

1 Approach and highlights

Features

- The Queensland Government is investing in a record level of economic and social infrastructure as it continues to deliver the transformational Big Build. The 2024–25 Queensland Budget will underpin the development of the state, with a total capital program of \$107.262 billion over 4 years.
- This investment will bring a generational change, creating more jobs, better communities and stronger regions. Over the 13 years to 2027–28, the government will have supported over \$225 billion in infrastructure works.
- In 2024–25, the government will invest \$27.1 billion in capital, directly supporting around 72,000 jobs. A record \$18.568 billion, or 68.5 per cent (up from 65.5 per cent in 2023–24) of this capital program will be invested outside of the Greater Brisbane region, supporting around 50,000 jobs.
- Capital expenditure on health infrastructure in 2024–25 will total \$2.167 billion with a focus on increasing bed capacity across the state. Queensland Health is committed to delivering an additional 3,378 beds by 2031–32 including more than 230 beds scheduled to come online in 2024–25. Work is continuing on the government’s \$11.215 billion Capacity Expansion Program delivering around 2,200 additional beds.
- Capital expenditure by the transport portfolio is budgeted to total \$9.494 billion in 2024–25. This includes significant capital investment in rail, with \$786 million towards the Queensland Train Manufacturing Program, \$513.6 million to continue construction work on Cross River Rail, \$500 million towards the Logan and Gold Coast Faster Rail project, \$115 million towards the Beerburrum to Nambour Rail Upgrade (Stage 1) and \$110.8 million towards the Direct Sunshine Coast Rail Line (Stage 1) funding commitment. There is also substantial ongoing investment to fund major upgrades to the Bruce Highway and the M1 Pacific Motorway, including \$650 million towards construction on Coomera Connector (Stage 1).
- In 2024–25, the government will invest \$1.274 billion to ensure that facilities in Queensland’s state schools are world-class and continue to meet demand and support contemporary learning requirements. Investment in new schools is being facilitated through the Building Future Schools Program.
- The 2024–25 Budget also includes a landmark capital investment of around \$26 billion over the four years to 2027–28 to deliver the Queensland Energy and Jobs Plan, with Queensland’s publicly-owned energy businesses leading the state’s energy transformation.
- In 2024–25, significant investments include \$712 million for Powerlink to progress CopperString 2032, \$800.7 million for Stanwell’s Wambo and Tarong West Wind Farms, \$500 million for CS Energy’s Lotus Creek Wind Farm, \$274.8 million for CleanCo’s Swanbank Battery and \$935.9 million for Queensland Hydro to progress the Borumba Pumped Hydro Energy Storage.

- Major seaport capital projects in 2024–25 include finalisation of the \$251.2 million Port of Townsville Channel Capacity Upgrade, the \$360 million expansion of the Cairns Marine Precinct, the \$116 million Northern Land Expansion at Gladstone Port and initial works for North Queensland Bulk Ports to progress the Bowen Wharf replacement project.
- Through state-owned water businesses, the Queensland Government is delivering increased water security, fortifying the flood resilience of water infrastructure and ensuring the ongoing safety and reliability of dams. Major investments in 2024–25 include \$311.1 million for the Fitzroy to Gladstone Pipeline, \$26.1 million for the Mount Crosby Flood Resilience Program, \$56 million to deliver the Toowoomba to Warwick Pipeline, and \$303.4 million towards the dam improvement programs of Sunwater, Seqwater and the Gladstone Area Water Board.
- To address ongoing pressures in the state's housing system, the government is implementing its housing plan, *Homes for Queenslanders*, backed by an investment of over \$3 billion. This represents a significant uplift on top of the already major investment in social and affordable housing, with total investment by the government for social and affordable housing infrastructure increasing to \$1.125 billion in 2024–25.
- The government is investing in initiatives to meet demand pressures facing the correctional and detention systems. This includes \$627.6 million over 5 years from 2023–24 for the new youth detention centre at the Woodford Correctional Precinct and \$97.3 million in 2024–25 to complete the \$885.3 million Lockyer Valley Correctional Centre.
- The government is continuing to implement the Women's Safety and Justice Taskforce, *Hear her voice – Report one – Addressing coercive control and domestic and family violence in Queensland* recommendations, including \$49.1 million over 4 years from 2022–23 to complete capital upgrades to court rooms.
- A key element of the government's capital program is providing grants to local governments and non-government organisations to support their work in communities across Queensland. In total, the government will provide \$4.142 billion in capital grants in 2024–25, including \$2.707 billion outside of the Greater Brisbane region. This includes more than \$1.281 billion to support the Queensland Government program of infrastructure renewal and recovery within disaster-affected communities.

