



AUSTRALIAN
CONSTRUCTORS
ASSOCIATION

2020 Queensland State Election







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Key Priorities

1

A sustainable industry to help lead our economic recovery, built on a transparent and funded pipeline of works and balanced policy settings.

2

Investment in economic infrastructure projects and programs that deliver long-lasting economic outcomes and benefits to Queenslanders.

3

Investment in urban infrastructure projects that will spur growth and economic activity in the cities, ensuring they can operate more efficiently.



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Queensland State Election 2020

The Queensland state election will be held on 31 October 2020 and is historic for a number of reasons:

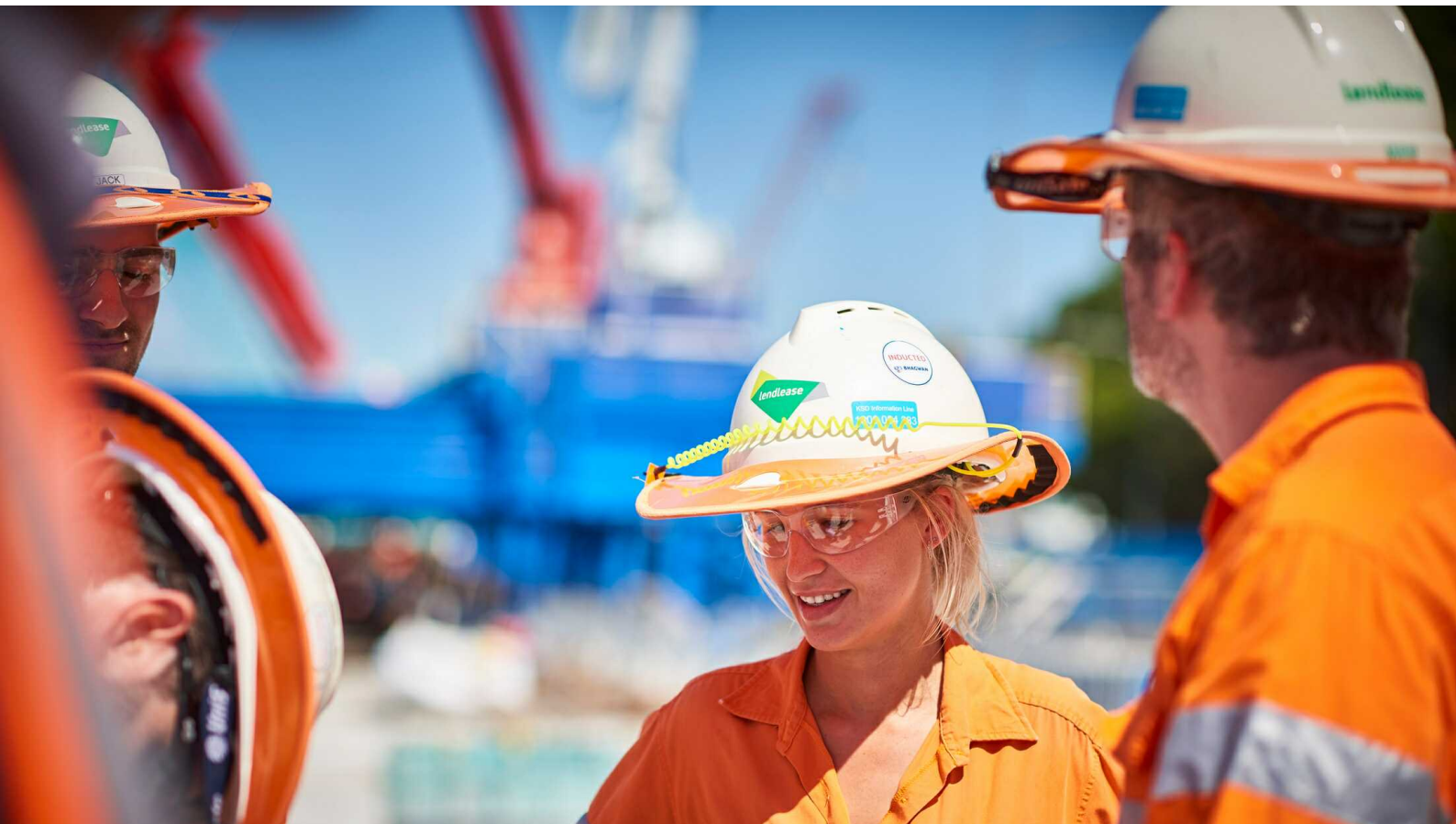
- firstly, because it is the first election to be governed by the Constitution (Fixed Term Parliament) Amendment Act 2015 where all future elections will be every four years on the final Saturday in October
- secondly, because the State's recovery from the COVID-19 economic depression will be contingent on the actions of the next state government

In the run-up to the election, Queensland Major Contractors Association and The Australian Constructors Association have developed a range of priorities that Queensland Labor, The Liberal National Party, Katter's Australia Party and The Greens should consider and commit to, in order to sustain a critical industry, create jobs; boost productivity; and facilitate private sector investment across the next Parliamentary term and beyond.

The next Queensland Government will govern in an unprecedented time, facing economic and health challenges like never before and therefore has a pivotal role to play in the stimulation of the State's economy.

In addition, the Government will be required to provide policy settings that create confidence in Queensland and ensure that the State is an attractive destination for investment in key sectors such as resources, renewables, energy generation, rail and transport infrastructure.

We believe that there are three main areas that are critical to the future of Queensland, as we recover from this economic downturn and where the construction industry plays a critical role.





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These three areas are:

1. Sustainability of the industry:

- A pipeline of committed projects that enables industry to invest with confidence. The industry needs to ensure an ongoing pipeline that sustains employment and enables the industry to invest in employing and training people and maintaining operations in Queensland. It has been a challenging last decade and looking forward it appears it may be again.
- Policy framework under which the industry operates (industrial relations, safety). Seeking to establish a balanced IR framework under which industry and all stakeholders can operate with certainty from an employment perspective, and businesses are able to make strategic decisions for themselves without outside influence or direction from Government. This includes issues such as minimum conditions for employment.

