exhibition in 2021.

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- The findings of the Port of Brisbane Strategic Rail Access Study continue to be carefully considered by the Australian and Queensland governments and have not yet been approved for public release.
- Under the Inland Rail Bilateral Agreement, the Australian and Queensland governments are partnering to deliver a suite of rail planning projects that will inform and support the delivery of Inland Rail and a number of other important projects.

### **Financial Implications**

- There are no financial implications.

### **Consultation with Stakeholders**

- There was no consultation with stakeholders on this matter.

### **Employment**

- There are no employment impacts associated with this matter.

### **Media**

- There are no media impacts associated with this matter.

### **Election Commitments**

- In 2020, the Queensland Government committed (GEC1679) \$500,000 to begin the Priority Safety Upgrade to Ham Road for Mansfield State Primary and High Schools. Funding for this project is available for 2023–24.

### **Government Objectives**

- This matter does not relate to a government objective.

**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24562**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> Queensland Bus Industry Council (QBIC) and the delivery of Programmed Vehicle Inspection (PVI) reforms	<b>Urgent</b> Requested urgently by the Office of the Director-General
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**Summary**

- The PVI reforms were originally approved by you in October 2020 with an anticipated implementation timeframe of mid-2021.
- Implementation of the reforms needed to be moved to 26 November 2021, due to competing higher priority projects during 2021 and finite Department of Transport and Main Roads (TMR) IT specialist resources.
- Additional dedicated external IT specialist testing resources have now been engaged for delivery of the PVI reforms.
- TMR regularly engages / consults with industry bodies, such as QBIC, regarding a range of regulatory and policy matters.

**Background**

- The Vehicle Inspection Reform (VIR) Project is implementing changes to PVI and the Written-Off Vehicle scheme.
- The PVI reforms include:
  - extending the inspection frequency for all light and heavy passenger transport vehicles from once every six months to once every 12 months
  - allowing all light passenger transport vehicle operators, the option of obtaining a certificate of inspection (COI) for their vehicles from either a TMR inspection centre or an approved inspection station (AIS)
  - allowing operators of heavy vehicles over 16 tonne, heavy trailers over 10 tonne, and heavy passenger transport vehicles that are garaged in an exempt (remote) area, but provide services outside the exempt areas, the option of obtaining a COI from either a TMR inspection centre or an AIS.
- MBN23238 (**Attachment 1**), dealing with changes to PVIs, was progressed to your office in March 2020 and approved by you on 2 October 2020. As to the timeframe for delivery changes, MBN23238 stated, '[w]hile the legislative changes are minor, system changes to support the new requirements are more complex. It is anticipated that all changes can be completed by mid-2021.'

**Issues and Suggested Approach**

- Delivery of the PVI reforms is scheduled for 26 November 2021, to align with major system IT release dates. The PVI reforms were delayed due to additional time needed for making and testing IT changes to TRAILS.

<b>Action Officer:</b> Nigel Ellis Executive Director, Legislation, Standards and Accreditation Tel: 3066 7175 Date: 05/08/2021	<b>Endorsed by:</b> Andrew Mahon General Manager (Land Transport Safety and Regulation) Tel: 3066 7512 Date: 06/08/2021	<b>Endorsed by: DDG</b> Mike Stapleton Deputy Director General (Customer Services, Safety and Regulation) Tel: 3066 7222 Date: 6/08/2021	<b>Endorsed by: DG</b> Neil Scales Director-General Tel: 3066 7316 Date: 09/08/2021
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- This is largely due to finite TMR IT specialist resources and competing TMR projects in 2021. For example, larger projects such as the COVID-19 response, Mobile Phone and Seat Belt Cameras, Drink Driving Reforms and new systems in Customer Services Branch (such as the Online Booking System) have taken precedent.
- Additional dedicated external IT testing resources to support development have now been engaged to assist in the delivery of the PVI reforms.
- The necessary legislation changes for the PVI reforms have been drafted by the Office of the Queensland Parliamentary Council to the Transport Operations (Road Use Management—Vehicle Standards and Safety) Regulation 2021, and will progress prior to November 2021, subject to government approvals.
- Officers in the Vehicle Standards Team in TMR's Land Transport Safety and Regulation branch (LTSR) have been in regular contact with Mr Dave Tape, Executive Director, QBIC and spoke to him recently about the revised timeframes.

**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**

- LTSR officers maintain regular contact with Mr Tape and recently advised him of the revised implementation timeframes for the PVI reforms.

**Employment**

- There are no employment impacts associated with this matter.

**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.

<b>Minister's comments</b>	
	<b>Noted / Not Noted</b>
<b>Minister's signature</b>	<div style="border: 1px solid red; width: 200px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">             NR           </div>
<b>Date 6 September 2021</b>	

**Department of Transport and Main Roads**  
**Decision Brief**  
**MBN24572**

**To:** Minister for Transport and Main Roads

<b>SUBJECT:</b> COVID-19 impacts on Smart Ticketing and Deferral of Non-Scope Items	<b>Non-Urgent</b>
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**Summary**

- In 2018, the Department of Transport and Main Roads (TMR) commenced a four-year program of work with Cubic Transportation Systems Australia (Cubic) to implement the new Smart Ticketing solution, replacing the existing go card system in South East Queensland (SEQ) and rolling out across regional Queensland urban bus networks.
- The phased rollout focuses on delivering progressive benefits for customers and government with scheduled full administrative completion originally planned in late 2022.
- COVID-19 has had significant and continuing impacts on the project delivery, including software and hardware development, due to numerous and prolonged local and overseas lock downs.

Sch.4 Part 4 item 4

**Action Officer:**

Mark Bell  
Project Director (PMO)  
TransLink Ticketing  
Tel: (07) 3338 4138  
Date: 10 August 2021

**Endorsed by:**

Martin Bradshaw  
General Manager  
Passenger Transport  
Strategy & Technology  
Tel: (07) 3338 4665  
Date: 22 September 2021

**Endorsed by: DDG**

Sally Stannard  
Deputy Director-General  
TransLink Division  
Tel: (07) 3338 4158  
Date: 22 September 2021

**Endorsed by: DG**

Neil Scales  
Director-General  
Tel: 3066 7316  
Date: 22 September 2021

## Recommendations

- That you note the:
  - impact of COVID-19 to the Smart Ticketing project schedule, including dependent technical resources, software development and hardware manufacturing
  - prioritisation of core smart ticketing scope items that maximise benefits for customers and government
  - project, including later completion date, will be updated on the Queensland Government Digital Projects Dashboard in September 2021.

Sch 4 Part 4 item 4

## Background

- Smart ticketing represents an investment of \$371 million by the Queensland Government, replacing the end-of-life *go* card system in South East Queensland, as well as being rolled out to 18 urban public transport networks in regional Queensland.
- Smart ticketing is being rolled out in a phased approach that focuses on delivering progressive benefits for customers and government, with rollout initially planned for full administrative completion in late 2022.
- While *go* cards and paper tickets will continue to be accepted, smart ticketing will:
  - introduce new ways to pay, including contactless debit and credit cards, smartphones and wearable devices (such as smart watches)
  - upgrade existing ticketing equipment
  - make it easier for customers to manage their account, including concessions, via an enhanced website and app.

## Key Issues

- The Smart Ticketing project has successfully delivered early benefits for customers, delivery partners and government (**Attachment 2**).
- Since early 2020, the COVID-19 pandemic has been, and continues to be, a significant challenge.
- The implementation of a new payment system has dependencies on global supply chains and technical expertise for the development and delivery of both hardware and software.
- While TMR has been fortunate in being able to leverage Cubic's global reach to continue project delivery, the pandemic has resulted in unforeseeable impacts to the project schedule (**Attachment 3**).

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Sch 4 Part 4 item 4

### **Financial Implications**

- The Smart Ticketing Program and the proposed deferred non-core scope items will be delivered within the original approved funding envelope.

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

- The HR Act was considered when undertaking the recommendations outlined in this brief, and there are no impacts to human rights.
- The Smart Ticketing Program has been focused on delivering accessibility improvements for all customers.

### **Consultation with Stakeholders**

- No consultation was undertaken.

### **Employment**

- There are no employment impacts associated with this matter.

### **Media**

- All core customer-facing deliverables for smart ticketing will continue to be delivered within the original communicated project timeframes.
- The planned modal delivery will enable continual delivery of positive customer improvements throughout the life of the project, building on the current positive customer sentiment.

Sch.4 Part 4 item 4

### **Election Commitments**

- This matter does not relate to an election commitment.

### **Government Objectives**

- This matter does not relate to any government objectives.

### **Summary of Actions**

- That you note the:
  - impact of COVID-19 to the Smart Ticketing project schedule including dependent technical resources, software development, and hardware manufacturing
  - prioritisation of core smart ticketing scope items that maximise benefits for customers and government

- project, including later completion date, will be updated on the Queensland Government Digital Projects Dashboard in September 2021.

Sch 4 Part 4 item 4

**Minister's comments:**

Approved / Not Approved

NR

Date 12/10/21

Released under RTI-DTMR

**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24574**

To: Minister for Transport and Main Roads

<p><b>SUBJECT:</b>          Compulsory Third-Party (CTP) fee changes for personalised transport vehicles</p>	<p><b>Urgent</b>          Potential to become a high-profile matter in the media</p>
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**Summary**

- CTP premiums are set by the Motor Accident Insurance Commission (MAIC).
- From 1 October 2021, the CTP insurer's premium payable by personalised transport operators will be aligned. Other fees and levies associated with CTP will be aligned across these vehicle types from 1 July 2022.
- This change will apply to taxis, hire vehicles and booked hire vehicles and limousines.
- The changes are expected to see a significant reduction in the CTP premium for taxis and ride sharing, but an increase in the premium paid by hire vehicles.
- The Department of Transport of Main Roads (TMR) is aware of opposition to the changes within the hire car industry. TMR is redirecting all enquiries on the issue to MAIC.

**Background**

- CTP premiums vary between vehicle types and how the vehicle is used. The premiums paid to private sector insurers are set based on the risk exposure for the particular class of motor vehicle.
- CTP insurance indemnifies vehicle owners and drivers who are legally liable for personal injury to any other party, in the event of a motor vehicle accident.
- CTP is a mandatory requirement at vehicle registration and TMR acts as a collection point on behalf of MAIC for CTP.

**Issues and Suggested Approach**

- MAIC are aligning CTP charges for personalised transport operators. The alignment is being applied to vehicles registered in the following motor vehicle CTP classes:
  - Class 3: taxis – cars and station wagons
  - Class 4: hire vehicles
  - Class 26: booked hire vehicles – cars, station wagons and utilities; and limousines – cars and station wagons.

Action Officer	Endorsed by ED	Endorsed by GM	Endorsed by DDG	Endorsed by DG
Melissa Cummins Director (Licensing, Automated Vehicles and Registration)	Joanna Robinson Executive Director (Policy, Safety and Regulation)	Andrew Mahon General Manager (Land Transport Safety and Regulation)	Mike Stapleton Deputy Director- General (CSSR)	Neil Scales Director-General
Tel: 3066 2217 Date: 11 August 2021	Tel: 3066 2692 Date: 11 August 2021	Tel: 3066 7512 Date: 12 August 2021	Tel: 3066 7222 Date: 12 August 2021	Tel: 3066 7316 Date: 13 August 2021



- Due to regulatory limitations on when changes can be made to levies and fees (which form part of the total CTP insurance premium), the alignment is being implemented over two stages, as follows:
  - from 1 October 2021, the CTP insurer's premium that is charged by insurers for providing CTP insurance cover will be aligned across the three classes. The impact of this alignment, based on the most recent fees provided to TMR by MAIC, is provided in 'Table 1' below
  - on 1 July 2022, the CTP levies and administration fees (which form part of the total CTP insurance premium) will be aligned as part of the annual regulation amendment for 2022–23.

**Table 1:** Impacts on CTP insurer's premium\* for personalised transport CTP classes

Motor Vehicle CTP Class	CTP Insurer's premiums*		Impact	
	July-21	October-21	\$	%
Class 3 – Taxi	\$2,515.60	\$608.00	-\$1,907.60	-76%
Class 4 - Hire vehicles	\$448.80	\$606.40	\$157.60	35%
Class 26 - Booked hire and limousine	\$722.80	\$603.60	-\$119.20	-16%

\*inclusive of GST and stamp duty / excluding CTP levies and the TMR administration fee

- MAIC has indicated that it did not undertake significant consultation on this change, including with the vehicle hire industry.
- MAIC intends to provide an insert in vehicle registration renewal notices (VRRN) of impacted vehicles advising of the changes (**Attachment 1**). This activity is planned to begin in mid-August 2021 to align with renewals that will be due from 1 October 2021.
- In addition, MAIC plans to publish content on its website and email personalised transport professional associations to inform its members.
- However, receiving the VRRN may be the first time that some customers become aware of the increase to their premium. Given the VRRN is predominately a TMR notice and that many assume TMR set CTP fees, there is the risk that TMR will receive customer and industry complaints about the changes.
- The increase being applied to vehicles in the hire industry has already been negatively received. On 27 July 2021, the Australian Finance Industry Association (AFIA) wrote to you raising concerns about the changes, including the lack of consultation that has been undertaken. AFIA requested MAIC to put on hold these changes and enable consultation with relevant industry sectors (**Attachment 2**). This matter was referred to Queensland Treasury for a response.
- **Attachment 3** contains a letter template for referral to MAIC for any further correspondence related to this matter.

#### 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

- No consultation was undertaken.

#### Employment

- There are no employment impacts associated with this matter.

**Media**

- There may be media coverage associated with this matter.

**Election Commitments**

- This matter does not relate to an election commitment.

**Government Objectives**

- The CTP insurance matter does not relate to a government objective.

**Minister's comments**

Noted / Not Noted

NR

Date 1/19/21

Released under RTI-DTMR

**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24580**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> M1 Varsity Lakes to Tugun upgrade (Package C) – Tree Planting Day at Elanora State School	<b>Non-Urgent</b>
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**Summary**

- During the design phase of the M1 Varsity Lakes to Tugun (VL2T) upgrade, the Department of Transport and Main Roads (TMR) identified an opportunity for a tree planting day at one of three state schools within the vicinity of the upgrade works.
- Ms Laura Gerber MP, Member for Currumbin; and Ms Toni Robinson, Principal, Elanora State School have jointly requested a school or community tree planting day within the school's property boundary.
- The VL2T project team is progressing an opportunity with Elanora State School to organise a school tree planting day. This was originally to occur in September 2021, but given time has passed since this brief was first submitted, this new time period is suggested as the end of the December 2021 – January 2022, during school holidays.