1.1 Introduction

The Capital Statement presents an overview of the Queensland Government’s infrastructure delivery program and proposed capital outlays for 2024–25.

The Queensland Government is continuing to deliver its flagship Big Build capital program, investing in infrastructure to provide vital services for a growing state. The 2024–25 capital program is a record investment across a range of asset classes, regions and sectors. This includes investment in new and ongoing projects in health, transport, the clean energy transformation, education and social and affordable housing.

The \$27.1 billion of investment outlined in the 2024–25 Capital Statement is estimated to directly support around 72,000 jobs, with 50,000 of these jobs located outside of the Greater Brisbane region.

Cost pressures

Nationally, a combination of strong demand with ongoing domestic and international supply chain disruptions has resulted in increases in construction costs and prices. Queensland is not immune to these challenges.

Building construction costs in Queensland, as published in the ABS Producer Price Index, have risen by 31.2 per cent over the 3-year period ended March quarter 2024. This has been an issue not only for Queensland. Nationally, building construction costs have increased by a similar amount of 27.6 per cent over the same period.

The government has responded to these challenges by using clear assessment frameworks to ensure economic benefits and costs are understood, alternative (non-infrastructure) solutions are assessed and delivery models reflect best practice. Appropriate contingency amounts are included in project budgets to minimise uncertainty over the final cost of projects.

Where costs have increased to levels beyond project budgets, managing these costs at a program level has provided further capacity to meet cost pressures. Where program and project management practices have been exhausted, the government has provided additional funding supplementation to deliver on the government’s commitments.

Across the 2023-24 and 2024-25 budgets, supplementation of over \$2 billion has been provided for cost escalation where it could not otherwise be managed within agency budgets, including transport, housing, education and health.

The government remains committed to maximising the benefits for Queenslanders by using best practices in procurement to support local jobs and businesses and drive economic and social outcomes. The government is delivering the 2024–25 capital program in partnership with suppliers that can ensure projects deliver on best practice industrial relations, including adopting modern and progressive industrial relations practices and ensuring terms of employment are at least equivalent to best practice industry conditions.

Government must continue to provide vital services and invest in strengthening and diversifying our economy and meet the needs of a growing population in the face of these increasing costs and infrastructure capacity constraints.

1.2 Queensland’s infrastructure frameworks

The Queensland Government’s infrastructure frameworks focus on achieving robust capital planning, quality investment decisions and economic development.

The government has established the Big Build Cabinet Committee to provide oversight of the capital program. This will ensure that infrastructure programs and proposals reflect the priorities of the government and that infrastructure is delivered in line with those priorities.

The government’s infrastructure frameworks and planning processes are critical in prioritising the continued delivery of this infrastructure program. This is informed by, and responding to, the latest population projections from the Queensland Government Statistician’s Office.

State Infrastructure Strategy

The State Infrastructure Strategy (SIS) sets the vision and statewide priorities for infrastructure. It provides a framework for how the Queensland Government will plan and invest in infrastructure over the 20-year period to 2042. The SIS was developed with infrastructure providers and informed by industry and the community, aligning priorities across agencies while also seeking partnerships with all levels of government and the private sector.

State-significant priorities and initiatives focus on realising infrastructure opportunities and addressing challenges that Queensland will face into the future. Further detail on the SIS is available at www.statedevelopment.qld.gov.au by searching for State Infrastructure Strategy 2022–2042.

Regional Infrastructure Plans

Queensland is a diverse state and its regions have different priorities. Supporting the SIS, the introduction of 7 Regional Infrastructure Plans (RIPs)/Regional Infrastructure Supplements covering all of Queensland recognises the significant role infrastructure plays in catalysing regional economic resilience, growth and liveability.