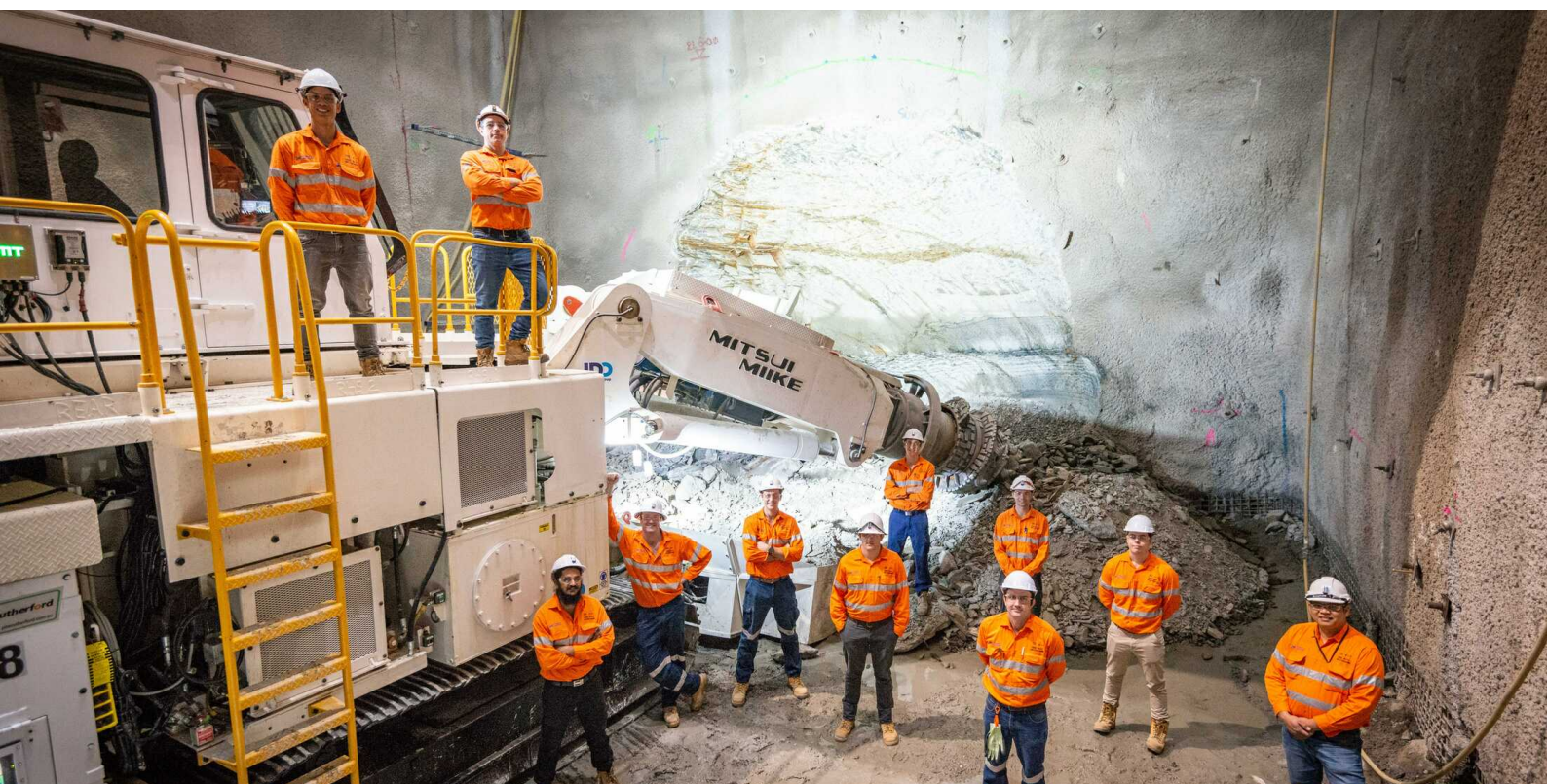
2. Economic infrastructure that unlocks economic value and investment.

The need to ensure that there is appropriate planning, investment and commitment to deliver economic infrastructure projects and programs that deliver long-lasting economic outcomes; enabling the private sector to further invest in development, infrastructure and jobs. Key projects are:

- State Building:
 - Water Infrastructure (storage and pipelines) for long term water security and baseload hydro energy
 - Enabling infrastructure for renewable energy projects
 - Fast rail connecting the major centres in SEQ with Brisbane including Toowoomba, Gold Coast and Sunshine Coast
- Rail:
 - Inland Rail including completing the missing link between Acacia Ridge and the Port of Brisbane
 - Mt Isa Rail line including resolution of efficient rail to and through the Port of Townsville (including the Eastern Access Rail Line)
 - Intermodal facilities and other rail upgrades on the back of Inland Rail, expanding the area of influence of the investment
- Road:
 - Bruce Highway - a continuation of the upgrade and safety program
 - North-South Arterial linking outer growth and industrial areas with the Gateway Motorway and relieving pressure off the Bruce Highway
 - Western bypass of Brisbane - enabling freight to bypass the urban areas and linking major industrial areas
- Energy, Water & Resources:
 - Transmission lines to enable renewable energy precincts to develop and industry to grow
 - Water storage- completion of the dam safety upgrade program before 2028 and consideration of linking of existing water assets by pipelines
 - Completion of utility scale energy storage projects (pumped hydro, electricity battery and other storage forms) to provide the platform for ongoing growth in renewables and smoothing of at peak power prices

3. **Urban infrastructure** - Ongoing investment in urban infrastructure that will spur growth and economic activity in the cities and ensuring they can operate more efficiently. Key projects:

- Region Building:
 - SEQ City Deal - creating the investment focus for the future
 - SEQ Olympics infrastructure - delivering legacy infrastructure for the region
 - Deliver on the Cross River Rail Precinct Delivery Strategy to maximise the benefit of the project and complimentary private sector investment
- Rail:
 - Level crossing removal program to unlock urban opportunities and higher frequency rail services
 - Extension of the Gold Coast Light Rail to Gold Coast Airport and inland to link with the existing Citytrain network
 - Extension of the Brisbane Metro infrastructure and services to centres such as Chermside and Carindale
 - Cross River Rail - Stage 2. The next stages of Cross River Rail investment (North West Transport corridor, Springfield/Ipswich, commuter rail to Sunshine Coast)
- Road:
 - Coomera Connector.
 - North West Transport corridor and linking with the inner ring road system.
 - Western road network resolution (Moggill Pocket Arterial, Goodna Bypass, Western Ipswich bypass)





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The Role of Construction

The construction of civil infrastructure is critical to the success of Queensland's future economic and societal wellbeing. Infrastructure enables our economy to grow and our society to flourish. In addition to providing connection across the nation's most decentralised State, access to resources and markets for our primary industries, access to the State from interstate and overseas visitors, the sector is a key employer and economic contributor in its own right.