**Background**

- Elanora State School is the only school that is immediately adjacent to the M1. It is located on the western side of the motorway, within package C of the VL2T upgrade.
- This section between Palm Beach and Tugun is the most constrained area of the 10-kilometre upgrade and has required significant vegetation clearing.
- The required clearing has further exposed Elanora State School to the local impacts of the construction works, which are expected to continue until end 2023.
- Post-construction revegetation in this area, like what was existing prior to construction works, is not possible due to project constraints.
- As part of TMR's commitment to sustainable infrastructure development, the VL2T upgrade is working with the Infrastructure Sustainability Council of Australia (ISCA) to monitor the level of sustainable practice embedded within the project works and is striving for an overall rating of 'excellent'.
- The VL2T upgrade has already achieved a 'leading' ISCA rating for the design of each of the three packages.
- The project team considers the school tree planting day will further assist TMR's commitment to improving environmental and social outcomes for the community, and by involving local school children, will help promote understanding of the sustainability concept.

<b>Action Officer:</b> Paul Noonan Regional Director (South Coast)  Tel: 5563 6522 Date: 10 August 2021	<b>Endorsed by:</b> Les Dunn General Manager (Program Delivery and Operations)  Tel: 3066 5498 Date: 18 August 2021	<b>Endorsed by: DDG</b> Amanda Yeates Deputy Director-General (Infrastructure Management and Delivery)  Tel: 3066 7118 Date: 21 September 2021	<b>Endorsed by: DG</b> Neil Scales Director-General  Tel: 3066 7316 Date:
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- The spring months of September/October are an ideal time to establish tube stock plants.

### Issues and Suggested Approach

- TMR is working with the package C construction contractor, Seymour Whyte Constructions, to organise the event and is proposing:
  - the project supplies approximately 900 native trees of various tube stock and containerised sizes to cover an approximately 800m<sup>2</sup> area
  - the project prepares the area for planting, including preparing/tilling the ground for planting, and spreading topsoil and mulch
  - the project undertakes site preparation outside of school hours, as will the event itself to be held towards the end of the December 2021 – January 2022, during school holidays
  - school children attend with family members to ensure their supervision
  - a small number of project staff from TMR and Seymour Whyte Constructions be onsite during the event to assist with distributing plants to the students
  - Elanora State School be responsible for maintaining the plants including watering and establishment.
- Involving Seymour Whyte Constructions in the event will assist with its ISCA 'as built' rating and ultimately the overall VL2T program ISCA result.

### Financial Implications

- The \$1 billion VL2T upgrade is identified in the *Queensland Transport and Roads Investment Program 2021–22 to 2024–25* (Investment ID 852582).
- Approximately \$25,000 has been allocated to the event from the project budget, utilising Seymour Whyte Constructions' existing schedule of rates.

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

- In addition to general mitigation measures outlined in Seymour Whyte Constructions' noise and vibration management plan, which is a contractual obligation, the school tree planting day provides a goodwill gesture and demonstrates TMR's consideration of the students' education.

### Consultation with Stakeholders

- During a routine elected representative briefing in February 2021, Ms Gerber requested that TMR considers a school tree planting event for Elanora State School.
- On 22 March 2021, the VL2T project team met with a representative from the offices of Ms Gerber and Ms Robinson to further discuss the opportunity.
- At that meeting, TMR confirmed the VL2T project team had identified a similar opportunity during the design phase, and the team would further consider options.
- An interim update was provided to both parties on 23 April 2021, 17 June 2021, 15 July 2021 and 4 August 2021, confirming investigations were ongoing and the project team would seek endorsement from the Queensland Government.
- Ms Gerber actively lobbied for this event and is likely to be in attendance for the event Sch.4 Part 4 item 6

### Employment

- The VL2T upgrade is expected to support an average of 850 jobs throughout the life of the project.

## Media

- In June 2021, you attended an exclusive 9News media opportunity at Exit 85 Reedy Creek (package A of the VL2T upgrade) that was positively focused on the environmental and sustainability measures and innovations being implemented as part of the upgrade.
- To date, all media related to package C (location of this event) has been persistently negative due to the extent of vegetation clearing required in this constrained section of the upgrade.
- This event will showcase some of the positive sustainable and environmental treatments undertaken in package C and is a further opportunity to highlight the 'leading' ISCA rating the project achieved for the design component of the upgrade.
- It is expected that local print and broadcast media will be interested in attending the event.
- A media statement and social media posts are being prepared as local media interest is expected.

## Election Commitments

- The VL2T upgrade is a Queensland Government election commitment [GEC793] from the previous term of government, that is yet to be delivered.

## Government Objectives

- The VL2T upgrade aligns with the government's Queensland Economic Recovery Plan by supporting jobs, investing in construction skills, building Queensland and growing our regions.

### Minister's comments:

Give NO plenty of notice of when this day is confirmed

Please -  
TL2T-M

Noted / Not Noted

NR

Date 1 / 10 / 21

# Queensland Rail

## Advice for Minister for Transport and Main Roads

### Subject: Corinda and Caboolture Feeder Stations Renewal

Document ID: MCR-21-409

- The Caboolture and Corinda Feeder Stations Renewal project will install and commission new safety-compliant feeder stations and yard equipment at Caboolture and Corinda to replace life-expired infrastructure.
- These feeder stations are critical infrastructure that ensure the reliability of the network.
- This project will support the Beerburrum-Landsborough Track Duplication project by supporting the flexibility and adaptability of the rail system for future expansion.
- This project will also support the Cross River Rail (CRR) project by enabling traction power network redundancy (the ability to feed the CRR tunnel when a primary piece of plant is out of operation).
- The existing Caboolture Feeder Station is located on the North Coast Line (NCL). The Caboolture Feeder Station was commissioned in 1982 and is the third oldest feeder station currently in operation on the network. It supplies both the NCL electrification and Brisbane suburban electrification systems on the Queensland Rail network. The primary and secondary assets within the switch rooms, as well as the station yard, have reached end-of-life and require replacement.
- The existing Corinda Feeder Station is located on the Western Main Line. The Corinda Feeder Station is presently a critical supply point on the Main Line and for the Beenleigh line between Yeerongpilly and Kuraby, with the next supply points being the Wulkuraka Feeder Station in the west and Beenleigh Feeder Station in the south.
- The Corinda Feeder Station was constructed during the Queensland Rail electrification works in the late 1970s to early 1980s. This is the oldest original feeder station currently in service on the South East Queensland (SEQ) network. The primary and secondary assets within the switch room at Corinda, as well as the switch room enclosure itself, have reached end of life and require replacement.
- The key benefits from this project include:
  - reducing the risk of severe network outages and the impact these outages would have on on-time running
  - ability to better recover the infrastructure from a disruptive event
  - Gas-Insulated Switch Gear (GIS) in place of existing Air-Insulated Switch Gear
  - electrically compliant infrastructure which will also provide better operational flexibility.

#### Scope of Works

Action Officer by:	Endorsed by EGM	Endorsed by GE	Endorsed by CEO
Senior Adviser Govt Relations	SEQ Assets	Head of SEQ	NR
Tel: 3072 1412	Tel:	Tel:	Tel:
Date: 30 June 2021	Date: 2 August 2021	Date: 6 August 2021	Date:

- In line with Queensland Rail's strategic objective to move towards low maintenance and cost/energy efficient infrastructure, this project will replace the Air Insulated Switchgears (AIS) with Gas Insulated Switchgears (GIS). GIS is the preferred technology which is compliant with Queensland Rail technical specifications.
- Under current designs, the major installations at Caboolture will include:
  - a new switch room
  - two new traction power transformers installed in a new power transformer compound complete with containment bund and firewalls
  - installation of 11 new overhead line masts
  - installation of new high voltage isolators
  - installation of new oil/water separation piping and containment tank.
  - installation of conduit system & cables for high voltage, low voltage and communication systems.
- The major installations at Corinda will include:
  - a new switch room
  - one new Auxiliary Supply Transformer
  - one new LV main distribution board and isolation transformer for LV supply requirements
  - installation of new overhead line masts and three new portals
  - installation of new high voltage isolators
  - installation of conduit system & cables for high voltage, low voltage and communications systems.
- The budget of the Corinda and Caboolture Feeder Stations Renewal Project is  Sch 4 Part 4 item 7
- The works for this project are expected to deliver approximately 150 jobs throughout construction.
- There will be six procurement projects to deliver the program of works, with the first to be awarded by September 2021.
- The Corinda Feeder Station practical completion date is estimated for late 2023.
- The Caboolture Feeder Station practical completion date is estimated for late 2024.

### Stakeholder engagement

- During construction, community consultation will be undertaken for matters related to construction noise during the feeder station and yard equipment installation.
- As there will be no increased long-term impacts to the community, no additional community engagement will be required for these projects.

CC: Neil Scales, Director-General, Department of Transport and Main Roads  
Leon Allen, A/Under Treasurer, Queensland Treasury

**Minister Comments**

NR

**Noted**

Minister's signature.....

Date: 15 September 2021

Released under RTI - DTMR



# Advice for Minister for Transport and Main Roads

## Subject: Coomera Connector road number designation

Document ID: MBN24584

- On 8 May 2021, you approved a decision brief (MBN24273 – Attachment 1) to declare the Coomera Connector as a motorway under Section 27 of the *Transport Infrastructure Act 1994*.
- As part of that approval, you were advised the formal name of the motorway would be the 'M8 Coomera Connector' and you suggested a possible tag line of 'the M8 is your Mate'.
- On approval of MBN24273, the Department of Transport and Main Roads (TMR) proceeded to reserve the M8 number and Coomera Connector name to begin formal naming procedures under the Naming of Infrastructure policy and procedure.
- TMR's South Coast Region has since received advice from TMR's Engineering and Technology Branch (ETB) that road number M8 does not meet the requirements identified in the Motorway Route Identification Strategy – South East Region (2003).
- Under that strategy, all north to south routes—such as the Coomera Connector—are primarily designated as odd numbers and even-numbered designations are for east to west routes.
- This strategy will be reiterated in the next update of TMR's *Manual for Uniform Traffic Control Devices – Part 15*, which will help avoid any confusion in the future on TMR's preference for road numbering.
- ETB has advised numbering the Coomera Connector as M9 would meet TMR's standards and the number is available for use.
- Once you have noted this advice brief, TMR's South Coast Region will inform the Gold Coast City Council and Logan City Council on the formal designation of the M9 Coomera Connector number and name.

<p><b>Minister Comments</b></p>  <p><b>Minister's signature</b></p>	<p>NR</p>	<p><b>Noted /Not-Noted</b></p>    <p><b>Date 16.9.2021.</b></p>
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<p><b>Action Officer:</b> Paul Noonan Regional Director (South Coast) Tel: 5563 6522 Date: 13 August 2021</p>	<p><b>Endorsed by:</b> Les Dunn General Manager (Program Delivery and Operations) Tel: 3066 5498 Date: 18 August 2021</p>	<p><b>Endorsed by: DDG</b> Amanda Yeates Deputy Director-General (Infrastructure Management and Delivery) Tel: 3066 7118 Date: 24 August 2021</p>	<p><b>Endorsed by: DG</b> Neil Scales Director-General Tel: 3066 7316 Date: 24 August 2021</p>
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MBN24584

**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24588**

To: Minister for Transport and Main Roads

<p><b>SUBJECT:</b> Gardner Road, Rochedale service change</p>	<p><b>Non-Urgent</b></p>
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**Summary**

- On 5 October 2021, the Department of Transport and Main Roads' TransLink Division (TransLink) is implementing a service change for Gardner Road, Rochedale.
- TransLink has received customer feedback about the spacing between off-peak services in this part of the network and, in response, is amending the timing of route 262 to provide, in conjunction with route 280, a service every 30 minutes along Gardner Road.
- Route 260 will also be merged with route 262 to operate the same alignment in both directions in order to serve a higher catchment of customers at key nodes between Capalaba and Mackenzie (**Attachment 1**).
- This service change will also result in the truncation of route 262 at Griffith University busway station (no longer servicing Griffith University Nathan Campus and QEII Hospital). Refer **Attachment 1**.
- Three new bus stops will be delivered on Gardener Road as part of this change.
- This change was originally programmed for implementation in July 2020, however was put on-hold due to the COVID-19 pandemic.
- From Monday 13 September 2021 customer communications will be live.

**Background**

- In response to customer feedback, TransLink is proposing to amend the off-peak and weekend timings of route 260 and 262 services to improve service headways along Gardner Road, Rochedale.
- Gardner Road is currently served by routes 260, 262 and route 280. Depending on direction, services currently run three or 10 minutes apart during off-peak and weekend periods, resulting in a 50 to 57-minute wait between services.
- This issue has been subject to meetings with Ms Corrine McMillan MP, Member for Mansfield who is aware TransLink was investigating this change as part of the 2020–21 Passenger Transport Service Improvement Program.

<p><b>Action Officer:</b> Vincent Doran Executive Director – Service Planning &amp; Infrastructure Tel: 3338 4258 Date: 19/08/2021</p>	<p><b>Endorsed by:</b> Peter Milward General Manager – Passenger Transport Integration Tel: 3338 4026 Date: 20/08/2021</p>	<p><b>Endorsed by: DDG</b> Sally Stannard A/Deputy Director General - TransLink Tel: 3066 7320 Date: 20/08/2021</p>	<p><b>Endorsed by: DG</b> Neil Scales Director-General Tel: 3066 7316 Date: 23/08/2021</p>
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## Issues and Suggested Approach

- The proposed changes include:
  - re-timing route 262 (an hourly service) to provide, in conjunction with route 280 (also an hourly service), a 30-minute frequency along the Gardner Road corridor
  - consolidating route 260 and 262 alignments to operate as per the current route 262 alignment in both directions between Capalaba and Mackenzie and retiring route number 260
  - the current 262 alignment serves a higher population catchment, local schools and a TAFE college. This will impact approximately four passenger trips per month which were previously served by route 260, with no alternative services available for this infrequent usage
  - three new stops will be delivered on Gardner Road; two at the intersection with Interchange Place and one at the intersection with Frangipani Street. These stops are unlikely to be completed in time for the service change, however, will be opened as soon as construction is complete
  - truncating route 262 services at Griffith University busway station, no longer servicing Griffith University Nathan Campus and QE2 Hospital. This will impact approximately 30 passengers per weekday (slightly lower post COVID-19) who will need to transfer to alternative services. Transfers are available at Upper Mt Gravatt Station to routes 120 BUZ; 122; 125; 598; and 599, or at Griffith University Busway Station to routes 134; 135; and 155, with an expected wait time of approximately two minutes
  - only five trips per day (both directions) use route 262 to access QE2 hospital.
- No changes to route 280 are proposed due to complexities in aligning services with Redland Bay Marina ferry services.
- This solution, including the truncation of route 262, offers a lower-cost solution to provide regular 30-minute service frequencies along Gardner Road.
- TransLink also investigated several other options to address opportunities as part of this service change including:
  - addressing overcrowding of Redland Bay bound services during the PM peak due to Rochedale bound customers preferring a shorter commute
  - addressing the perception of a longer trip time via Gardner Road for Mackenzie residents
  - servicing new bus indents being provided on the recently completed Arise Boulevard connection to Rochedale Road.
- Unfortunately, none of these opportunities were able to be resolved without impacting existing passengers journey times or significant additional investment. TransLink will continue to monitor development in this area.