As one of the SIS priority actions, these plans are being progressively developed as part of a coordinated program, alongside statutory regional plan reviews and Regional Transformation Strategies, in consultation with stakeholders (industry, peak bodies and local government) through a place-based approach to help prioritise regionally significant infrastructure needs.

Further details on RIPs are available at www.statedevelopment.qld.gov.au by searching for Regional Infrastructure Plans.

The Queensland Government Infrastructure Pipeline

The Queensland Government Infrastructure Pipeline (QGIP) provides industry with visibility of the government’s infrastructure pipeline, creating confidence and enabling workforce planning. QGIP complements the SIS and RIPs and demonstrates the government’s commitment to delivering Queensland’s infrastructure needs.

Infrastructure Proposal Development Policy

The Infrastructure Proposal Development Policy (IPDP) sets the government's objectives for planning and assessing major infrastructure, including:

- aligning agency infrastructure programs with whole-of-government objectives to maximise outcomes for the state
- supporting agencies to mature their infrastructure planning and assessment capabilities
- providing targeted assistance and assurance advice to agencies on major infrastructure proposal development
- ensuring frameworks and systems are in place and applied to give government confidence in infrastructure investment decisions.

Further details on the IPDP are available at www.statedevelopment.qld.gov.au by searching for Infrastructure Proposal Development Policy.

Project Assessment Framework

The Project Assessment Framework (PAF) is used across the Queensland Government to ensure a common and rigorous approach to assessing projects at critical stages in their development lifecycle.

The PAF is administered by Queensland Treasury and applied by government departments to evaluate proposals for infrastructure projects and proposals for the procurement of goods and services. The PAF may also be used by other government entities when developing and implementing project assessment methodologies.

Further details on the PAF are available at www.treasury.qld.gov.au by searching for Project Assessment Framework.

Business Case Development Framework

The Business Case Development Framework (BCDF) supports the implementation of the PAF by providing agencies with detailed guidance and tools to complete assessment and assurance of infrastructure proposals. The BCDF informs the development of proposals from early assessment stages through to detailed business case stage. It is scalable and can be applied to all infrastructure proposals.

The BCDF ensures that major infrastructure proposals are thoroughly assessed to provide a firm basis for government investment decisions. The BCDF guidance materials and templates are published and maintained by the Department of State Development and Infrastructure.

Further details on the BCDF are available at www.statedevelopment.qld.gov.au by searching for Business Case Development Framework.

1.3 Key capital projects and programs

Queensland Health Capacity Expansion Program

As Queensland’s population expands, so does the demand on the health system. In the 2024–25 Budget, the Queensland Government is providing a \$1 billion boost to this program to optimise patient flow within hospitals, reduce wait times and improve healthcare delivery.

Along with additional funding committed by the Australian Government and philanthropic contributions to the Queensland Cancer Centre, the Capacity Expansion Program now totals \$11.215 billion over 6 years to deliver around 2,200 additional overnight beds at 15 facilities across the Queensland health system:

- New Bundaberg Hospital
- New Coomera Hospital
- New Toowoomba Hospital
- New Queensland Cancer Centre
- Cairns Hospital expansion
- Hervey Bay Hospital expansion
- Ipswich Hospital expansion
- Logan Hospital expansion
- Mackay Hospital expansion
- Princess Alexandra Hospital expansion
- QEII Hospital expansion
- Redcliffe Hospital expansion
- Robina Hospital expansion
- The Prince Charles Hospital expansion
- Townsville University Hospital expansion.

Accelerated Infrastructure Delivery Program

Queensland Health is continuing to deliver the Accelerated Infrastructure Delivery Program to increase bed capacity by 289 overnight beds across several projects. In 2024–25, works continue at the Ripley Satellite Hospital site on the Sub-Acute Expansion and Multi-Storey Car Park, and at the Gold Coast University Hospital on the Sub-Acute Expansion.