As an industry, civil construction employs 9% of the working population and multiplies every \$1 invested into \$3 of economic activity.

As a result, the health of the construction and infrastructure sector will directly impact upon the economic health of the State and has the potential to lead the State's economic recovery from the fiscal shock of COVID-19

However, in order to do so, there must be a clear strategy and a series of commitments to:

- Develop a funded pipeline of major projects and a balanced industrial relations framework for industry to operate
- Invest in economically productive infrastructure
- Implement policy settings that allow the industry to thrive





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Sustainability of the Industry

The sustainability of the industry is driven by two core components:

- The project pipeline
- The framework under which the industry operates (industrial relations, safety)

To ensure that the industry, and the 450,000 people that are directly and indirectly employed in Queensland remain, and are efficient and productive; these two critical areas are of relevance for the future of the industry. Without further commitments from both the private and public sector to either fund proposed projects and/or to move projects forward, there is a very real risk that >4,000 direct jobs will be lost across the construction sector in Queensland between 2021 & 2024.

Equally the industrial relations (IR) policy and regulation that the industry operates under in Queensland must be consistent with the rest of Australia. Many policy changes and regulations brought into place over the past 3 years are inconsistent with Federal laws and have had the effect of politicising the IR space in Queensland and making it challenging for industry to invest in training and skills for the long term.

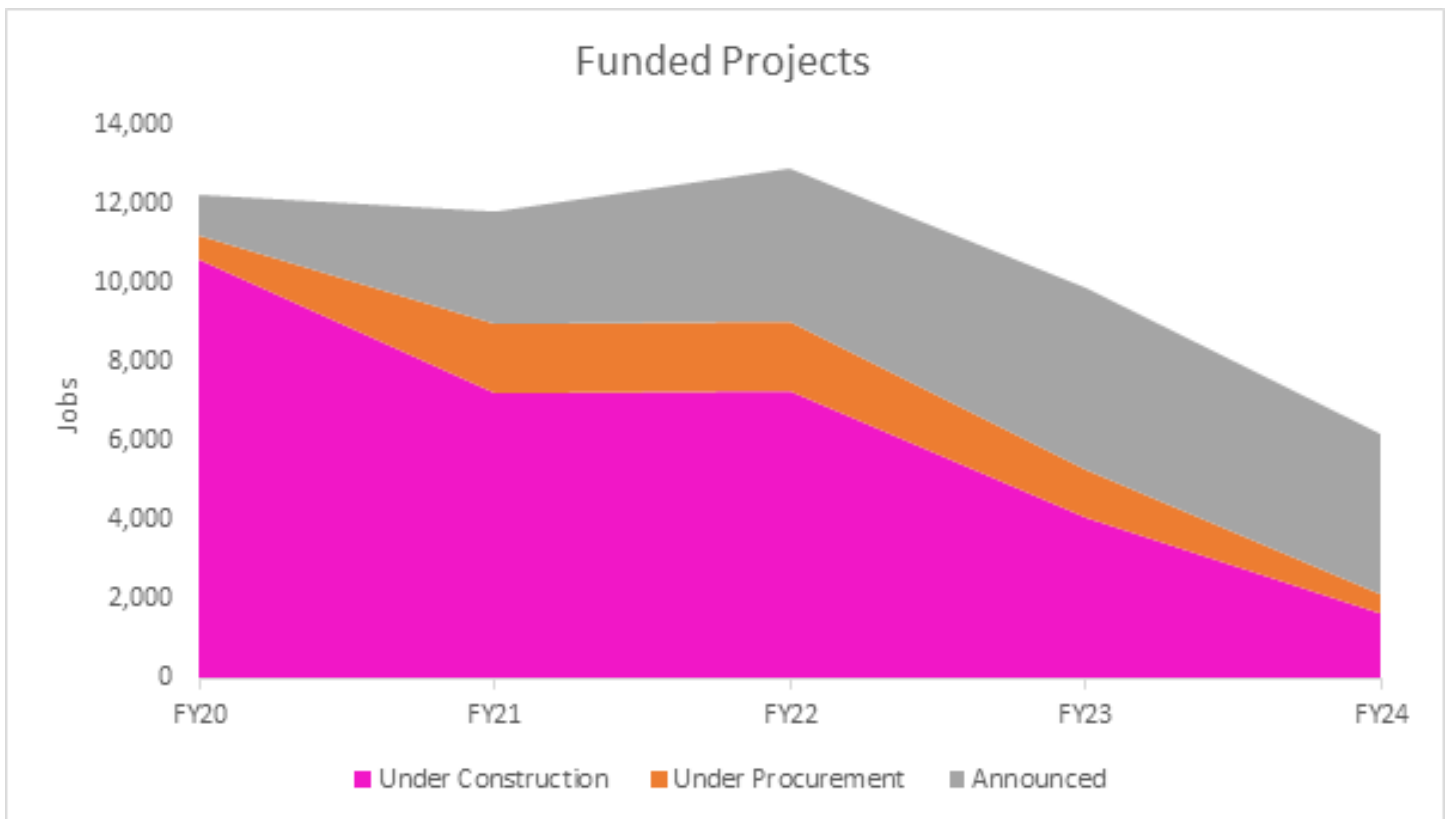




A Funded Pipeline of Major Projects

A funded pipeline of major projects is critical to the long-term health of the infrastructure and construction sector, and the State's economic growth and development.

Queensland currently has a pipeline of \$50.6b in total major project work in the pipeline between 2019/20 and 2023/24 inclusive. This is comprised of \$27.4b in funded work and \$23.2b in unfunded work. It is vitally important that projects are approved and moved forward to delivery. The currently funded projects will reach a conclusion over the next two years, and without ongoing investment in relevant and viable projects, the 12,000 direct jobs in the major construction sector in Queensland are at risk. The graph below clearly outlines the drop of direct employment across the engineering and construction sector in Queensland from 2022; without ongoing projects, then this is the reality facing the sector in Queensland.



However, there are significant challenges in the pipeline that a future government must address.

Unfunded Projects

Unfunded projects represent between 40% to 60% of the future infrastructure pipeline value in 2021/22, 2022/23 and 2023/24, introducing a level of uncertainty associated with positive business case development and financial investment decisions.