## Financial Implications

- The delivery partner, Mt Gravatt Buslines, has indicated an additional service cost for this option of \$4 Part 4 per annum, which will be funded within the TransLink Passenger Transport Service Investment Program for the first year of implementation before moving to the base contract value.
- It is anticipated that there will be \$40,000 in costs for communications.
- The three new bus stops are expected to cost between \$50,000 and \$100,000 and will be funded within the Passenger Transport Infrastructure Investment Program.
- Simply retiming services and retaining the existing 260 and 262 route alignment to QEII hospital was estimated to cost \$4 Part 4 item which does not represent good value for money for the number of passengers who use the service.



# Advice for Minister for Transport and Main Roads

## Subject: Port Government Owned Corporations and Queensland Rail Annual Report Tabling Process 2020–21

Document ID: MBN24592

- Queensland Government Owned Corporations (GOCs) and statutory bodies must comply with the *Financial Accountability Act 2009* and the Financial and Performance Management Standard 2009.
- The Queensland Port GOCs and Queensland Rail must prepare and submit their 2020–21 Annual Report to you, as the appropriate Minister, for tabling in the Legislative Assembly within three months after the end of the financial year.
- As such, the 2020–21 Annual Reports and associated documents must be tabled by 30 September 2021. For the Port GOCs, the Statements of Corporate Intents (SCI) with deletions are required to be tabled alongside the corresponding Annual Report.
- SHM730 – Port GOCs – Deletions from 2020–21 SCI will progress for your urgent consideration. Your consideration is required, as shareholding Minister approval is necessary for the Port GOCs to remove commercially sensitive information from its SCI which will be submitted with their Annual Reports for tabling.
- For the 2020–21 Annual Report process, the Department of Transport and Main Roads (TMR) provided a timetable for the Port GOCs and Queensland Rail detailing dates for the submission of draft and final versions of their 2020–21 Annual Reports.
- The first draft of the 2020–21 Annual Reports (excluding financial statements) were received by TMR and Queensland Treasury for initial review during late July and feedback has been provided on each draft.
- The second draft of the 2020–21 Annual Reports with audit ready financial statements are provided at **Attachments 1–5** for your review and feedback. Departmental feedback will be provided by 25 August 2021.
- Submission letters from the Chairs of the Port GOCs and Queensland Rail, as well as electronic copies of the final 2020–21 Annual Reports are due to TMR by 2 September 2021.
- Delivery of the hard copy 2020–21 Annual Reports and other requirements for tabling are due to TMR on 10 September 2021 with these to be held ready for tabling.
- A briefing note with a summary analysis of each 2020–21 Annual Report will be progressed for your approval by 10 September 2021 to facilitate tabling before the 30 September 2021 deadline.

Action Officer/ Approved by:	Endorsed by GM	Endorsed by DDG	Endorsed by DG
Christina Heffner	Joshua Hannan	Julie Mitchell	Neil Scales
Executive Director (Governance, Freight and Partnerships)	General Manager (Transport Strategy and Planning)	Deputy Director-General (Policy, Planning and Investment)	Director-General
Tel: 3066 7148	Tel: 3066 1400	Tel: 3066 2245	Tel: 3066 7316
Date: 20 August 2021	Date: 20 August 2021	Date: 23 August 2021	Date: 24 August 2021

MBN24592

- While it is ideal if all comments are incorporated within the 2020–21 Annual Reports prior to their formal submission by the Port GOCs and Queensland Rail, there is still opportunity for changes or updates to be made and the 2020–21 Annual Report resubmitted, if necessary.
- However, the financial statements part of the 2020–21 Annual Reports, which are required to be signed off by the Queensland Audit Office are generally not able to be amended once they have been finalised.

**Minister Comments**

**Noted / Not Noted**

**Minister's signature**.....

**Date** ...../...../.....

**Department of Transport and Main Roads**  
**Meeting Brief**  
**MBN24598**

To: Minister for Transport and Main Roads

<p><b>SUBJECT:</b>  <b>Meeting Details:</b> Fare zones and public transport in Pine Rivers</p> <p><b>Date/Time:</b> Thursday 1 September 2021,          Pre-brief: 11.45 am – 12.00 pm          Meeting: 12.00 pm – 12.20 pm          Room A09 – Parliament House</p> <p><b>Attendees:</b></p> <ul style="list-style-type: none"> <li>• Ms Nikki Boyd MP, Member for Pine Rivers</li> </ul> <p>The Department of Transport and Main Roads (TMR):</p> <ul style="list-style-type: none"> <li>• Mr Peter Milward, General Manager (Passenger Transport Integration)</li> <li>• Mr Darrin Carlow, Manager (Network Planning)</li> <li>• Mr Cameron Leslie, Manager (Government and Stakeholder Relations).</li> </ul>	<p><b>Urgent</b>          Meeting scheduled for 1 September 2021</p>
<p><b>Minister's Comments:</b></p>	

**Summary**

- On 16 July 2021, TransLink representatives met with Ms Boyd to discuss the fare zone allocated to Petrie station.
- Ms Boyd queried if the current fare zone for Petrie station could be changed from Zone 3 to a combined 2/3 zone.
- Other items discussed included bus services in Strathpine and Warner.

<p><b>Action Officer:</b>          Grant Jalland          Government and Stakeholder Relations          TransLink          Tel: 3338 4056          Date: 23 August 2021</p>	<p><b>Endorsed by:</b>          Peter Milward          General Manager          TransLink          Tel: 3338 4026          Date: 27 August 2021</p>	<p><b>Endorsed by: DDG</b>          Sally Stannard          Acting Deputy Director-General          TransLink          Tel: 3338 4158          Date: Progressed under GM approval 27 August 2021</p>	<p><b>Endorsed by: DG</b>          Neil Scales          Director-General          Tel: 3066 7316          Date: 30 August 2021</p>
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## Details of the Meeting

- Meeting with Ms Boyd to discuss:
  - TransLink fare zones
  - long-term planning for buses in Pine Rivers
  - bus routes from Petrie rail station to the University of the Sunshine Coast (USC) Petrie) and future Satellite Hospital.
- The meeting details are as follows:
  - pre-brief 11.45 am – 12.00 pm
  - meeting 12.00pm – 12.20 pm
  - room A09 – Parliament House.
- Departmental representatives will include Mr Milward, Mr Carlow and Mr Leslie.

## Background

- On 16 July 2021, TransLink representatives met with Ms Boyd to discuss the fare zone allocated to Petrie station.
- Ms Boyd queried if the current fare zone for Petrie station could be changed from Zone 3 to a combined 2/3 zone.
- Other items discussed included bus services in Strathpine and Warner.

## Issues and Suggested Approach

### *Fare zone for Petrie station*

- The placement of zones has been consistently applied across the South East Queensland (SEQ) network and it is a complex exercise to change the zone boundary. Any changes will impact customer literature, websites, infrastructure, the ticketing system itself and revenue.
- A full independent review of fares and zones was carried out in 2016, resulting in the development of the 'Fairer Fares' package, with the following key changes being introduced:
  - fewer zones: SEQ's zones have been simplified from 23 to eight
  - cheaper fares: reduced fares for all zones of travel
  - extending off-peak discount: peak period now starts at 6 am on weekdays to encourage earlier travel and give these customers cheaper fares. The 20 per cent off-peak discount now applies for all travel between 8.30 am – 3.30 pm and 7 pm – 6 am on weekdays and all weekend.
- TMR is not currently considering a revision of fare zones in SEQ.

### *Implications if Petrie was rezoned to a 2/3 zone*

- Rezoning Petrie station to a 2/3 zone would see customers travelling from the north, (Gympie north to Petrie and Kippa-Ring to Petrie) receiving nil benefit.
- Of the trips that would benefit from Petrie station moving to a 2/3 zone:
  - customers making local trips south of Petrie, (Albion to Petrie and Shorncliffe to Petrie) would receive a benefit, however, these trips currently only account for 12 per cent of the trips to/from Petrie station (23,000 trips in 2020–21)
  - customers travelling from the CBD (including South Bank and Bowen Hills) to Petrie would receive the most benefit and currently make up 88 per cent of the discounted trips to and from Petrie station (169,241 in 2020–21).
- A rezoning of Petrie station to a 2/3 zone does very little to benefit local travellers, while the main benefit goes to commuters who have already benefited from the 'Fairer Fares' initiative.



## *Long term planning for buses in Pine Rivers*

### Bus services to the new University

- TMR is committed to providing fair and equitable access to public transport.
- USC Petrie is located adjacent to Petrie station, with rail platforms and bus stops located within 400 metres of the campus.
- Petrie station is extremely well connected to destinations across the Moreton Bay region and beyond:
  - rail services see a minimum of four trains per hour in each direction across the Caboolture and Redcliffe Peninsula lines throughout the day, with very high service frequencies at peak times. These services connect to Kippa Ring, Caboolture, Brisbane CBD and beyond
  - the following bus routes serve Petrie station:
    - bus route 680 – connecting to Redcliffe, North Lakes, Strathpine and through to Chermside
    - bus route 686 – providing local connectivity around Petrie including to Kurwongbah/Frenchs Forest.
- Given the already high level of service and connectivity, there are no plans to increase service levels at this time.
- As development of the Mill Priority Development Area progresses outside the pedestrian catchment of Petrie station, TMR will investigate opportunities for local services subject to detailed planning, funding availability and state-wide prioritisation.

### Bus services from Strathpine to the city

- Strathpine is directly connected to Brisbane City through rail services from Strathpine station on the Redcliffe Peninsula line, which provide a minimum of two trains per hour throughout the day, increasing up to seven trains per hour at peak times.
- With a scheduled travel time of around 32 minutes, rail provides a significantly quicker journey time to Brisbane CBD than would be possible on bus.
- To travel by bus from the Strathpine electorate to Brisbane CBD, customers are able to catch bus route 680 to Chermside interchange and then transfer onto one of multiple high-frequency bus services through to Brisbane CBD.
- In light of this, there are no plans to introduce direct bus services between Strathpine and Brisbane CBD at this time.

### Design of bus routes including the directness of bus services in Warner

- Warner is served by four bus routes, providing comprehensive coverage of the suburb.
- All routes service the Warner Village shopping centre, all connect to rail services at Lawnton, Bray Park or Strathpine and all terminate at Strathpine shopping centre.
- When planning a network, there is a balance between the directness of feeder services and coverage to increase catchment and reduce walk up to services.
- TMR will consider this feedback when the services in Warner are next reviewed, however, no review is programmed at this time.

### Bus routes to the future satellite hospital

- The location of the future satellite hospital has not been determined at this time. Once known, TMR will consider whether additional bus services are required.

**Financial Implications**

- There are no financial implications.

**Consultation with Stakeholders**

- No consultation was undertaken.

**Employment**

- There are no employment impacts associated with this matter.

**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.

Released under RTI - DTMR

**Department of Transport and Main Roads**  
**Decision Brief**  
**MBN24604**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> Request to brief Redland City Council councillors on the South East Queensland Regional Transport Plans	<b>Non-Urgent</b>
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**Summary**

- To seek your approval to provide a briefing to the councillors of Redland City Council (RCC) on the Department of Transport and Main Roads' (TMR) South East Queensland (SEQ) Regional Transport Plans (RTPs) and Creating Better Connections.
- TMR intends to provide a generic high-level briefing on the SEQ RTPs highlighting key actions relevant to RCC.

**Recommendations**

- That you approve:
  - TMR briefing the councillors of RCC on the SEQ RTPs and Creating Better Connections
  - the attached presentation (**Attachment 1**)
- That you note the potential questions and answers prepared on current issues that councillors may ask (**Attachment 2**).

**Financial Implications**

- There are no financial implications associated with the recommendations.

**Background**

- Officers from RCC have requested TMR to brief councillors on the SEQ RTPs at one of its future briefing days. The briefing days take place on a monthly basis.
- Under the *Transport Planning and Coordination Act 1994*, TMR is required to develop and implement RTPs that complement the objectives of regional land use plans. RTPs are critical in defining the intended development of the transport system regionally over the next 15 years.
- TMR has developed RTPs covering all of Queensland. The SEQ RTPs were finalised and publicly released on TMR's website in March 2021.

**Key Issues**

- Should the proposed briefing proceed, it is anticipated RCC Councillors will seek updates on the implementation status of SEQ RTP actions relevant to RCC and how the strategy relates to the 2032 Olympic and Paralympic games.

**Action Officer:**

Penny Ford

Executive Director  
(Transport Planning Projects)

Tel: 3066 1653

Date: 7 September 2021

**Endorsed by:**

Joshua Hannan

General Manager  
(Transport Strategy and  
Planning)

Tel: 3066 1400

Date: 7 September 2021

**Endorsed by: DDG**

Julie Mitchell

Deputy Director-General  
(Policy, Planning and  
Investment)

Tel: 3066 2245

Date: 7 September 2021

**Endorsed by: DG**

Neil Scales

Director-General

Tel: 3066 7316

Date: 8 September 2021

- TMR will refer to the published *Queensland Transport and Roads Investment Program 2021–22 to 2024–25* (QTRIP) regarding current initiatives to deliver RTP actions and publicly available material in relation to the Brisbane 2032 Master Plan. TMR will also refer to the recently released *Creating Better Connections for Queenslanders* draft plan.
- Slides two to 10 and 14 of the attached presentation (**Attachment 1**) are from previously approved public presentation material relating to RTPs, slide 11 gives an overview of *Creating Better Connections for Queenslanders*, and slides 12 to 13 outline examples of Redlands growth and RTP actions.
- A questions and answers document has been prepared to address any potential questions that RCC councillors may ask at the briefing (**Attachment 2**).

### **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**

- TMR consulted with a range of local, state and federal government agencies, along with industry and community organisations during 2016–2019 as part of the development of the SEQ RTPs. RCC was consulted as part of this process and two submissions were received by TMR during consultation on the draft RTP in early 2019.
- Key feedback from RCC was focussed on the Eastern Busway to Capalaba, Cleveland Rail upgrade, high-frequency public transport connecting Southern Redlands and public transport on the Southern Moreton Bay Islands, upgrades to state-controlled roads, in particular Cleveland-Redland Bay Road, and modernising legislation for autonomous vehicles.
- The SEQ RTPs contain planning actions relevant to these priorities.
- **Attachment 3** includes an extract of RCC feedback on the SEQ RTP and key QTRIP projects relating to Redlands RTP actions.