Regional, Rural and Remote Health Infrastructure

To ensure Queenslanders receive world-class health care no matter where they live, Queensland Health continues to invest in health infrastructure, capital works and projects across regional, rural and remote Queensland. In 2024–25, the government’s continued funding of the \$943 million Building Rural and Remote Health Program (Phase 2) will see construction continue, including:

- Blackwater Multipurpose Health Service
- Camooweal Primary Health Care Centre
- Childers Multipurpose Health Service
- Cow Bay Primary Healthcare Centre
- Doomadgee Hospital
- Millmerran Multipurpose Health Service
- Moranbah Hospital Redevelopment
- Normanton Hospital
- Pormpuraaw Primary Health Care Centre
- Tara Hospital
- Staff Accommodation to support recruitment and retention in rural and remote areas
- other rural and remote investments to replace, upgrade or expand aging infrastructure, including locations at Bamaga, Chinchilla, Hughenden, Jandowae, Laidley, Richmond, Home Hill, Badu Island, Boigu, Horn Island, Laura, Biloela, Lockhart River and Boonah.

Cross River Rail

Cross River Rail is the largest transport project in South East Queensland. It is funded via a capital contribution of \$6.349 billion along with private financing of \$1.499 billion secured through a public private partnership.

This transformative transport project involves a new 10.2 kilometre rail line from Dutton Park to Bowen Hills, including 5.9 kilometres of twin tunnels under the Brisbane River and CBD and 4 new high capacity underground stations (at Boggo Road, Woolloongabba, Albert Street and Roma Street).

The Cross River Rail project is being delivered in partnership with the private sector through 2 major infrastructure packages of work: Tunnel, Stations and Development (TSD) with Pulse Consortium through a public private partnership; and Rail, Integration and Systems (RIS) through an alliance model with Unity Alliance.

The project will also support the introduction of a new world-class signalling system, the European Train Control System (ETCS), which will allow trains to run more frequently, efficiently and with improved safety.

Each of Cross River Rail's high-capacity stations will generate unique opportunities for urban renewal, economic development, inner-city precinct revitalisation and new employment.

Cross River Rail is into its fifth year of major construction, with work underway at 17 worksites across South East Queensland.

Cross River Rail is estimated to support up to 7,700 full-time equivalent jobs and 450 new apprenticeship and traineeship opportunities during construction.

Queensland Transport and Roads Investment Program

The Queensland Transport and Roads Investment Program (QTRIP) is a four-year program released annually outlining current and planned investments in transport infrastructure. QTRIP spans road, rail, bus, cycling and marine infrastructure on freight, commuter and recreational networks. QTRIP includes works for the Department of Transport and Main Roads, Queensland Rail and the Gold Coast Waterways Authority.

The program of works detailed in QTRIP 2024–25 to 2027–28 represents a \$37.4 billion investment over the 4 years. QTRIP is developed in accordance with funding allocations identified by the Queensland and Australian Governments in their annual budgets, which align to both governments' policy objectives and agendas. The strategic intent of QTRIP is shaped by state infrastructure planning processes and specific transport strategies and plans developed in accordance with state legislation.

Further details on QTRIP are available at www.tmr.qld.gov.au and by searching for QTRIP.

M1 Pacific Motorway Upgrades and Coomera Connector

A safe, efficient and reliable M1 Pacific Motorway plays an important role in driving productivity and competitiveness across South East Queensland. The program of works, jointly funded by the Queensland and Australian Governments, is delivering major projects, such as the Varsity Lakes (Exit 85) to Tugun (Exit 95) upgrade, Eight Mile Plains to Daisy Hill upgrade and the Exit 49 interchange upgrade at Pimpama. The Queensland and Australian Governments have also committed \$1 billion towards upgrades between Daisy Hill and the Logan Motorway.

The M1 program of works is complemented by the Queensland and Australian Governments' commitment of \$3.026 billion (on a 50:50 basis) to plan and construct Coomera Connector (Stage 1) between Coomera and Nerang. Coomera Connector (Stage 1) will provide an alternative route for the growing communities and commercial hubs of Helensvale and Coomera. This includes an additional \$864 million committed by both the Queensland and Australian Governments on a 50:50 basis to deliver the project. This brings the state's total contribution to \$1.513 billion, to ensure the project can be delivered for the community.