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Therefore, it is critical that project funding is the major priority of the next state government and that the collaboration with federal and local Government is continuing and ongoing to secure project funding.

- The public sector accounts for 50% of the total pipeline (compared to 58% in 2019) but 72% of funded work (compared to 70% in 2019).
- Funded work in 2019/20 and 2020/21 is currently around \$1bn lower than total work in 2018/19 (\$7bn). Growth in activity in these years is mostly dependent on funding existing unfunded projects. On current funding status, the five projected years to 2023/24 see lower levels of funded work than in 2018/19.

Lack of Private Sector Investment

The Queensland economy is being heavily supported by growth in public investment and spending, however, while public infrastructure investment is important, it is not an end in itself. A core aim of public infrastructure investment – and Queensland's broader economic strategy – should be to boost productivity, competitiveness and long term growth in productive capacity, which will also help stimulate private investment decisions.

As highlighted in the 2020 Queensland Major Projects Pipeline Report, private investment – including investment in infrastructure – is currently falling in Queensland. Given the sheer size of private investment in the economy, this has driven a sharp slowdown in state economic growth through 2018/19 and is limiting potential growth into the future. Realising stronger levels of both private and public investment in productive infrastructure projects is key to securing long term economic growth and employment in Queensland.

More must be done to create conditions that give the private sector confidence to invest in infrastructure in Queensland. The current approval process is regarded as exceptionally time-consuming and cumbersome, and the Market Led Proposals process is not streamlined, resulting in too many projects and investment opportunities languishing due to government approval inaction. There is ample liquidity in the private sector to assist governments in delivering key infrastructure. Recently the CEO of Macquarie Bank, commented that the private sector is willing and prepared to invest alongside Government in critical future infrastructure. We call on all parties to engage with the private sector and investors to help deliver infrastructure and economic investments in Queensland.





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A Framework Under Which Industry Can Operate

Employment and Regulatory Environment

The State's regulatory environment must be reviewed to ensure that it is not onerous and an unnecessary barrier for economic growth. Areas for focus by a future government include:

- Industrial Relations – Industrial relations legislation must be fair and balanced so that it does not act as a barrier to employment and constrain the private sectors ability to operate and compete efficiently
- Red and Green Tape – Red and green tape processes must be streamlined to ensure the timely approval or rejection of projects. Industry and investment require certainty and consistency, and processes must provide both to be attractive for the sector.
- Incentivise Rather Than Pre-emptively Strike – Industry performs best when incentivised and rewarded. Therefore a future government should look at how it can best incentivise industry to meet objectives rather than through additional regulation, restrictive terms and policy settings.

The Queensland Building and Construction Commission

The QBCC, whilst playing an important role in the industry, has become politicised over the past few years and seems to be operating at the whim, many times of union demands. The QBCC needs to be independent and remain so without outside influence from unions and other stakeholders. We call on all parties to commit to an independent operation of the QBCC without political office or outside influence.

Best Practice Guidelines

The best practice industry guidelines were developed in close discussion with and driven by unions, notably the CFMEU off the back of the Queens Wharf agreements. The minimum conditions that form part of the “best practice guidelines” are attempting to enshrine minimum rates of pay for certain jobs in the construction sector, without regard to overarching commonwealth industrial relations legislation, and simply hindering an employers' ability to negotiate with their employees and unions in good faith.

In the current economic climate, on going mandated pay rises of 5% and starting rates of pay that are well beyond any commercial level is unrealistic. This also impacts on the government's ability to deliver more outcomes with the limited funds available; particularly if labour costs on projects are driven up by ~30%.

These “Guidelines” harm Queensland's competitiveness, reduce the affordability of public infrastructure and discourage private sector investment.

Such principles were developed in close consultation with the unions and very little, if any real discussion with the directly impacted industry. The ACA and QMCA call on all parties to scrap the implementation of any of the guidelines and to discuss these and consult properly with industry to develop a balanced framework that all parties can work under.

The principles around ethical contracting and providing feedback on performance are welcomed by the industry; however the lack of consultation and method of implementing this policy is flawed and needs to be reviewed immediately.



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Economically Productive Infrastructure

The economic benefits of timely and adequate infrastructure provision are often noted by economists and politicians. At the macroeconomic level, the development and delivery of infrastructure provide a welcome boost to employment and economic activity. But infrastructure investment also has a critical microeconomic role.

Through good project selection, infrastructure investment can be a powerful determinant of productivity growth and productive capacity in the long term, increasing the Queensland economy's potential "speed limit" into the future. QMCA and ACA recommend that the following projects are considered for development as they can be central to the State's economic recovery.

State Building

The following projects are long-term strategic initiatives that will ensure infrastructure investment coupled with a significant economic return to Queensland.

- Water Security for the future - The Bradfield Scheme has long been mooted as a way to secure water resources and create energy whilst drought and flood-proofing much of Queensland. It is essential that an independent authority should be established to work with the private sector and industry to investigate the feasibility of the scheme. Intensification of agricultural development and business will be a key for greater efficiency and productivity in this sector. Water security is a key component of this. Water security will also ensure that other secondary processing industries can be developed for the resources and agriculture sectors. Accompanied by water infrastructure investment should be consideration of hydroelectric power opportunities.
- Enabling infrastructure for renewable infrastructure development – Government investment in the energy sector should be focussed on providing the enabling infrastructure that allows private sector energy development to progress (transmission lines, connectors, substations and gas pipelines); rather than "picking winners" in investment in projects. By investing in the enabling/ supporting, infrastructure will allow the private sector to propose, develop and deliver projects that have an economic case to them. "Grid connection" costs are high in the development of new energy projects and finding a way of reducing these would deliver greater investment outcomes.
- Fast Rail: Fast Rail for SEQ – Fast rail corridor development connecting Gold Coast, Brisbane, Sunshine Coast and Toowoomba as part of the SEQ City Deal. While Fast Rail remains a divisive topic, the benefits across the globe from these projects are plain to see. Such a network within SEQ linking major centres with the main employment and industry hub in Brisbane would enable people to live in regional areas, enhancing their quality of life.

It is these levels of visionary programs that are needed to stimulate ongoing investment over 20 years and would create long term benefits. Fast Rail can also be accommodated within existing rail corridors in many places too. Recently the SEQ Council of Mayors released a vision for what Fast Rail could look like and do for South East Queensland. This investment can offer intergenerational benefits over the long term, as well as assisting with sustaining the construction sector in the medium term.