### **Employment**

- There are no employment impacts associated with this matter.

### **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.

### **Summary of Actions**

- That you approve:
  - TMR briefing the councillors of RCC on the SEQ RTPs and *Creating Better Connections*
  - the attached presentation (**Attachment 1**)

- That you note the potential questions and answers prepared on current issues that councillors may ask (**Attachment 2**).

**Minister's comments:**

**Approved / Not Approved**

**Minister's signature**.....

**Date** ...../...../.....

Released under RTI - DTMR

**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24606**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> Bilateral Agreement Rail Studies program	<b>Non-Urgent</b>
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**Summary**

- This brief provides an update on the progress of the Bilateral Agreement Rail Studies (BARS) program, which includes the following projects:
  - Toowoomba to Brisbane Passenger Rail Strategic Business Case
  - South East Queensland (SEQ) Inland Rail Intermodal Terminal Business Case
  - Salisbury to Beaudesert Passenger Rail Business Case
  - Port of Brisbane Further Planning.

Sch. 4 Part 4 item 4

**Background**

- On 29 November 2019, the Australian and Queensland governments signed the Inland Rail Bilateral Agreement, enabling the delivery of the Inland Rail project in Queensland.
- Under the agreement, the Department of Transport and Main Roads (TMR) is leading the BARS program in partnership with the Australian Government's Department of Infrastructure, Transport, Regional Development and Communications (DITRDC).

NR - Disclosure would reveal a consideration of Cabinet

**Issues and Suggested Approach**

- The following provides a brief overview of the current status of each of the BARS projects with more detail provided in **Attachment 1**.

Action Officer: ED

Penny Ford  
Executive Director  
Transport Planning Projects

Tel: 3066 1653

Date: 24 August 2021

Endorsed by: GM

Joshua Hannan  
General Manager  
Transport Strategy and  
Planning

Tel: 3066 1400

Date: 25 August 2021

Endorsed by: DDG

Julie Mitchell  
Deputy Director-General  
Policy, Planning and  
Investment

Tel: 3066 2245

Date: 26 August 2021

Endorsed by: DG

Neil Scales  
Director-General

Tel: 3066 7316

Date:

Toowoomba to Brisbane (T2B) Passenger Rail Strategic Business Case

- The T2B project is on track with the first stage of the project—a strategic assessment of service requirement (SASR)—being finalised and preliminary evaluation (PE) of options commencing in ongoing consultation with key stakeholders, including local government.

SEQ Inland Rail Intermodal Terminal Business Case

- The Intermodal Terminal project is on track, [redacted]  
[redacted]  
NR - Disclosure would reveal a consideration of Cabinet

Salisbury to Beaudesert (S2B) Passenger Rail Business Case

- Following Australian Government’s approval of initial funding for the S2B project on 21 June 2021, TMR is currently procuring a project manager and a technical and commercial team to finalise the SASR and commence the PE stage. [redacted]  
[redacted]  
Sch.4 Part 4 item 4
- [redacted]  
Sch. 4 Part 4 items 4 and 7

Port of Brisbane Further Planning

- [redacted]  
NR - Disclosure would reveal a consideration of Cabinet
- [redacted]
- [redacted]

BARS program interrelationships with Inland Rail

- [redacted]
- [redacted]  
Sch.4 Part 4 item 4
- [redacted]

**Financial Implications**

- Funding arrangements for the BARS projects are included in **Attachment 1**.

**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 known impacts to human rights.

**Consultation with Stakeholders**

- No consultation was undertaken.

**Employment**

- There are no employment impacts associated with this matter.

**Media**

- There are no media opportunities associated with this brief.

**Election Commitments**

- This matter does not relate to an election commitment.

**Government Objectives**

- The objectives and outcomes of the BARS program relates to the following government objectives:
  - supporting jobs
  - building Queensland
  - growing our regions.

<p><b>Minister's comments</b></p> <p style="text-align: right;">Noted / Not Noted</p> <p style="text-align: center;">NR</p> <p>Date <u>6.9.21</u></p>
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Released under RTI - DDMR



**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24607**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> Queensland's results from the National Walking and Cycling Participation Survey 2021	<b>Non-Urgent</b>
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**Summary**

- This brief summarises the results of the National Walking and Cycling Participation Survey (NWCPS) 2021 for Queensland.

**Background**

- The NWCPS is the agreed national methodology for surveying the travel behaviour and attitudes of pedestrians and bicycle riders.
- The NWCPS has been conducted via telephone to a random sample of households every two years since 2011, with the most recent between March 2021 and June 2021.
- The NWCPS is coordinated by Cycling and Walking Australia and New Zealand (CWANZ), a national reference group that includes representatives from state and territory transport agencies, the New Zealand Transport Agency, and other groups interested in walking, cycling, health and mobility. The Queensland representative is Mr Adam Rogers, Director (Active Transport), Department of Transport and Main Roads (TMR).
- The NWCPS provides insight into the attitudes and behaviours that influence walking and cycling participation and allows comparison of results between states and cities. Results inform updates and reporting on several metrics in Queensland's walking and cycling strategies.
- The 2021 NWCPS includes data about walking and electric powered rideables for the first time.
- The latest NWCPS results (**Attachment 1**) were published on 31 August 2021.

**Issues and Suggested Approach**

*Bike Riding*

- Queensland results show an increase in the proportion of residents that ride in a typical week — up from 13.5 per cent in 2019 to 19.2 per cent in 2021.
- Similarly, there has been an increase in the proportion of residents that ride in a typical year — up from 35.6 per cent in 2019 to 41.3 per cent in 2021.
- Both results are the highest since the start of the NWCPS in 2011 and translate to approximately 980,300 residents riding in a typical week and 2,104,200 residents riding at least once in a typical year.

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<b>Endorsed by:</b> Penny Ford Executive Director (Transport Planning Projects) Tel: 3066 1653 Date: 7 September 2021	<b>Endorsed by:</b> Joshua Hannan General Manager (Transport Strategy and Planning) Tel: 3066 1400 Date: 7 September 2021	<b>Endorsed by:</b> Julie Mitchell Deputy Director-General (Policy, Planning and Investment) Tel: 3066 2245 Date: 7 September 2021	<b>Endorsed by:</b> Neil Scales Director-General Tel: 3066 7316 Date: 8 September 2021
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- The NWCPs also reported an increase in the proportion of residents riding each week at the national level — up from 13.8 per cent in 2019 to 18.2 per cent in 2021.

### *Walking*

- Walking is defined as travel by foot or using a mobility aid such as a wheelchair or mobility scooter outside the home for a minimum five minutes. Children under two years of age are excluded.
- The majority of the Queensland population walk for recreation or exercise (80 per cent), followed by shopping (63.7 per cent) and travel to a café or restaurant (45.5 per cent).
- The median hours walked in an average week is three hours for greater Brisbane and 3.5 hours in regional Queensland.
- **Attachment 2** provides more detailed results for walking, bike riding and rideables.

### *Commentary*

- The results are encouraging for cycling participation and as a benchmark for monitoring walking participation in future.
- The 2021 results are most likely impacted by the COVID-19 pandemic with an increase in the number of people taking up active transport options as a way of getting around and staying active in a socially distanced way.
- Continued investment in quality walking and riding infrastructure by state and local governments will assist in maintaining interest and positive experiences of active transport generated during the COVID-19 pandemic.

### **Financial Implications**

- TMR contributed \$30,000 (excluding GST) to the NWCPs.

### **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**

- Officers from TMR's Transport Analysis Unit and Cycling and Walking team reviewed the draft NWCPs results and provided feedback to CWANZ.
- Sunshine Coast Regional Council had the NWCPs administered in their local government area to enable them to benchmark against state and national results.

### **Employment**

- There are no employment impacts of the NWCPs.

### **Media**

- **MS11344** has been prepared for your consideration to release now that CWANZ has published the results.

### **Election Commitments**

- This matter does not relate to an election commitment.



# Advice for Minister for Transport and Main Roads

## Subject: Lindum Station Precinct Study: query

Sch.4 Part 4 item 6

Document ID: MBN24608

### Background

- A number of planning projects are continuing at the Lindum Station precinct:
  - Brisbane City Council (BCC) is progressing initial safety enhancements at the intersection, as well investigating short-term signalisation upgrades
  - Queensland Rail and the Department of Transport and Main Roads (TMR) are progressing the Lindum Station accessibility upgrade and Park 'n' Ride expansion
  - all three levels of government are jointly progressing a preliminary business case investigating grade-separated solutions for vehicles and active transport.
- On 26 February 2021 and again on 2 March 2021, Sch.4 Part 4 item 6 (a member of the public) contacted TMR regarding the Lindum Station Precinct Study (**Attachment 1 – MC119017**). A TMR project officer working on the Lindum Station Precinct Study contacted Sch.4 Part 4 item 6 on 26 February 2021 and again on 2 March 2021 to discuss the project.
- Sch.4 Part 4 item 6 noted at that time, he was preparing a petition to support an overpass at Lindum and thanked the TMR officer for his time.

### Lindum grade-separation enquiry from Sch.4 Part 4 item 6

- On 6 August 2021, Sch.4 Part 4 item 6 again contacted TMR regarding road-rail grade separation near Lindum Station. Sch.4 Part 4 item 6 made contact via an 1800 contact phone number provided on TMR's Loganlea Station relocation and Kuraby to Beenleigh public webpages.
- On 13 August 2021, a TMR Lindum project officer made phone contact with Sch.4 Part 4 item 6. The timing of the call was not convenient for Sch.4 Part 4 item 6 so the officer arranged to call on a later date.
- On 16 August 2021, the TMR officer again contacted Sch.4 Part 4 item 6. This conversation included the following discussion:
  - the TMR officer informed Sch.4 Part 4 item 6 of the recent joint (Australian and Queensland governments and BCC) media release informing that Lindum preliminary planning has been completed and that BCC is investigating at-grade intersection upgrades; Queensland Rail and TMR are investigating Lindum Station upgrades; and all levels of government are jointly investigating potential grade separation options

Action Officer/ Approved by:	Endorsed by GM	Endorsed by DDD	Endorsed by DG
Penny Ford	Joshua Hannan	Julie Mitchell	Neil Scales
Executive Direct (Transport Planning Projects)	General Manager (Transport Strategy and Planning)	Deputy Director-General (Policy, Planning and Investment)	Director-General
Tel: 3066 1653	Tel: 3066 1400	Tel: 3066 2245	Tel: 3066 7316
Date: 24 August 2021	Date: 25 August 2021	Date: 26 August 2021	Date: 26 August 2021

- the TMR officer informed [redacted] that BCC's intersection investigations and Queensland Rail's station upgrade investigations have commenced. The officer also informed that grade separation investigations were at an early stage, with consultant advice being sought as part of the investigation
  - [redacted] mentioned he had seen headlines from a *Courier Mail* article stating the existing Lindum level crossing does not meet safety standards and asked which standards were not being met. [redacted] was informed that Queensland Rail and BCC were the relevant authorities and asked if he would like his contact details passed on to these agencies for them to make contact and explain the relevant standards. [redacted] declined the offer
  - [redacted] further questioned the nature of the standard. The TMR officer explained they were not qualified to explain the standard but mentioned the report identified a gap between the end of the crossing boom arm and median/road centreline (as reported in the media)
  - [redacted] mentioned he has twelve e-petitions currently lodged on the Queensland Parliament website, including one relating to construction of a traffic overpass near Lindum rail station (**Attachment 2** – image of current e-Petition 3507-21 – source Queensland Parliament website: <https://www.parliament.qld.gov.au/work-of-assembly/petitions/current-epetitions>)
  - [redacted] also mentioned he has been involved in activism and participated in numerous community action groups over a number of decades.
- The conversation was friendly and [redacted] was grateful for the Lindum project officer's time.

**Minister Comments**

**Noted by Senior Policy Advisor, Felix Gibson**

**Noted / Not Noted**

**Minister's Senior Policy Advisor Felix Gibson's signature**

NR

**Date: 28 September 2021**

**Department of Transport and Main Roads**  
**Meeting Brief**  
**MBN24614**

To: Minister for Transport and Main Roads

<p><b>SUBJECT:</b> Inland Rail meeting</p> <p><b>Meeting Details:</b> Update on the Inland Rail project and associated intermodal study</p> <p><b>Date/Time:</b> Thursday 2 September 12 pm – 12.30 pm</p> <p><b>Attendees:</b></p> <ul style="list-style-type: none"> <li>• the Honourable Steven Miles MP, Deputy Premier and Minister for State Development, Infrastructure, Local Government and Planning</li> <li>• Mr Peter Spencer, Advisor</li> <li>• The Honourable Leeanne Enoch MP, Minister for Communities and Housing, Minister for Digital Economy and Minister for the Arts</li> <li>• Ms Amelia Norton, Advisor</li> <li>• Mr Linus Power MP, Member for Logan</li> <li>• Mrs Charis Mullen MP, Member for Jordan</li> <li>• Mr Peter Russo MP, Member for Toohey</li> </ul> <p>Department of Transport and Main Roads:</p> <ul style="list-style-type: none"> <li>• Ms Julie Mitchell, Deputy Director-General (Policy, Planning and Investment), Department of Transport and Main Roads (TMR)</li> <li>• Mr Joshua Hannan, General Manager (Transport Strategy and Planning), TMR</li> </ul>	<p><b>Urgent:</b> Meeting scheduled for 2 September 2021</p>
<p><b>Minister's Comments:</b></p>	

<p><b>Endorsed by:</b> Penny Ford Executive Director (Transport Planning Projects) Tel: 3066 1653 Date: 31 August 2021</p>	<p><b>Endorsed by:</b> Joshua Hannan General Manager (Transport Strategy and Planning) Tel: 3066 1400 Date: 31 August 2021</p>	<p><b>Endorsed by:</b> Julie Mitchell Deputy Director-General (Policy, Planning and Investment) Tel: 3066 2245 Date: 31 August 2021</p>	<p><b>Endorsed by:</b> Neil Scales Director-General Tel: 3066 7316 Date: 1 September 2021</p>
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## Summary

- The primary purpose of the meeting is to provide an update on the status of the Inland Rail project and associated intermodal study.

## Details of the Meeting

- You are meeting with the Deputy Premier and his Advisor, Mr Spencer; Minister Enoch and her Advisor, Ms Amelia Norton; Mr Power MP; Mrs Mullen MP and Mr Russo MP.
- The meeting will take place at 12 pm on 2 September 2021 at 1 William Street.
- Departmental representatives to attend the meeting with you are Ms Mitchell and Mr Hannan.