Bruce Highway Upgrades

The Bruce Highway is Queensland's major north-south freight and commuter corridor, connecting coastal population centres from Brisbane to Cairns over almost 1,700 kilometres. The Queensland Government will continue to work with the Australian Government to deliver the Bruce Highway Upgrade Program, aimed at improving safety, flood resilience and capacity along the length of the highway.

The 2024–25 capital program includes investment towards several key projects on the Bruce Highway, improving safety and access and supporting jobs across the regions, including the following example investments (noting the total budgets):

- \$1.730 billion to construct the Rockhampton Ring Road
- \$1.162 billion to construct Cooroy to Curra (Section D)
- \$948 million for the upgrade between the Gateway Motorway and Dohles Rocks Road (Stage 1)
- \$733 million funding commitment towards the upgrade between Anzac Avenue and Uhlmann Road
- \$336 million towards a bypass of Tiaro, to increase the flood immunity, safety and efficiency of the Bruce Highway
- \$290 million for the upgrade between Dohles Rocks Road and Anzac Avenue (Stage 1).

Gold Coast Light Rail (Stage 3)

The Australian Government (\$395.6 million contribution), Queensland Government (\$713.3 million contribution) and City of Gold Coast (\$110.1 million contribution) are co-funding the project, with a total project cost of \$1.219 billion.

Stage 3 of Gold Coast Light Rail will connect to the existing Gold Coast Light Rail network (from Helensvale to Broadbeach South), delivering a 6.7-kilometre extension from Broadbeach South to Burleigh Heads and providing 8 additional stations.

Logan and Gold Coast Faster Rail (Kuraby to Beenleigh) Upgrade

The Australian Government and Queensland Government have committed a total of \$5.75 billion (on a 50:50 basis) towards the Logan and Gold Coast Faster Rail (Kuraby to Beenleigh) upgrade.

To support growing population and rail patronage demand between Brisbane, Logan and the Gold Coast, the number of Beenleigh and Gold Coast train services needs to be doubled over the next 20 years. The rail line between Kuraby and Beenleigh is a capacity bottleneck on the rail corridor.

The Logan and Gold Coast Faster Rail project will increase the number of tracks from 2 to 4 and allow the free movement of both all-stops and express trains, so that more of our fastest services can run more frequently and more reliably.

The project will also improve train station accessibility by upgrading stations between Kuraby and Beenleigh, removing 5 level crossings, improving park 'n' ride facilities and providing a new continuous active travel path connecting to stations along the 20-kilometre section of upgraded tracks.

By connecting the largest centres in South East Queensland, the Gold Coast rail line will also play a significant role in servicing the travel needs of the Brisbane 2032 Olympic and Paralympic Games.

Queensland Train Manufacturing Program

The Queensland Government's Queensland Train Manufacturing Program (QTMP) was established to meet the increasing demand for rail transport in South East Queensland over the next 10 years.

The QTMP will build 65 new 6-car passenger trains at a purpose-built manufacturing facility at Torbanlea, in the Maryborough region. As part of the program, a new rail facility will also be constructed at Ormeau, in the Gold Coast region.

The QTMP will support South East Queensland's population and economic growth, as well as Cross River Rail and the Brisbane 2032 Olympic and Paralympic Games.

Construction of the facilities, trains and maintenance of the fleet will support Queensland jobs now and into the future. The program brings with it a pipeline of training and development opportunities to Queensland.

The Queensland Government has committed \$4.869 billion for the manufacturing phase of the QTMP.

Direct Sunshine Coast Rail Line (Stage 1)

The Direct Sunshine Coast Rail Line will transform travel to and from the Sunshine Coast, making the peak-hour commute by train between Brisbane and Caloundra 45 minutes faster than by car.

The Direct Sunshine Coast Rail Line will extend the South East Queensland rail network from the North Coast Line at Beerwah to Maroochydore. The first stage will see a 19-kilometre dual track built from Beerwah to Caloundra, making it the longest spur line in the south-east passenger rail network. Stage 1 will also see protection of the updated rail alignment all the way to Maroochydore and includes further planning, design and engagement with the market to confirm delivery costs and timeframes to deliver the Direct Sunshine Coast Rail Line to Birtinya. Stage 1 also includes enhancements to the bus network and new active transport facilities, to ensure communities around the Sunshine Coast have convenient and reliable connections to the stations.