Fast Rail Concept for South East Queensland
Source: SEQ Council of Mayors

Economically Productive Infrastructure

Rail

Rail has the potential to increase the movement of people and goods throughout the State, acting as a driver of long-term investment by the private and public sectors who benefit from the new infrastructure. The following projects should be prioritised:

- Inland Rail link to Port of Brisbane – Completion of the missing section of Inland Rail between Acacia Ridge and the Port of Brisbane. It is imperative that the Inland Rail investment links to the Port of Brisbane. The existing corridor through Dutton Park is going to become extremely congested soon with the Cross River Rail operations, and it is important that a more efficient link is created as part of the investment, or as a follow on to the current project. We call on the relevant parties to commit to properly investigating and investing in moving this critical piece of economic infrastructure forward in the period 2023-2026 to ensure that the economic benefits of Inland Rail are maximised for business.
- Upgrade of Mount Isa Rail Line – Facilitating investment in the State's North West Mineral Province and allowing the more efficient movement of resources to the Port of Townsville. Currently, the capacity of the line is constrained by the size and trains that can be accommodated, axle loads and operational issues within the Stuart-Townsville Port area. The Eastern access rail corridor represents a long term option to resolving part of these issues, however short to medium solutions at the Port can also provide significant efficiency improvements.
- Intermodal facilities: Coupled with the Inland Rail, other rail lines' intermodal facilities can help facilitate a more efficient freight network and operations throughout the State



Economically Productive Infrastructure

Road

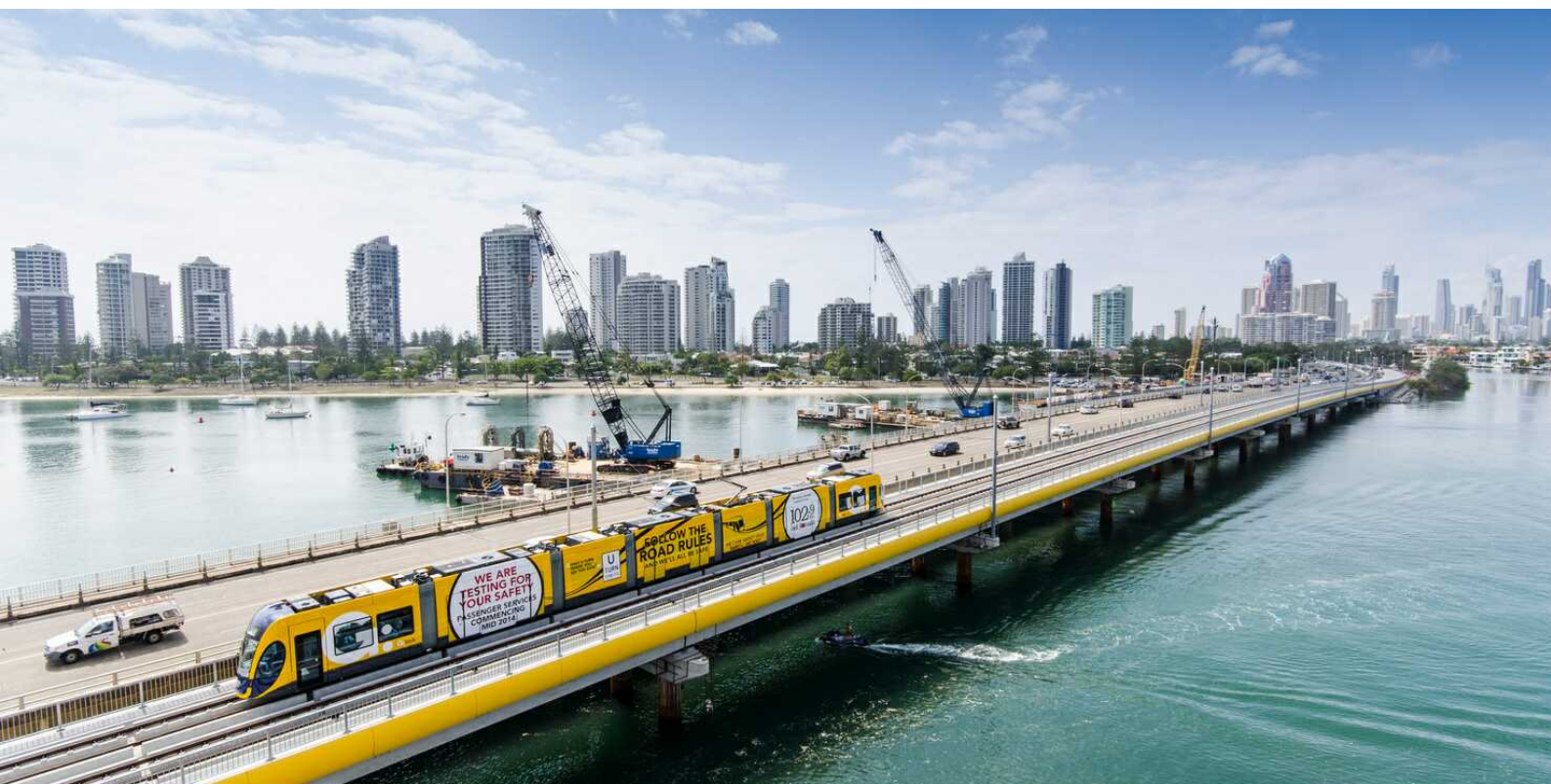
The following road projects should be prioritised as economic infrastructure:

- Bruce Highway: Ongoing investment in safety, capacity and operational issues on the Bruce Highway is important. Key components that need to be continually funded and moved forward include:
 - Gympie bypass and safety works north of Gympie
 - Rockhampton bypass
 - Alternative north-south freight routes
- Western bypass of Brisbane: A long term solution to the western freight bypass of Brisbane would enable greater certainty for freight and logistics companies and efficient movement of freight around the south-east corner.