## Background

- The Inland Rail project is a 1700-kilometre freight rail line that will connect Melbourne and Brisbane via regional Victoria, New South Wales and Queensland. It is an Australian Government initiative being delivered by the Australian Rail Track Corporation (ARTC).
- The Inland Rail Bilateral Agreement, negotiated by the Queensland Government, includes protections to ensure the needs of Queensland communities along the proposed railway are addressed. The agreement also requires ARTC to undertake a meaningful and rigorous consultation process including a requirement to proactively resolve issues affecting land holders.
- The Australian and Queensland governments have also partnered to undertake the Bilateral Agreement Rail Studies to investigate the future movement of people and freight to and within South East Queensland and to leverage opportunities provided by the delivery of Inland Rail.
- These studies include further planning for a dedicated rail connection from the Inland Rail to the Port of Brisbane; business case development for an intermodal facility within South East Queensland to support Inland Rail and improved freight outcomes for the region; and planning for passenger rail services between Salisbury to Beaudesert (S2B) and between Toowoomba to Brisbane.

## Issues and Suggested Approach

- The Queensland Coordinator-General has announced the Kagaru to Acacia Ridge and Bromelton (K2ARB) section will not be declared a coordinated project under the *State Development and Public Works Organisation Act 1971*.
- The Queensland Government will ensure ARTC complies with all legislative and policy requirements, especially those in relation to community and environmental impact issues along the Inland Rail alignment.

Sch.4 Part 4 item 4

Endorsed by:	Endorsed by:	Endorsed by:	Endorsed by:
Penny Ford	Joshua Hannan	Julie Mitchell	Neil Scales
Executive Director (Transport Planning Projects)	General Manager (Transport Strategy and Planning)	Deputy Director-General (Policy, Planning and Investment)	Director-General
Tel: 3066 1653	Tel: 3066 1400	Tel: 3066 2245	Tel: 3066 7316
Date: 31 August 2021	Date: 31 August 2021	Date: 31 August 2021	Date: 1 September 2021

- The S2B Passenger Rail Project study aims to determine the need and solution for a new passenger rail service and allowance for freight to service future population growth between Salisbury and Beaudesert, Sch. 4 Part 4 item 4

- In response to community concerns, it has been agreed that coal trains will continue to use the Ipswich line to access the Port of Brisbane, until such time as construction on the S2B passenger rail commences.
- An update on the South East Queensland Inland Rail Intermodal Terminal Business Case is provided in **Attachment 2**.

### **Financial Implications**

- There are no financial implications.

### **Consultation with Stakeholders**

- The Queensland Government will continue to work with ARTC to agree to a comprehensive approvals approach for the K2ARB project, ensuring that both environmental impacts and community expectations are appropriately managed.

Sch. 4 Part 4 item 4

### **Employment**

- There are no employment impacts associated with this matter.

### **Media**

- There is a significant amount of community interest in this project and it has been highlighted in the media on a regular basis.

### **Election Commitments**

- This matter does not relate to an election commitment.

### **Government Objectives**

- The Queensland Government is committed to ensuring Queensland gets the best outcome from the project, and that the Australian Government considers and responds appropriately to issues raised by Queenslanders.
- The Queensland Government welcomes the productivity improvements and opportunities for freight efficiency through the improved movement of agricultural products, mineral commodities, and containerised freight throughout eastern Australia that Inland Rail has the potential to deliver.



**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24615**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> Kagaru to Acacia Ridge and Bromelton Community Consultative Committee – presentation by Department of Infrastructure, Transport, Regional Development and Communications	<b>Urgent</b> Community Consultative Committee meeting is being held on 30 August 2021
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**Summary**

- The Kagaru to Acacia Ridge and Bromelton (K2ARB) Community Consultative Committee (CCC) will next meet on 30 August 2021.
- The Australian Government's Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) will be participating in and presenting at the K2RB CCC.
- A copy of the presentation by DITRDC (subject to relevant DITRDC approvals) to the K2ARB CCC is at **Attachment 1** and talking points prepared by DITRDC (subject to relevant DITRDC approvals) for use with the presentation at the CCC are at **Attachment 2**.

**Background**

- The K2ARB CCC was established by the Australian Rail Track Corporation (ARTC) in November 2018, with 13 members and an independent committee chair. The CCC ensures representation of diverse viewpoints and provides a platform to raise community concerns. ARTC Inland Rail's K2ARB project team provides project updates and facilitates operations/logistics relating to the CCC, which generally meets quarterly.
- The role of the committee is to gather and disseminate information regarding Inland Rail throughout the community and bring community views to the meetings.

**Issues and Suggested Approach**

- ARTC advises:
  - the key community concerns for the K2ARB community continue to be the anticipated increase in rail traffic and associated impacts to noise and amenity, the potential for coal transport on the interstate line and the fear of perceived associated air quality impacts
  - there will be continued interest in K2ARB's environmental approvals pathway and the recently delivered report from the Senate Inquiry into the management of Inland Rail by ARTC.
- DITRDC has accepted an invitation to present at the next K2ARB CCC on 30 August 2021. DITRDC's proposed presentation (subject to its relevant approvals) is provided at **Attachment 1**.

Action Officer:	Endorsed by:	Endorsed by: DDG	Endorsed by: DG
Christina Heffner Executive Director (Governance, Freight and Partnerships) Tel: 3066 7148 Date: 26 August 2021	Joshua Hannan General Manager (Transport Strategy and Planning) Tel: 3066 1400 Date: 26 August 2021	Julie Mitchell Deputy Director-General (Policy, Planning and Investment) Tel: 3066 2245 Date: 26 August 2021	Neil Scales Director-General Tel: 3066 7320 Date: 27 August 2021

- The focus of the DITRDC presentation will be on the South East Queensland Inland Rail Intermodal Terminal Study (study) currently being jointly undertaken by the Department of Transport and Main Roads (TMR) and DITRDC. Information in the presentation is factually correct, although not all of the content has been previously provided in a public arena.
- DITRDC has prepared talking points (subject to its relevant approvals) for use with the presentation at the CCC (**Attachment 2**).
- TMR will not be attending the CCC. DITRDC advise it will be framing discussion around the study presentation and speaking points only and will not be drawn into other discussions relating to Inland Rail, or other matters.

**Financial Implications**

- There are no financial implications.

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

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

**Consultation with Stakeholders**

- No consultation was undertaken.

**Employment**

- There are no employment impacts associated with this matter.

**Media**

- The K2ARB CCC will have a local media presence. Proceedings from the meeting will be reported both in local print and social media.

**Election Commitments**

- This matter does not relate to an election commitment.

**Government Objectives**

- This matter does not relate to a government objective.

<b>Minister's comments:</b>	
	<b>Noted / Not-Noted</b>
<b>Minister's signature..</b>	NR
	<b>Date 30/8/2021</b>

**Department of Transport and Main Roads**  
**Decision Brief**  
**MBN24639**

To: Minister for Transport and Main Roads

<p><b>SUBJECT:</b>          Request to brief the Royal Automobile Club of Queensland on South East Queensland level crossing program</p>	<p><b>Non-Urgent</b></p>
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**Summary**

- To seek your approval to provide a briefing to officers from the Royal Automobile Club of Queensland (RACQ) on the Department of Transport and Main Roads' (TMR) South East Queensland (SEQ) level crossing program.
- TMR intends to provide a generic high-level briefing on prioritisation work previously undertaken and current and next steps.

**Recommendations**

- That you approve:
  - TMR officers to brief officers from RACQ on the SEQ level crossing program
  - the attached presentation (**Attachment 1**).

**Financial Implications**

- There are no financial implications associated with the recommendations.

**Background**

- [Redacted] Sch.4 Part 4 item 6 at RACQ has requested TMR brief her, and other RACQ policy officers, on the SEQ level crossing program.
- TMR provided a briefing on the SEQ level crossing program to the former [Redacted] Sch.4 Part 4 item 6 at the RACQ, [Redacted] Sch.4 Part 4 item 6 in January 2020, in your office.
- Should the proposed briefing proceed, much of the presentation content to be used is similar to that used for the briefing provided to the RACQ in January 2020, and also recently provided to the Australian Transport Safety Bureau in June 2021.

**Key Issues**

- TMR's Transport Strategy and Planning Branch has undertaken a review of 65 level crossings in SEQ to identify program priorities within the SEQ CityTrain network for further investigation. This planning included consideration of the planned changes in the rail network with the commencement of Cross River Rail.

- RACQ has identified seven level crossings within Brisbane that should be prioritised for treatment:

<p><b>Action Officer:</b>          Penny Ford          Executive Director          (Transport Planning Projects)          Tel: 3066 1653          Date 7 September 2021</p>	<p><b>Endorsed by:</b>          Joshua Hannan          General Manager          (Transport Strategy and          Planning)          Tel: 3066 1400          Date: 7 September 2021</p>	<p><b>Endorsed by: DDG</b>          Julie Mitchell          Deputy Director-General          (Policy, Planning and          Investment)          Tel: 3066 2245          Date: 7 September 2021</p>	<p><b>Endorsed by: DG</b>          Neil Scales          Director-General          Tel: 3066 7316          Date: 8 September 2021</p>
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- Boundary Road, Coopers Plains
- South Pine Road, Alderley
- Cavendish Road, Coorparoo
- Warrigal Road, Runcorn
- Lindum Station (Kianawah Road, Wynnum West)
- Beams Road, Carseldine
- Wacol Station Road, Wacol.
- Planning and design of level crossing upgrades is currently being progressed by TMR for a number of level crossings in SEQ:
  - Beams Road, Carseldine
  - Boundary Road, Coopers Plains
  - Lindum Station (Kianawah Road, Wynnum West)
  - Beerburrum to Nambour crossings (includes four crossings)
  - Logan and Gold Coast Faster Rail (previously known as Kuraby to Beenleigh) crossings (includes five crossings).
- TMR will provide an overview of the current level crossing priorities in SEQ to RACQ.
- A SEQ level crossing program was identified by Infrastructure Australia as a high priority initiative as part of the 2021 Infrastructure Priority List.
- A program to plan for the delivery of future level crossing upgrades remains unfunded.
- TMR is continuing to advocate for a level crossing program to be included as a key commitment under the SEQ City Deal, including funding for planning and construction.
- Development of a level crossing program for SEQ will ensure the best investments over time to improve the performance, safety and resilience of the transport network for all users, supporting planned changes in the rail network required to cater for regional growth.

### **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**

- TMR previously briefed officers from RACQ on the SEQ level crossing program in January 2020.
- The framework used to guide the assessment and prioritisation of the 65 level crossings across SEQ was developed in collaboration with the project's technical working group, which included officers from Queensland Rail and Brisbane City Council.

### **Employment**

- There are no employment impacts associated with this matter.

**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.

**Summary of Actions**

- That you approve:
  - TMR officers to brief officers from RACQ on SEQ level crossing program
  - the attached presentation (**Attachment 1**).

<b>Minister's comments:</b>	
	<b>Approved / Not-Approved</b>
<b>Minister's signature</b>	<div style="border: 1px solid red; width: 400px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">NR</div>
<b>Date:</b> 15 September 2021	

Pages 62 through 64 redacted for the following reasons:

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Sch. 4 Part 4 item 4

Released under RTI - DTMR

**Department of Transport and Main Roads**  
**Decision Brief**  
**MBN24645**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> Options for reducing Speed limits in Queensland	<b>Non-Urgent</b>
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**Summary**

- The *Queensland Speed Limit Discussion Paper* (the paper) has been prepared by the Department of Transport and Main Roads (TMR) to provide government with options around reducing speed limits in support of decreasing road trauma on Queensland roads. The paper is provided at **Attachment 1**.

Sch. 4 Part 4 item 4

- Recommendations can be implemented separately, or together as a new framework, noting that an engagement strategy outlining a staged approach will be developed for ministerial approval prior to commencement.

**Recommendations**

- That you meet with Mr Dennis Walsh, Chief Engineer, TMR to seek your direction on the options and recommendations within the paper at **Attachment 1**.
- That, subject to your policy direction, you approve commencing consultation with road safety stakeholders on the recommendations outlined in the paper.

**Financial Implications**

- The financial impact on the Camera Detected Offence Program (CDOP) will be dependent on the funding model for incentivisation of SLRs, statewide review of SLRs, and costs associated with speed limit signage changes.

**Background**

Sch. 4 Part 4 item 4

<b>Action Officer:</b> Ann-Maree Knox Executive Director (Safer Roads Infrastructure) Safer Roads Infrastructure Tel: (07) 3066 2301 Date: 9 September 2021	<b>Endorsed by:</b> Dennis Walsh Chief Engineer Engineering and Technology Tel: (07) 3066 3017 Date: 9 September 2021	<b>Endorsed by: DDG</b> Amanda Yeates Deputy Director-General Infrastructure management and Delivery Tel: (07) 3066 7118 Date: 10 September 2021	<b>Endorsed by: DG</b> Neil Scales Director-General Tel: 3066 7316 Date: 13 September 2021
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Released under RTI - DTMR

Sch. 4 Part 4 item 4



Released under RTI - DTMR

Sch. 4 Part 4 item 4

Sch. 4 Part 4 item 4

#### **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**

Sch. 4 Part 4 item 4

#### **Employment**

- There are no employment impacts associated with this matter.

#### **Media**

- There are no media impacts associated with this matter.

#### **Election Commitments**

- This matter does not relate to an election commitment.

#### **Government Objectives**

- Recommendations outlined in the paper will contribute to the safety and wellbeing of the Queensland community by helping to reduce fatalities and hospitalised casualties within the Queensland community.

**Summary of Actions**

- That you meet with Mr Walsh to seek your direction on the options and recommendations within the paper (**Attachment 1**).
- That, subject to your policy direction, you approve commencing consultation with road safety stakeholders on the recommendations outlined in the paper.

**Minister's comments:**

Approved / Not Approved

NR

Date 12, 10, 21

Released under RTI / DTMR

**Department of Transport and Main Roads**  
**Meeting Brief**  
**MBN24646**

To: Minister for Transport and Main Roads

<p><b>SUBJECT:</b>  <b>Meeting Details:</b> Meeting with Transmax Pty Ltd</p> <p><b>Date/Time:</b> Wednesday, 6 October 2021,          2.00 pm – 2.30 pm</p> <p><b>Attendees:</b>          Ms Kathryn Giudes, Chair, Transmax          Ms Nikki Alder, Chief Executive Officer, Transmax          Ms Anne Moffat, Chief Operations Officer,          Department of Transport and Main Roads (TMR)</p>	<p><b>Urgent</b>          Meeting scheduled for          6 October 2021</p>
<p><b>Minister's Comments:</b></p>	

**Summary**

- The purpose of this brief is to provide you with information for your meeting with representatives of Transmax Pty Ltd (Transmax).

**Details of the Meeting**

- You are meeting with Ms Giudes and Ms Alder from Transmax.
- The meeting will take place at 2 pm on 6 October 2021 at 1 William Street in boardroom 36.41.
- The TMR representative attending the meeting with you is Ms Moffat.
- The primary purpose of the meeting is for Ms Giudes and Ms Alder to provide you with a general update on Transmax's performance.

<p><b>Action Officer:</b>          Ann Taylor          A/Director (Ports)          Freight and Partnerships          Tel: 3066 7483          Date: 29 September 2021</p>	<p><b>Endorsed by:</b>          Wietske Smith          A/General Manager          Governance          Tel: 3338 4111          Date: 29 September 2021</p>	<p><b>Endorsed by: DDG</b>          Tracy O'Bryan          Deputy Director-General          Corporate          Tel: 3066 6065          Date: 1 October 2021</p>	<p><b>Endorsed by A/DG</b>          Julie Mitchell          Acting Director-General          Tel: 3066 2245          Date: Progressed under DDG endorsement</p>
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## Background

- Transmax is an incorporated proprietary company (limited by shares), subject to the *Corporations Act 2001* (Cth) and owned by the State of Queensland. The Director-General of TMR is the sole shareholder.
- The company provides traffic management systems and other intelligent transport systems (ITS) to optimise the traffic system and reduce congestion.

## Issues and Suggested Approach

- Transmax showed an overall improved performance in 2020–21 compared to previous years. A summary of the annual report for 2020–21 is provided at **Attachment 1**. The Auditor-General signed off the 2020–21 financial statements with no outstanding issues. A brief seeking your approval for tabling the annual report in Parliament is progressing through departmental approvals (AR42394).

Sch 4 Part 4 item 7

## Consultation with Stakeholders

- Transmax was consulted for the development of this briefing note.

## Employment

- There are no employment impacts associated with this matter.

## 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**  
**MBN24647**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> 2020–21 Roads and Transport Alliance Annual Progress Report and joint foreword	<b>Urgent</b> Approval required by 20 September 2021 to enable printing prior to release at Regional Roads and Transport Group Assembly
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**Summary**

- This brief provides a draft *Roads and Transport Alliance Progress Report 2020–21* (the report) for your approval.
- As is customary, the Report includes a joint foreword from you and Councillor Mark Jamieson, Mayor, Sunshine Coast Regional Council and President of the Local Government Association of Queensland (LGAQ).
- It is intended to release the report at the Regional Roads and Transport Group (RRTG) Assembly on 25 October 2021, as part of the LGAQ Annual Conference.

**Recommendations**

- That you approve:
  - the content of the joint foreword (**Attachment 1**)
  - the report for publication (**Attachment 2**)
  - the electronic photograph of you on the foreword page or otherwise direct your office to provide an alternative image (**Attachment 1**).
- That you note your approval is required by 20 September 2021 to allow the report to be printed and available at the RRTG Assembly.

**Financial Implications**

- There are no financial implications of the recommendations.

**Background**

- The Roads and Transport Alliance (the alliance) is a 19-year partnership between the Department of Transport and Main Roads (TMR) and LGAQ, on behalf of local governments.
- The alliance is underpinned by funding from the Transport Infrastructure Development Scheme (TIDS), the majority of which is managed by 17 RRTGs that make local transport infrastructure investment decisions based on regional priorities.
- Every year a report is produced to highlight operational and financial achievements, including all RRTGs' TIDS program delivery outcomes and successful collaborative initiatives.

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<b>Action Officer:</b> Tanya Lindenberg Manager (Local Government Partnerships) Tel: 3066 7145 Date: 7 September 2021	<b>Endorsed by:</b> Michelle Connolly Executive Director (Government Partnerships) Tel: 3066 7144 Date: 7 September 2021	<b>Endorsed by: DDG</b> Julie Mitchell Deputy Director-General (Policy, Planning and Investment) Tel: 3066 2245 Date: 9 September 2021	<b>Endorsed by: DG</b> Neil Scales Director-General Tel: 3066 7316 Date: 10 September 2021
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- The bulk of the report's content is produced by the RRTGs that submit stories on projects which have been delivered in 2020–21, as a result of TIDS funding.
- It is customary that a joint foreword presents the report, recognising the ongoing benefits resulting from the collaboration between Queensland's state and local governments.

### **Key Issues**

- The 2020–21 report highlights the importance of TIDS funding and the success of collaborative working relationships between TMR and local governments.
- Highlights include:
  - TIDS expenditure at 100 per cent state-wide, contributed to the delivery of 252 projects in the RRTG TIDS program
  - 35 capability development initiatives, many involving multiple cooperating RRTGs, subsidised by the \$600,000 TIDS Statewide Capability Development Fund
  - the ongoing commitment of TMR and local government to work together and of local governments' commitment to match TIDS funding in the successful delivery of projects.
- The draft report in **Attachment 2** has been reviewed by both the LGAQ and TMR's Communication Services, Corporate Division.
- The joint foreword included in the report at **Attachment 2** uses the same text as is provided separately in **Attachment 1**.
- The finalised report is planned for release at the RRTG Assembly, which is held in conjunction with the LGAQ's Annual Conference (this year running from 25–27 October 2021 in Mackay).
- Your approval is sought by 20 September 2021 to meet publishing timeframes.

### **Financial Implications**

- In keeping with whole of government savings measures, TMR is not funding the printing of this report. LGAQ is covering the printing costs of this joint report.

### **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 report has been jointly developed by TMR's Policy, Planning and Investment Division and the LGAQ.
- LGAQ has approved the draft report and the joint foreword has been endorsed by Councillor Jamieson, President of LGAQ.

### **Employment**

- There are no employment impacts associated with this matter.

### **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 the *Unite and Recover*: Queensland's Economic Recovery Plan by supporting jobs and growing Queensland's regions.

**Summary of Actions**

- That you approve:
  - the content of the joint foreword (**Attachment 1**)
  - the report for publication (**Attachment 2**)
  - the electronic photograph of you on the foreword page or otherwise direct your office to provide an alternative image (**Attachment 1**).
- That you note your approval is required by 20 September 2021 to allow the report to be printed and available at the RRTG Assembly.

**Minister's comments:**

**Approved / Not Approved**

**Minister's signature** NR

**Date: 22 September 2021**



**Department of Transport and Main Roads**  
**Meeting Brief**  
**MBN24649**

To: Minister for Transport and Main Roads

<p><b>SUBJECT:</b></p> <p><b>Meeting Details:</b> Breakdown in the Coomera Connector Community Reference Group process and the Coomera Connector Koala Management Plan</p> <p><b>Date/Time:</b> Wednesday 29 September 2021 at 3.30 pm</p> <p><b>Attendees:</b></p> <ul style="list-style-type: none"> <li>• Sch.4 Part 4 item 6 Coomera Conservation Group (via Zoom)</li> <li>• Sch.4 Part 4 item 6 Coomera Conservation Group (via Zoom)</li> <li>• Mr Felix Gibson, Acting Senior Policy Advisor, Office of the Minister for Transport and Main Roads</li> <li>• Mr Andrew Wheeler, Acting Regional Director (South Coast), Department of Transport and Main Roads (TMR)</li> </ul>	<p><b>Urgent</b></p> <p>Meeting scheduled for 29 September 2021</p>
<p><b>Minister's Comments:</b></p>	

**Summary**

- On 3 May 2021, Sch.4 Part 4 item 6 from the Coomera Conservation Group, wrote to you requesting a meeting to discuss the breakdown in the Coomera Connector – Community Reference Group (CRG) process for Coomera Connector (Stage 1), Coomera to Nerang. The Coomera Conservation Group also requested:
  - a copy of the *Koala Management Plan (KMP)* shown to them in a meeting with TMR on 15 April 2021
  - an opportunity to review and provide input into the KMP
  - a copy of the *Coomera Connector (Future Stages) Environmental Assessment Statement*.

<p><b>Action Officer:</b></p> <p>Andrew Wheeler</p> <p>A/Regional Director (South Coast)</p> <p>Tel: 3066 5816</p> <p>Date: 20 September 2021</p>	<p><b>Endorsed by:</b></p> <p>Les Dunn</p> <p>General Manager (Program Delivery and Operations)</p> <p>Tel: 3066 5498</p> <p>Date: 23 September 2021</p>	<p><b>Endorsed by: DDG</b></p> <p>Amanda Yeates</p> <p>Deputy Director-General (Infrastructure Management and Delivery)</p> <p>Tel: 3066 5498</p> <p>Date: 27 September 2021</p>	<p><b>Endorsed by: DG</b></p> <p>Neil Scales</p> <p>Director-General</p> <p>Tel: 3066 7316</p> <p>Date:</p>
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## Details of the Meeting

- You are meeting with [Sch.4 Part 4 item 6] from Coomera Conservation Group. From your office, Mr Gibson is also attending the meeting.
- The meeting will take place at 3.30 pm on Wednesday 29 September 2021 in your boardroom at Floor 36, 1 William Street, Brisbane, with [Sch.4 Part 4 item 6] and [Sch.4 Part 4 item 6] joining via Zoom.
- The departmental representative attending the meeting with you is Mr Wheeler (telephone 3066 5816 / [NR]).
- The primary purpose of the meeting is to discuss the Coomera Connector CRG process and the Coomera Connector KMP.

## Background

- Information regarding the environmental management process to date for Coomera Connector (Stage 1) is provided in DLO5508 (**Attachment 1**).
- You met with [Sch.4 Part 4 item 6] on 29 September 2020 to discuss environmental offsets for the Coomera Connector (**Attachment 2** – MBN23892).
- TMR convened a CRG for the business case phase of Coomera Connector (Stage 1) Coomera to Nerang in August 2020.
- Meetings of the CRG were held in September 2020, November 2020 and April 2021.
- The Coomera Conservation Group were members of the CRG, with [Sch.4 Part 4 item 6] and [Sch.4 Part 4 item 6] attending all three meetings.
- The Coomera Connector (Stage 1) CRG was formed with a Terms of Reference (ToR) (**Attachment 3**) to govern how it operated. All members of the group agreed to the ToR at the time of joining the group.
- A key purpose of the CRG was for the group to provide input into the identified project negotiables, which included urban design elements. The purpose, scope and objectives were stated in the ToR and all meetings were conducted with these aims as the focus.
- [Sch.4 Part 4 item 6] have since expressed their disappointment in the limited information provided to the CRG representatives, that environmental matters were not sufficiently addressed during the meetings, and that the KMP was not tabled for discussion.
- TMR frequently advised the CRG that until the business case had been approved, technical and strategic documents were unavailable due to the Cabinet-in-Confidence process.
- TMR commissioned a range of studies and subsequent reports to inform a draft KMP, including detailed koala surveys, translocation opportunities, and a tagging and monitoring program.
- These studies include a detailed document from Endeavour Veterinary Ecology (EVE), which suggests a number of strategies for koala management.
- EVE's report was also titled as KMP, which has since been renamed to the Koala Conservation Strategy to avoid confusion.
- Coomera Conservation Group is also in frequent contact with EVE and has become aware of EVE's KMP (now the Koala Conservation Strategy). The group has repeatedly requested copies of EVE's document, as it is their belief this is the actual KMP for the Coomera Connector project.
- TMR's draft KMP (**Attachment 4**) is an overarching strategic document that incorporates aspects of the abovementioned reports, excluding detailed technical data.

- As part of the federally administered *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) referral process for the project, which is being assessed by the Department of Agriculture, Water and the Environment (DAWE), a Public Environmental Report (PER) will be published for feedback from the general public.
- The draft KMP will be included in the PER, along with the relevant abovementioned reports as appendices.
- The KMP will remain in draft until the public comment period on the PER is complete and EPBC approval is received from DAWE.
- On 15 April 2021, Coomera Conservation Group was provided an overview of the draft KMP in a meeting held with TMR. Coomera Conservation Group members were again disappointed not to be shown the full report or to be allowed to take a copy away for review.
- In early August 2021, TMR appointed EVE to begin the Koala Tagging and Monitoring Program.
- A media statement (**Attachment 5**) covering the announcement was provided to you on 13 August 2021 for release. You indicated an interest in a potential vet clinic site visit, and that the media release would be held over until that time. In the interim, TMR was advised to only inform operational groups, such as wildcare rescue organisations, of the appointment.

#### **Issues and Suggested Approach**

- Coomera Conservation Group became aware of EVE's appointment, and again expressed their disappointment at not having been advised of the tagging and monitoring program directly from TMR.

#### **KMP**

- The draft KMP and relevant technical documents will be included in the PER, which is currently under review by TMR and due to be resubmitted to DAWE shortly for finalisation and public release.
- The PER will be open for comment for at least 20 business days, once approved by DAWE.
- TMR will notify Coomera Conservation Group as soon as the PER is available for public review.
- Environmental offsets for Coomera Connector (Stage 1) are still under investigation.
- Coomera Conservation Group has also requested a copy of the Environmental Impact Assessment for future stages. This assessment, for Coomera Connector (Future stages), Loganholme to Coomera, has not yet been completed, and would also be subject to Cabinet-in-Confidence.
- While the intent of the CRG was to collect feedback on all matters, not just environmental issues, and many of the project plans and documents were either still in draft or under Cabinet-in-Confidence restrictions at the time, the future establishment of a Koala Stakeholder Reference Group (KSRG) will more adequately address the group's specific concerns.

#### ***Koala Stakeholder Reference Group***

- TMR intends to convene a KSRG for Coomera Connector (Stage 1). A brief for decision will be provided to you in the near future (COM955).
- The KSRG will consist of environmental stakeholders, including Coomera Conservation Group, and is planned to be convened in November 2021.

- The purpose of the KSRG is for TMR to share information with relevant stakeholders about the KMP and underlying strategies for Coomera Connector (Stage 1), and to draw on members' local knowledge.

#### **Financial Implications**

- There are no financial implications.

#### **Consultation with Stakeholders**

- TMR established a Stage 1 CRG in late 2020. During development of the business case, the group provided input and feedback on negotiable elements of the project, including urban, landscape and environmental design aspects.
- Coomera Conservation Group representatives were members of the CRG.
- TMR plans to convene a KSRG for Coomera Connector (Stage 1).
- While the project has strong support from the general public, landowners adjacent to the Coomera Connector corridor are generally opposed to the project and consider environmental aspects of high concern.

#### **Employment**

- Stage 1 of the Coomera Connector is expected to support an average of 1000 jobs during the life of the project.