Energy, Water and Resources

Queensland has the potential to become a powerhouse of energy generation and to utilise our water resources to support the State's growth and development. The industry would support:

- Transmission Line Investment – Investment in the states energy network to support the growth of the renewables sector and network stability. The Copperstring project is one project that is needed to link currently isolated industrial areas and enabling renewable investment to occur within that corridor as well. Similar asset investments would create additional renewable project investment in the surat and central Queensland regions.
- Water Storage:
 - Expediting the State's Dam Safety Improvement Programme to bring forward projects and to support regional Queensland
 - Linking existing water storage assets or creating more smaller assets such as weirs across the State so that water can be moved more effectively to existing and future industry precincts. At the present time, only 53% of all water storage in the State is allocated. This could be used more efficiently if interconnection was achieved





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Urban Infrastructure

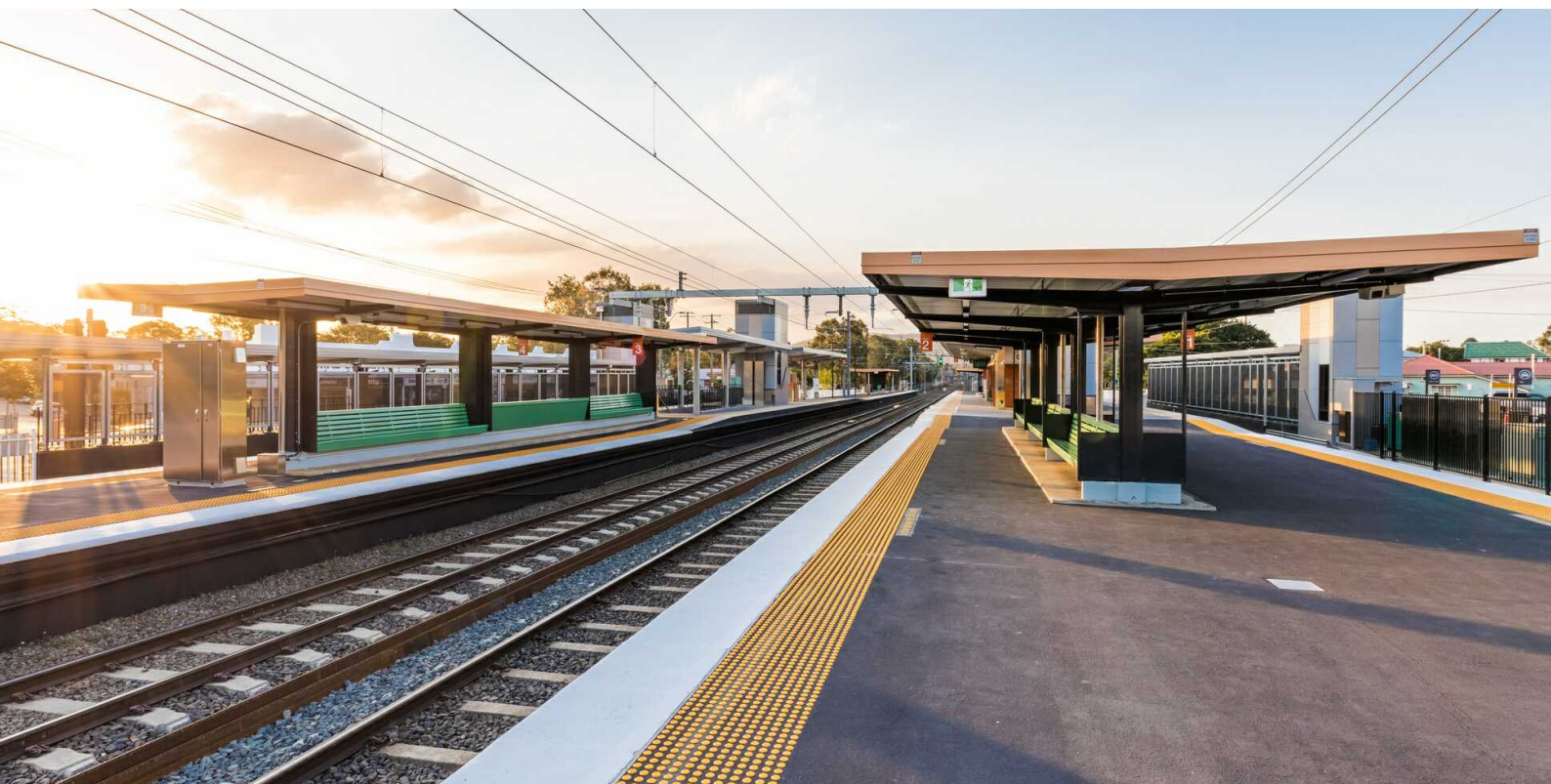
The infrastructure that supports the efficient and productive development and operation of the major urban centres (predominantly South East Queensland) is critical. The greatest energy usage per capita, water consumption per capita, time spent in vehicles and public transport usage occurs in the South-East corner of the State.

Whilst Queensland is a very decentralised and large state, ensuring that there is an adequate and appropriate infrastructure to assist with growth, efficient operations of the major urban area and freight movement there needs to be appropriate and ongoing investment in relevant urban infrastructure.

There are a number of key initiatives that the QMCA and ACA believe are crucial to ensuring that the infrastructure in SEQ is not only functional but well planned and delivered. This includes the SEQ City Deal.

SEQ City Deal

A city deal for SEQ must be placed back on the agenda to ensure that the long term needs of the State's south-east can be met. A city deal will remove many barriers to the development of infrastructure and can act as a catalyst for investment by all levels of Government and the private sector. The SEQ City Deal will provide the framework for investment in infrastructure in SEQ for a long time and needs to be progressed by all levels of Government. The time to get this agreement in place is now- not waiting another 12-18 months. This deal needs to guide where the investment goes to help bring the economy out of recession and give private industry the confidence to invest again.





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Urban Infrastructure

SEQ Olympic Bid

The proposed SEQ Olympic Bid for 2032 should be progressed as it has the potential to attract significant investment into Queensland and to provide a generational step-change in infrastructure investment.

The Olympics bid for 2032 represents a unique opportunity to set Queensland up for the future and create legacy infrastructure that will benefit many generations and industries for decades to follow; as well as attracting significant investment into Queensland.

The QMCA and ACA are ardent supporters of the SEQ Olympic bid and wish to see that develop further. We call on government to use the intervening period to engage with industry on the infrastructure needs and plans and develop them such that there is full confidence that they are appropriate and can be delivered.

Cross River Rail Precinct Delivery

With Cross River Rail in delivery it is critical that government realises the project's potential through providing the smaller scale infrastructure required to create the public realm, pedestrian linkages and other outcomes necessary to facilitate the private sector activity and broad benefits contemplated in the project's business case. Each Cross River Rail Precinct offers opportunities to leverage the value of the transport infrastructure currently being constructed.

Other infrastructure that would support more efficient operations of the SEQ region include:

- The next stage to the current Cross River Rail (CRR) investment. CRR unlocks significant opportunities for enhancements of Citytrain operations across the network, as well as further opportunities to develop additional rail lines or enhancements to existing lines. This may include:
 - extensions of the CRR to the Northern Transport corridor and onto Strathpine
 - extension of the Springfield line through Ripley to Ipswich- linking the major activity centres
 - extension of urban passenger services and lines to new growth areas such as Flagstone and Yarabilba
 - creation of a second cross-river line from the western suburbs (Indooroopilly via UQ, West End and the City and New Farm/ Teneriffe to Bowen Hills/ Albion
- Extension of the Brisbane Metro to main centres such as Chermside and Carindale in the first instance. These major urban centres would benefit from higher frequency public transport and dedicated public transport infrastructure

Level Crossing Removal Program

Enabling more frequent rail services to be operated. Such investment in Melbourne has shown massive efficiency improvements, the ability to lift frequency of rail services as well as improved urban outcomes (local amenity, traffic congestion) in addition to safety improvements for rail and road users and operators. Such a program in SEQ would have similar outcomes.

Gold Coast Light Rail to Gold Coast Airport

Enhancing Gold Coast Light Rail with connection to Gold Coast Airport and potentially also including inland connections between major employment and activity centres and the existing coastal based line.



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Urban Infrastructure

Road

The following road projects should be prioritised as part of an urban infrastructure program:

- Coomera Connector – The Pacific Motorway was built 20 years ago and in many parts is approaching capacity at various times. Consideration needs to be given to moving the Coomera Connector forward. The QMCA and ACA welcome the recent announcement by both major parties to fund and deliver Stage 1 of this from 2021. Ongoing commitment to further stages is also important.
- North West Transport Corridor – Development of the multi-modal rail, road and active transport route would run along the preserved North West Transport Corridor connecting into the Stafford Road Tunnel and Inner Orbital tunnel (Airport Link/ Clem 7 system).
- North-south arterial linking the Gateway - Motorway and Bruce Highway providing an alternative route for the growth areas on the northern outskirts of Brisbane, taking a significant load off the existing assets. Whilst planning is currently underway, there is a need to bring this project forward into delivery sooner rather than later. Resolution of the western road network issues in Brisbane, including due consideration of the following:
 - Western bypass of Brisbane as an important freight link
 - Moggill Pocket Arterial Rd – Development of the Moggill Pocket Arterial Road corridor, also known as the Moggill—Warrego Highway Connection, runs from the Centenary Highway at Fig Tree Pocket and connects to the Warrego Highway at North Tivoli, passing through the suburbs of Kenmore, Pullenvale, Anstead and Karalee to support the growth of Brisbane’s Western Suburbs, Centenary Suburbs and Ipswich
 - Goodna Bypass – Development of the project to connect the Ipswich Motorway at Dinmore to the Cunningham Highway at Gales, passing the through the suburbs of Riverview, Redbank Peninsula, Moggill and Wacol
 - Western Ipswich Bypass – Utilisation of the existing corridor to create the Western Ipswich Bypass runs and connect the Warrego Highway at Haigslea, through Walloon and Amberley, to the Cunningham Highway at Willowbank



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Policy Settings That Allow Industry to Thrive

Government has a critical role in determining policy settings that can aid a sector or cause a sector significant impediment.

In the construction sector poor settings:

- drive up costs thereby reducing the value of the public infrastructure spend;
- dissuade private sector investment;
- create fewer jobs and provide fewer opportunities for the gaining of highly paid skills.

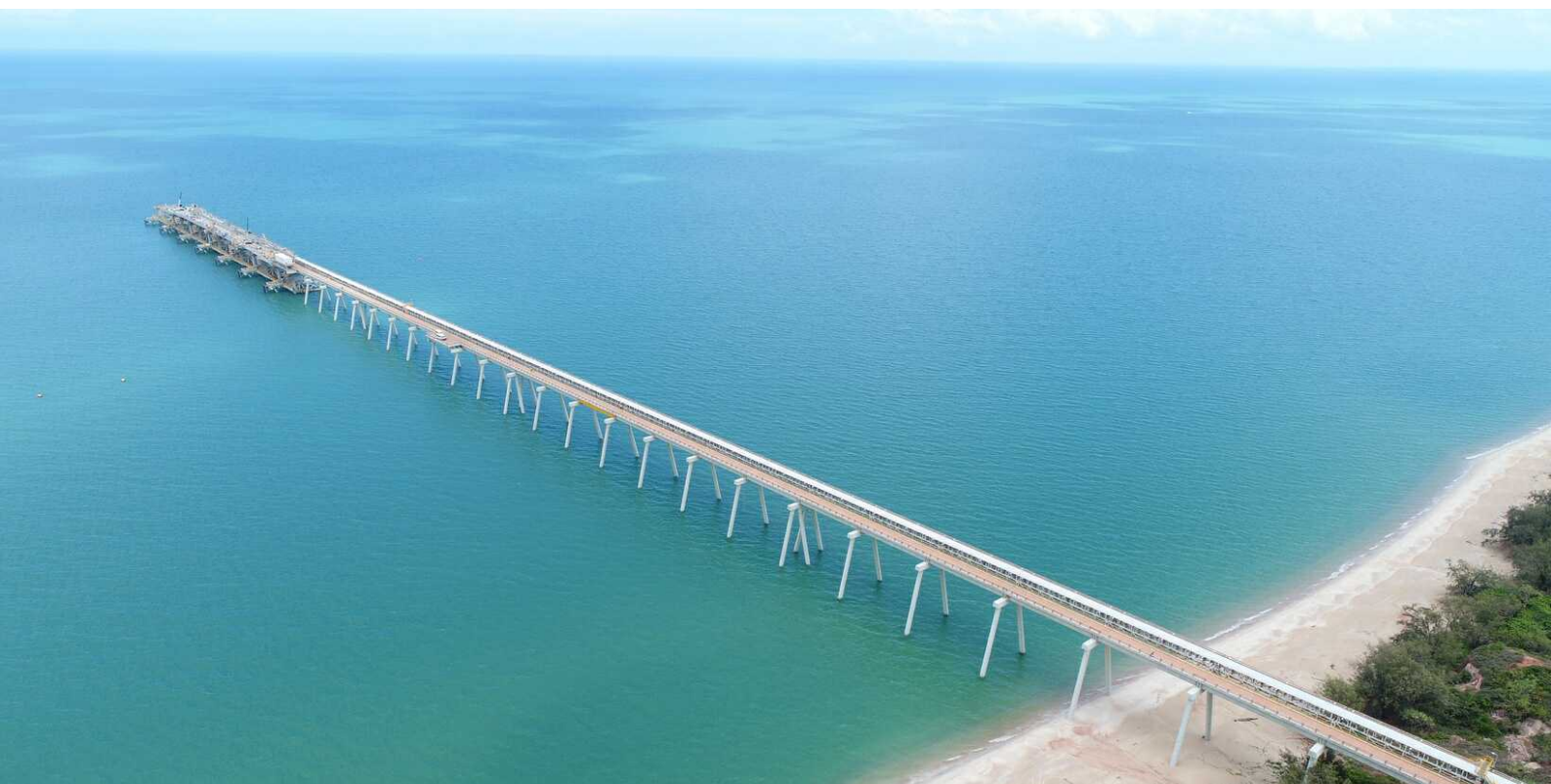
QMCA and ACA believe that the following policy areas should be considered ahead of the state election.