#### **Media**

- The Coomera Connector is a high-profile project that is regularly the subject of media interest.
- The public notification and comment period for the PER may garner media attention.

#### **Election Commitments**

- Stage 1 of the Coomera Connector is a current election commitment (GEC1690).

#### **Government Objectives**

- The Coomera Connector project is estimated to support an average of 1000 jobs during the life of the project, and supporting jobs is a significant objective of the *Unite and Recover: Queensland's Economic Recovery Plan*.
- The Coomera Connector will improve safety, increase road network capacity and efficiency, increase traffic flow and reduce peak hour congestion and travel time on the M1. The additional north-south route will also improve local connectivity and provide better active transport for communities. These benefits will contribute to growing our regions.

**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24651**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> MEKKA Raceday Doomben	<b>Non-Urgent</b>
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**Summary**

- Brisbane Racing Club (BRC) is advertising an event at Doomben on Sunday 26 September 2021. It is an over 18's event called MEKKA Raceday, advertised to commence at midday for 1 pm. VIP packages include access and a food and beverage package through until 6 pm.
- As of 31 August 2021, a total of 7062 tickets had been sold for the event.
- There are ongoing discussions with BRC in regard to transport to and from the event, as there are no trains available to/from Doomben or Ascot stations on the Sunday for MEKKA 2021 (Doomben line does not have trains timetabled on Sundays).

**Background**

- Ahead of the event at Doomben on Sunday 26 September 2021, the Department of Transport and Main Road's TransLink Division (TransLink) has been liaising with BRC to coordinate event travel.
- On Tuesday 31 August 2021, an officer from Network Events, TransLink, emailed BRC requesting they update their travel information on their website (<https://www.brc.com.au/mekka-raceday>). This is to ensure patrons are informed that there are no trains available to/from Doomben or Ascot stations on the Sunday for MEKKA 2021, as the Doomben line does not have trains timetabled on Sundays.
- The officer also advised that the TransLink 301 service from Toombul to the Cultural Centre runs at a 90-minute frequency on Sundays, with the last services departing Doomben at 6.11 pm and 7.39 pm.
- The General Manager Venues, BRC, expressed their concerns regarding the egress of 7000 attendees from 6 pm and asked if there was "any chance that TransLink could do something for the departure side of things?". TransLink understood this as a request to organise and pay for additional special services for MEKKA.
- On Wednesday 1 September 2021, TransLink contacted BRC and advised that TransLink did not recommend putting on one special train service as used in 2019, as patrons unable to get on that train would be left stranded at the train station with no transport. Two trains were recommended for the expected crowd size.

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<b>Action Officer:</b>	<b>Endorsed by:</b>	<b>Endorsed by: DDG</b>	<b>Endorsed by: DG</b>
Gordon Buchanan	Graham Davis	Sally Stannard	Neil Scales
ED	GM	DDG	Director-General
Operations	PTS	TransLink	
Tel: 3338 4438	Tel: 3338 4748	Tel: 3338 4158	Tel: 3066 7316
Date: 7/9/2021	Date: 7/9/2021	Date: 7/9/2021	Date: 9/9/2021

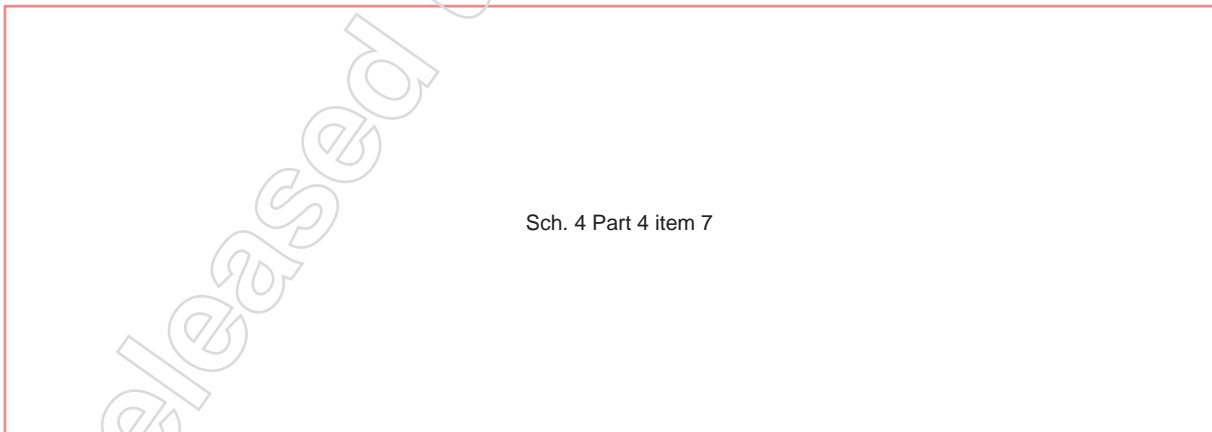
- Alternatively, TransLink suggested it would be more patron-friendly and cost-effective for BRC to contact the bus operator providing their special VIP shuttles to Fortitude Valley and expand the services to transport their patrons to Fortitude Valley.
- The General Manager Venues, BRC, enquired if TransLink would be able to contribute to the cost of those shuttles. BRC was informed that TransLink does not contribute to the cost of event services for paid events.

### Issues and Suggested Approach

- Historically, TMR has had issues with event organisers coordinating transport. Organisers who want TMR to fund services to support their event have previously not acknowledged any responsibility to their patrons for travel to/from their event or the additional demand their event places on the public transport network.
- In this instance, MEKKA 2021 has chosen a date for the event which is outside the operating hours of the Doomben rail line. MEKKA 2021 has also sold tickets above a level that could be supported by the network outside of central Brisbane.
- Historically, public transport services are required to meet the additional demand from major events, including events at Suncorp, the Gabba, the other Queensland Government owned venues, Ekka, New Year's Eve, Anzac day, and so on. These services are historically funded to an appropriate level by the event organiser by including a component for additional transport in the ticket price. This also opens up the prospect of event organisers offering free travel on their services, which TMR has supported as a policy.
- Providing an appropriate level of additional transport makes travel to/from an event an easier and more enjoyable experience for patrons, is safer and facilitates a more efficient operation of the venue for organisers while preserving the amenity of the local community living in the event precinct.
- TransLink is recommending that MEKKA 2021 use a component of its ticket sales (minimum) to provide an appropriate level of transport service for its patrons.

### Financial Implications

- As of 31 August 2021, a total of 7062 tickets had been sold for the event.



### 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

- As outlined in the brief, TMR TransLink Division has had ongoing communication with BRC for this event, and in previous years when the event has been held.

### Employment

- There are no employment impacts associated with this matter.

**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.

**Minister's comments**

**Noted / Not Noted**

**Minister's signature**.....

**Date** ...../...../.....

Released under RTI - DTMR

## Advice for Minister for Transport and Main Roads

### Subject: Vacant Department of Transport and Main Roads owned land at 250 Boundary Street in Highgate Hill

Document ID: MBN24652

- The Department of Transport and Main Roads (TMR) owns vacant land at 250 Boundary Street, Highgate Hill (**Attachment 1**).
- The property was being considered as a possible landing location for Brisbane City Council's (BCC) proposed St Lucia and West End Green Bridge. However, BCC recently confirmed the alignment of the proposed bridge is further west of this location, meaning 250 Boundary Street is no longer required for the project.
- TMR is investigating the future status of the land. Normal practice for surplus property is to dispose of the land in accordance to the Queensland Government Land Transaction Policy (QGLTP).
- Currently, the community group, Growing Forward, is occupying the land for a community garden without approval from TMR. It is anticipated that Growing Forward will protest any attempt by TMR to end its occupancy of the land and any proposed disposal of the land.
- On 17 August 2021, the West End Community Association sent a letter to several ministers (including you) seeking formalisation of the land to be transferred to BCC for use as a community garden (**Attachment 2 – MC121063**). A response has been prepared and was progressed to your office on 8 September 2021 for signature by your Chief of Staff.
- If this was to proceed, an exemption under the QGLTP would be required from Queensland Treasury, and BCC's interest in taking transfer of the land would need to be confirmed.

#### Background

- In August 2017, 250 Boundary Street was transferred from the Department of Natural Resources, Mines and Energy to TMR for the potential pedestrian/bicycle bridge proposed by BCC.
- In March/April 2020, TMR became aware of Growing Forward occupying the land at 250 Boundary Street (without approval from TMR) and creating a community garden.

Action Officer/ Approved by:	Endorsed by GM	Endorsed by DDG	Endorsed by DG
Daniel Johnson	Les Dunn	Amanda Yeates	Neil Scales
A/Deputy Regional Director (Metropolitan)	General Manager (Program Delivery and Operations)	Deputy Director-General (Infrastructure Management and Delivery)	Director-General
Tel: 3066 1427	Tel: 3066 5498	Tel: 3066 7118	Tel: 3066 7316
Date: 8 September 2021	Date: 13 September 2021 Progressed under A/DRD approval	Date: 15 September 2021	Date: 15 September 2021

MBN24652



- When TMR became aware of Growing Forward’s occupancy, several unsuccessful attempts were made to contact the group and legitimise the temporary occupancy.
- The office of Councillor Jonathan Sri, Councillor for the Gabba Ward, BCC had formerly made representations on behalf of the group.
- A development application for a neighbouring property at 5 Dudley Street, Highgate Hill has been referred to TMR. The application is proposing to access 250 Boundary Street in order to connect to the sewer main on the TMR property.
- If approved by TMR, these works would have considerable impact on the community garden.
- On 28 August 2021, a public rally was held by Growing Forward to publicly protest against the developer’s submission and the story was picked up by the ABC (**Attachment 3**).

**Minister Comments**

**Noted / Not Noted**

**Minister’s signature.....**

**Date ...../...../.....**

**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24653**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> Rollingstock Expansion Program – Planned community engagement for Ministerial Infrastructure Designation	<b>Urgent:</b> Distribution planned from 15 September 2021
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**Summary**

- The Rollingstock Expansion Program (REP) has identified a preferred site in Torbanlea, Queensland for a rollingstock manufacturing facility.
- As part of the Ministerial Infrastructure Designation (MID) process, the REP team must undertake preliminary stakeholder engagement with local technical stakeholders, elected representatives and surrounding property owners.
- That you note the activities are planned to commence from 15 September 2021.

**Background**

- The identified manufacturing facility site is currently privately owned, and the Department of Transport and Main Roads (TMR) has begun a resumption process in accordance with the *Acquisition of Land Act 1967*.
- Along with acquiring the site, TMR is seeking approval for the use of the site as a train manufacturing facility, which requires a change of designation that will be obtained via the Ministerial Infrastructure Designation (MID) process, under Part 5 of the *Planning Act 2016*.
- A MID pre-lodgement meeting was held with the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) on 26 August 2021. No issues with the planned preliminary community and stakeholder engagement activities as listed below have been raised by DSDILGP.

**Issues and Suggested Approach**

- The following activities have been planned as part of the MID preliminary engagement.
  - Information about the MID process (**Attachment 1**) will be distributed via post to:
    - one x adjoining property owner
    - three x surrounding property owners
    - the current owner of the site
    - the owner of a site in Aldershot, identified as a possible alternative manufacturing facility site, where investigations took place in June 2021.

<b>Action Officer:</b>	<b>Endorsed by:</b>	<b>Endorsed by: DDG</b>	<b>Endorsed by: DG</b>
Stephanie Edser Community and Stakeholder Engagement Advisor Passenger Rollingstock and Signalling Tel: 3066 7076 Date: 3 September 2021	Timothy Dighton General Manager Passenger Rollingstock and Signalling Tel: 3066 7050 Date: 8 September 2021	Sally Stannard Acting Deputy Director General TransLink Tel: 3338 4158 Date: 9 September 2021	Neil Scales Director-General Tel: 3066 7316 Date: 10 September 2021

- An email, including **Attachment 1**, and an offer to provide a phone briefing (**Attachment 2**), sent to the offices of:
  - Councillor George Seymour, Mayor of Fraser Coast Regional Council
  - Ken Diehm, Chief Executive Officer of Fraser Coast Regional Council
  - Mr Bruce Saunders MP, Assistant Minister for Train Manufacturing and Regional Roads
  - the Honourable Keith Pitt MP, Minister for Resources and Water.
- Technical engagement (via meetings and briefings) with key stakeholders such as Queensland Rail, TMR's Wide Bay Burnett Regional Office, Public Utility Providers and Traditional Owners to gather detail about the site and impacts.
- Distribution of this information, while not dependant on outcomes of the upcoming REP Cabinet Budget Review Committee hearing, is planned to take place following the hearing. This provides the REP team an opportunity to promote any project announcements that may result from the hearing to elected representatives.
- A project information line, email address and website have been created to manage community enquiries that may result from this engagement. These channels will remain open throughout the life of the project.
- Limited information about community-related issues such as impacts from the facility is available until a successful Contractor's design for the facility is approved.

### **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 undertaking actions outlined in this brief, and there are no impacts to human rights.

### **Consultation with Stakeholders**

- No consultation with the broader community about the REP or the manufacturing facility has been undertaken to date.
- More broad community engagement about the REP and the manufacturing facility will take place further along the MID process (late 2021 and early 2022) and to align with more detailed design information.
- Some technical engagement about the site, as mentioned above, has begun.

### **Employment**

- There are no employment impacts associated with this matter.

### **Media**

- There is an opportunity to make a media announcement about the commencement of the MID process or to align with more broader project announcements.

### **Election Commitments**

- The commitment to deliver a State-owned manufacturing facility in the Maryborough region was a commitment made by the Queensland Government in October 2020 to support regional manufacturing (GEC1745).

**Government Objectives**

- The delivery of the manufacturing facility supports the objectives of supporting jobs, making it for Queensland, building Queensland, growing our regions and investing in skills.

**Minister's comments**

**Noted / Not Noted**

**Minister's signature**.....

**Date** ...../...../.....

**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24666**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> Q Plates: pricing and sales strategy	<b>Non-Urgent</b>
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**Summary**

- One of the products sold by Personalised Plates Queensland (PPQ) are Q Plates, which are a reproduction of Queensland's original number plates that were available between 1921 and 1955 (**Attachment 1**).
- In recent times, there has been increasing demand for these plates requiring a review of both pricing and sales strategy.
- From 1 January 2022, the price of Q Plates will be increased from \$5000 to \$6500 for four-number plates and from \$3000 to \$4000 for the five and six-number plates.
- To protect the ongoing availability of Q Plates, sales will be limited to 360 plates per year (90 per quarter) with a limit of four plates per purchaser each quarter.

**Background**

- In 2021, Q Plates had their 100-year anniversary which, in combination with strong resale pricing at auctions, significantly increased demand for this product.
- Pricing of Q Plates through PPQ has been unchanged for over 14 years at \$5,000 for the four-number plate and \$3,000 for the five and six-number plates.
- To ensure the ongoing availability of plate ranges and the ongoing viability of the PPQ business, the sales of individual plate types are carefully managed and, where required, can be limited to a maximum number per year.

**Issues and Suggested Approach**

- From 1 January 2022, the price of Q Plates will be increased from \$5,000 to \$6,500 for four-number plates and from \$3,000 to \$4,000 for the five and six-number plates.
- This price rise is less than would have occurred if Consumer Price Index increases had been applied in the intervening years and also takes into account the increase in the cost of manufacturing Q Plates over that period.
- A revised sales strategy for Q Plates will see them available for a three-week window each quarter. The total number of sales each quarter will be capped at 90 and each purchaser will be limited to a maximum of four plates per quarter.
- The limit to be applied to individual purchasers will ensure a greater number of people will have the opportunity to purchase a Q Plate into the future.

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<b>Action Officer:</b> Ross Kersley Senior Contracts Advisor Contracts Team Tel: 3066 1528 Date: 14/09/2021	<b>Endorsed by:</b> Joanna Robinson A/General Manager Land Transport and Safety Tel: 3066 2692 Date: 15/09/2021	<b>Endorsed by: DDG</b> Mike Stapleton Deputy Director General Customer Services, Safety and Regulation Tel: 3066 7222 Date: 16/09/2021	<b>Endorsed by: DG</b> Neil Scales Director-General Tel: 3066 7316 Date: 16/09/2021
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- The above initiatives were developed by TMR in consultation with the operators of the PPQ business.

**Financial Implications**

- Sch 4 Part 4 item 7

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

- The HR Act was considered when developing the proposals outlined in this brief, and there are no adverse impacts to human rights. The proposed sale strategy which limits the number of Q Plates available to individual purchasers is designed to guarantee ongoing availability to the broader community.

**Consultation with Stakeholders**

- No consultation was undertaken.

**Employment**

- Maintaining the viability of Q Plate sales supports employment with PPQ and benefits the State by ensuring bespoke manufacturing continues within Queensland.

**Media**

- There are no media impacts associated with this matter.

**Election Commitments**

- This matter does not relate to an election commitment.

**Government Objectives**

- This strategy aligns with the government objective of the *Unite and Recover*: Queensland's Economic Recovery Plan by supporting jobs, backing small business and investing in skills.

**Minister's comments**

Noted / Not Noted

NR

Date 22 / 9 / 21

**Queensland Rail**  
**Meeting Brief**  
MCR-21-577  
MBN24678

To: Minister for Transport and Main Roads

<p><b>SUBJECT:</b></p> <p><b>Meeting Details:</b> Introductory meeting with French technology company Dassault Systèmes, who have partnered with Queensland Rail for rail solution planning. The Minister is meeting with <span style="border: 1px solid red; padding: 0 2px;">Sch.4 Part 4 item 6</span> <span style="border: 1px solid red; padding: 0 2px;">[redacted]</span> Dassault Systèmes.</p> <p><b>Date/Time:</b> Wednesday 6 October, pre-brief 9am and meeting at 12pm</p> <p><b>Attendees:</b> Mr Stuart Stark, Senior Policy Adviser Minister for Transport and Main Roads, Mr Finn Semple, Policy Adviser Minister for Transport and Main Roads, <span style="border: 1px solid red; padding: 0 2px;">NR</span> <span style="border: 1px solid red; padding: 0 2px;">[redacted]</span> Chief Information and Digital Officer Queensland Rail, <span style="border: 1px solid red; padding: 0 2px;">Sch.4 Part 4 item 6</span> <span style="border: 1px solid red; padding: 0 2px;">[redacted]</span> Cross River Rail</p>	<p><b>Non-Urgent</b></p>
<p><b>Minister's Comments:</b></p>	

**Summary**

- Dassault Systèmes currently provides Queensland Rail with an Integrated Train Operations Solution (ITOPS) platform which is used to plan, schedule and report on the delivery of timetabled South East Queensland (SEQ) passenger services.
- ITOPS is operationally critical to deliver the forward Daily Train Plans for all SEQ electric passenger train services and will be a key component of train management with the European Train Control System (ETCS) and Cross River Rail (CRR).

- Queensland Rail has identified several potential future opportunities and benefits that could be realised with a further investment and expansion of the ITOPS software framework subject to appropriate assessment, funding and requisite approvals

#### Details of the Meeting

- You are meeting with [Sch.4 Part 4 item 6] of Dassault Systèmes.
- The meeting will take place at 12pm on 6 October 2021 in the boardroom 36.41.
- Queensland Rail attendees will be [NR] Chief Information and Digital Officer, and [Sch.4 Part 4 item 6] Cross River Rail.
- The primary purpose of the meeting is for Dassault Systèmes to express an interest in collaborating further with the Department of Transport and Main Roads.

#### Background

- In November 2014, Queensland Rail released an open market tender for the provision of an ITOPS to assist with train planning, unit allocations and yard management, network control and incident and delay management.
- This was an initiative of the New Generation Rollingstock (NGR) program to support the management of the NGR fleet.
- Only one compliant response was received from Quintiq Pty Ltd, who was subsequently awarded the contract for ITOPS. Around this time, Dassault Systèmes acquired Quintiq and the contract was novated in November 2018.

#### Issues and Suggested Approach

Sch 4 Part 4 item 7



Sch 4 Part 4 item 7

**Consultation with Stakeholders**

- There is ongoing training and consultation within impacted Queensland Rail teams as part of the planning for Release 3.

**Employment**

- There are no employment impacts associated with this matter.

**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.

CC: Neil Scales, Director-General, Department of Transport and Main Roads  
Leon Allen, Under Treasurer, Queensland Treasury

**Department of Transport and Main Roads**  
**Decision Brief**  
**MBN24679**

To: Minister for Transport and Main Roads

<b>SUBJECT:</b> Completion of stage three of the personalised transport reforms and evaluation report	<b>Urgent</b> Decision required by 18 October 2021 due to commitments to complete stage three in 2021 and to meet industry expectations
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**Summary**

- The Queensland Government has delivered personalised transport reforms over three stages, commencing in 2016, to legalise ride-booking services within a new personalised transport framework that ensures Queenslanders have access to safe, reliable and affordable personalised transport services and increased choice.
- Stage three of the reforms to evaluate the new personalised transport framework has been completed. Sch 4 Part 4 item 4

**Financial Implications**

- There are no financial implications from the recommendations.

**Background**

- The Queensland Government commenced a program of personalised transport reforms in 2016 in response to technological advancements and the emergence of ride-booking platforms in the personalised transport industry.
- The reforms—delivered over three stages—legalised ride-booking services within a new personalised transport framework that ensures Queenslanders have access to safe, reliable and affordable personalised transport services and increased choice.
- The first two stages of the reforms related to implementing regulatory changes to introduce the new personalised transport framework. The third stage involved ongoing monitoring, review and evaluation of the framework by 2021.

<b>Action Officer:</b> Kit McDonald Director, Personalised Transport Policy Tel: 3338 4051 Date: 16 September 2021	<b>Endorsed by:</b> Peter Milward General Manager, Passenger Transport Integration Tel: 3338 4026 Date: 20 September 2021	<b>Endorsed by: DDG</b> Sally Stannard Deputy Director-General, TransLink Tel: 3338 4158 Date: 27 September 2021	<b>Endorsed by: DG</b> Neil Scales Director-General Tel: 3066 7316 Date: 28 September 2021
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## Key Issues

Released under RTI - DTMR

Sch. 4 Part 4 item 4

### Financial Implications

- There are no financial implications.

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

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

### Consultation with Stakeholders

- Stakeholders from the different parts of the industry (taxi, limousine, ride-booking) have divergent views about the impacts of the reforms and the new personalised transport framework. Many who were active in the taxi and limousine industry pre-reforms have suffered financial losses. Sch. 4 Part 4 item 4

- Engagement has taken place with stakeholders from across the industry during stage three to understand issues of concern. Sch. 4 Part 4 item 4

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### Employment

- The personalised transport industry supports jobs in Queensland. There are approximately 450 authorised booking entities and almost 30,000 active personalised transport drivers, as well as additional employment opportunities across the industry, such as with operators and car rental companies.

### Media

- The personalised transport reforms were a major policy reform and continue to be a high-profile subject in the media. Sch. 4 Part 4 item 4

### Election Commitments

- This matter does not relate to an election commitment.

### Government Objectives

- This matter does not relate to a government objective.

**Summary of Actions**

Sch. 4 Part 4 item 4

**Minister's comments:**

**Approved / Not Approved**

**Minister's signature.....**

**Date ...../...../.....**

**Department of Transport and Main Roads**  
**Noting Brief**  
**MBN24684**

To: Minister for Transport and Main Roads

<p><b>SUBJECT:</b>          Maritime Safety Queensland's Maritime Operations Base (Mooloolaba) – meeting with members for Maroochydore (state) and Fisher (federal)</p>	<p><b>Urgent</b>          Potential high-profile matter in the media</p>
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**Summary**

- The Department of Transport and Main Roads' (TMR) Mooloolaba Maritime Operations Base (the Base) is located at The Old Pilot Station, Parkyn Parade, Mooloolaba (**Attachment 1**), also known as the Mooloolaba Spit.
- On 3 August 2021, approval was received via MBN24215 for Maritime Safety Queensland (MSQ) to:
  - commence a project plan for permanent staff office accommodation on the current site of the Mooloolaba Maritime Operations Base
  - commence a draft plan for the remaining land including scope for other government agency accommodation and commercial opportunities that enhance community experience and local business development
  - once this brief is noted, a meeting will be scheduled with local MP's in consultation with your office.

**Background**

- In 2014, asbestos was identified within the MSQ office accommodation on the base. MSQ staff based in Mooloolaba have been working from temporary office accommodation (demountable building) since 2014. The demountable was intended as a short-term solution, with a permanent solution being required (**Attachment 2**).
- MSQ, Queensland Water Police (QWP) and Brisbane Marine Pilots (BMP) are currently accommodated on the base, with the BMP lease due to expire at the end of 2021.

**Issues and Suggested Approach**

- The installation of temporary office accommodation at Mooloolaba was a short-term accommodation solution and is not sustainable long-term.
- The decision for the maritime functions to remain at the base is required due to the strategic location, as it is within close proximity to other maritime functions in the region, and provides direct access into waterways. Therefore, a permanent accommodation solution is required.
- The opportunity for co-location of public sector, maritime and marine functions on site will be determined during consultation to maximise value from land use and water access and will include the continuation of MSQ, QWP and possibly the addition of Department of Agriculture and Fisheries (DAF).

<p><b>Action Officer:</b>          Lisa Camus          Principal Project Advisor          Maritime Assets and Infrastructure          Tel: 3066 3746          Date: 20/09/2021</p>	<p><b>Endorsed by:</b>          Jennifer Grace          Executive Director          Maritime Assets and Infrastructure          Tel: <span style="border: 1px solid red; padding: 2px;">NR</span>          Date: 20/09/2021</p>	<p><b>Endorsed by GM:</b>          Andrew Mahon          A/General Manager          Maritime Safety Queensland          Tel: 3066 3977          Date: 24/09/2021</p>	<p><b>Endorsed by: DDG</b>          Geoff Magoffin          A/Deputy Director General          Customer Services, Safety and Regulation          Tel: <span style="border: 1px solid red; padding: 2px;">NR</span>          Date: 24/09/2021</p>	<p><b>Endorsed by: DG</b>          Neil Scales          Director-General          Tel: 3066 7316          Date: 24/09/2021</p>
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- MSQ will now be commencing the concept design phase of the Mooloolaba Maritime Operations Base.

### **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**

- MSQ proposes to meet with the following elected representatives to inform them of the upcoming concept design phase of the Mooloolaba Maritime Operations Base:
  - Ms Fiona Simpson MP, Member for Maroochydore
  - Mr Andrew Wallace MP, Member for Fisher.
- Key messaging for the proposed meetings with Ms Simpson and Mr Wallace will include:
  - TMR is planning to engage an architect to complete a concept design for the Mooloolaba Marine Operations Base
  - TMR is creating a concept design that will deliver a practical and fit-for-purpose workplace which:
    - provides a safer and more secure site
    - provides direct access to waterways for mission critical activity
    - enables safe manoeuvring of vehicles and vessels on site
    - is designed to better serve the community
    - maximises use of the site space and access to water
    - enables co-location to foster interagency collaboration
    - maximises value for money for the facilities on site
    - is both sustainable and resilient
  - the concept design will provide a footprint of a possible outline and visualisation of the redeveloped site
  - should the concept design for the marine base not require the entire footprint of the current site, the design phase may also explore the possibility of commercial opportunities which could enhance community experience and local business development on the balance of the land
  - any commercial opportunity would be progressed through an open market expression of interest campaign and would also need to be complimentary to the purpose of the Mooloolaba Spit and the State Managed Boat Harbour
  - if funding is approved for the site redevelopment, the next phase will be to complete a detailed design
  - TMR will inform and engage with you and other stakeholders during this project
  - all planning will be completed in accordance with local government guidelines and the Mooloolaba Spit Master Plan.
- TMR's preliminary investigations into the potential redevelopment were the subject of media articles in late 2019 and early 2020, following the unidentified release of confidential information contained in a request for quote, for commercial advice.
- The Mooloolaba Spit Association (the association) contacted TMR to raise its concerns regarding the media articles published about redevelopment plans for the site. TMR anticipates the association will be a key stakeholder and advocate regarding any future for the site, particularly around issues such as building height, traffic congestion, parking and public amenity.

- Ms Simpson has been vocal in calling for the Queensland Government to provide details of its future plans for the site and has lodged several questions on notice (QoN) in Parliament regarding the issue (QoN 512 tabled on 11 June 2021 and QoN 1232 tabled on 4 January 2021 most recently), and held media interviews onsite without prior notice or approval from TMR. TMR's Right to Information, Privacy, and Complaints Management area has received and subsequently responded to three requests about the Mooloolaba Spit Development Opportunity. It is expected that any highly visible development, such as preliminary project works will attract interest from the local community, local business, local and state representatives.
- A meeting brief via DLO will be prepared if the meeting with the state and federal members is to progress. This brief will include all attendees, date, time, venue and the agenda.

**Employment**

- There are no employment impacts associated with this matter.

**Media**

- It is expected that any highly visible development, such as preliminary project works will attract interest from the local community, local business, local and state representatives.
- A mature communications plan has been developed as part of the project development plan.

**Election Commitments**

- This matter does not relate to an election commitment.

**Government Objectives**

- This matter does not relate to a government objective.
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**Minister's comments**

Noted / Not Noted

NR

Date 17/10/21