Improved Contracts Terms, Collaboration and Risk Allocation

A future Government must commit to working with industry to create conditions in which the market can support the procurement, design, development and delivery of infrastructure in a way that is sustainable for the sector and is equitable for all parties. One of the greatest issues for operators in the industry is the allocation of risk between the parties who are best to accommodate the relevant risks. The industry calls on Government, who are responsible for the largest proportion of construction contracts in the State to engage with industry on appropriate risk allocation early and incorporate this in contracts.

Infrastructure Investment and Funding

The Queensland economy has been supported by a growth in public investment and spending. However, while public infrastructure investment is important, it is not an end in itself. A core aim of public infrastructure investment – and Queensland's broader economic strategy – should be to boost productivity, competitiveness and long term growth in productive capacity, which will also help stimulate private investment decisions.





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Policy Settings That Allow Industry to Thrive

As highlighted in the 2020 Queensland Major Projects Pipeline Report, private investment – including investment in infrastructure – is currently falling in Queensland. Given the sheer size of private investment in the economy, this has driven a sharp slowdown in state economic growth through 2018/19 and is limiting potential growth into the future. Realising stronger levels of both private and public investment in productive infrastructure projects is key to securing long term economic growth and employment in Queensland.

A future government should consider:

- Asset Recycling – Government should look at asset recycling in a way that which will provide Queenslanders confidence that they will benefit from the sale of the asset. This could include open and transparent tender processes, clear contracts and terms and articulation of how the recycled funds will be invested in the State's infrastructure to create more assets.
- Partnerships with Superannuation Funds – Working with superannuation funds to invest in existing public assets to retain the ownership of the assets, but utilising super funds directly to fund projects for a guaranteed bond rate return.
- Increase state debt to fund investment – Infrastructure investment has a 3x multiplier effect. Therefore state debt should be increased to support investment in infrastructure that will return economically over the long term, particularly while long term borrowing costs are at record lows. Wise investment of these funds in infrastructure will build productive capacity, increase the State's tax base and enable the repayment of the borrowed funds.

Private Sector Attractiveness

Queensland must become more attractive to private sector infrastructure investment. In 2019, the value of funded private sector work was \$8.3bn, compared to \$7.6bn in 2020. Concerningly, the value of privately funded work announced or under procurement has nearly halved from \$3.5bn to just \$1.8bn.

Therefore, we must look at the conditions in place to enable private investment. A future Government must streamline processes and approvals and ensure the right investment conditions, incentives and settings are in place to provide the private sector with confidence to invest in Queensland.



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Party Commitments

In the run up to the state election QMCA and ACA will track the commitments of the major parties against our wishlist and hold the next state government to account for their performance against each.



	Labor	LNP	KAP	THE GREENS	one NATION
Sustainability of the Industry:					
A pipeline of committed projects that enables industry to invest with confidence.					
A sustainable policy framework under which the industry operates (Industrial relations, safety).					
Investment in Economic Infrastructure:					
State Building:					
Water Security for long term water security and baseload hydro energy					
Enabling infrastructure for renewable energy projects					
Fast rail connecting the major centres in SEQ					
Rail					
Inland Rail including completing the missing link between Acacia Ridge and the Port of Brisbane					
Mt Isa Rail line to and through the Port of Townsville (including the Eastern Access Rail Line)					
Intermodal facilities and other rail upgrades on the back of Inland Rail, expanding the area of influence of the investment					



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Party Commitments



Road

Bruce Highway - a continuation of the upgrade and safety program

North-South Arterial linking growth and industrial areas with Gateway Motorway and relieving pressure off Bruce Highway

Western bypass of Brisbane- enabling freight to bypass the urban areas and linking major industrial areas

Energy, Water & Resources:

Transmission lines to enable renewable energy precincts to develop and industry to grow

Water storage- completion of the dam safety upgrade program before 2028 and consideration of pipelines linking existing assets

Fast rail connecting the major centres in SEQ

Investment in Urban Infrastructure

Region Building

SEQ City Deal

SEQ Olympics Bid and Infrastructure

	Labor	LNP	KAP	THE GREENS	one NATION
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SEQ City Deal					
SEQ Olympics Bid and Infrastructure					



AUSTRALIAN
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Party Commitments



Rail

Level crossing removal program to unlock urban opportunities and higher frequency rail services

Extension of the Gold Coast Light Rail to Gold Coast Airport and inland to link with the existing Citytrain network

Extension of the Brisbane Metro infrastructure and services to centres such as Chermside and Carindale

Cross River Rail - Stage 2. Investment to unlock additional potential within the SEQ rail network.

Road

Coomera Connector

North West Transport corridor and linking with the inner ring road system

Western road network resolution (Moggill Pocket Arterial, Goodna Bypass, Western Ipswich bypass etc.)

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North West Transport corridor and linking with the inner ring road system					
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Contact QMCA

Call - 07 3211 4900

Email - admin@qmca.com.au

Post - GPO Box 3254, Brisbane Qld 4001

Visit - www.qmca.com.au

Contact ACA

Call - 1300 540 133

Post - 51 Walker Street, North Sydney,
NSW, 2060

Visit - www.constructors.com.au