The Queensland and Australian Governments have each committed \$2.75 billion to deliver the first-stage of the rail line from Beerwah to Caloundra by 2032. Stage 1 is expected to cost between \$5.5 billion to \$7 billion, with cost estimates to be finalised following further design development, market engagement and procurement.

The project is now in pre-delivery and major construction activities are expected to commence in 2026.

Beerburrum to Nambour Rail Upgrade (Stage 1)

The Beerburrum to Nambour (B2N) rail upgrade will provide a range of benefits for the community by increasing track capacity and improving reliability on the North Coast Line for passengers and freight in the growing Sunshine Coast region.

Works are progressing well on Stage 1 of B2N rail upgrade with preconstruction and design works currently underway for the main construction works. These works will duplicate the North Coast Line between Beerburrum and Beerwah, address level crossings on the alignment, expand the park 'n' ride facility in Beerburrum and undertake associated road works. B2N early works completed in August 2023 delivered new park 'n' ride facilities at Landsborough and Nambour

stations – creating 350 additional car parks, a new bus interchange at Landsborough station and a realigned one-kilometre section of Steve Irwin Way near Glass House Mountains. The timing for delivery and staging of construction works will be finalised following the completion of detailed design and after a construction contract is awarded.

The Australian and Queensland Governments have now committed \$1.004 billion towards the Beerburrum to Nambour Rail Upgrade (B2N) Stage 1, including a commitment of \$387.5 million from the Queensland Government. Future stages of the Beerburrum to Nambour Rail Upgrade will be confirmed as part of the \$6.3 million duplication study. This study will review demand to develop a blueprint for investment on the North Coast Line beyond the completion of B2N Stage 1 to 2046. The pathway to full duplication will also be considered within this study.

Social and Affordable Housing

The Queensland Government's recently announced housing plan, Homes for Queenslanders, sets a target of one million new homes by 2046, including 53,500 social homes. This is not a task the Queensland Government can deliver alone. It will work with the Australian Government and the community housing sector to deliver homes for Queenslanders.

Importantly, this new commitment reinforces previous social housing investment made by the Queensland Government. Since July 2021, the QuickStarts Queensland program has commenced 2,357 social homes, with 929 homes delivered and a further 560 homes in construction. The total social housing capital program in 2024–25 is almost 52 per cent greater than the 2023–24 housing capital program budget, including capital grants.

At the Queensland Housing Summit in October 2022, the Queensland Government boosted the Housing Investment Fund (HIF) to \$2 billion. Under the expanded HIF, \$130 million per annum is available to support an increased target of 5,600 new social and affordable home commencements by 30 June 2027. As at 30 April 2024, 846 social and affordable homes supported by the HIF have commenced. This includes 295 homes in construction and 375 homes which are delivered providing housing for approximately 675 people.

Southport Supportive Accommodation Project

As part of the 2024–25 Queensland Budget, the government has committed to the development of the Southport Supportive Accommodation Project. Importantly, this will be delivered on the Gold Coast, a region experiencing some of the greatest housing pressures across the state.

The Southport Supportive Accommodation Project will deliver approximately 200 social and affordable dwellings, subject to final design, to support people experiencing or at risk of homelessness and those experiencing housing instability. It will assist some of the community's most vulnerable cohorts including older women and women who have experienced domestic and family violence.

The Southport Supportive Accommodation Project will be underpinned by a best-practice supportive housing model. It will include wrap-around services for people with high needs and offer onsite support services to residents and specialised tenancy management support.

The Southport Supportive Accommodation Project forms part of the Queensland Government's Homes for Queenslanders plan, which is targeting 53,500 social homes by 2046, including supported accommodation places.

Government Employee Housing

In 2024–25, the Queensland Government will invest \$162.9 million to deliver secure and fit-for-purpose government employee housing in remote and regional communities, as part of its commitment to attract and retain key frontline staff.

This program will include new accommodation for staff delivering critical services, replacement or refurbishment of residences at the end of their useful life to modern design standards. It will also include the upgrade of residences to ensure they remain of an appropriate amenity for government workers in locations across Queensland.

New School Infrastructure

Through the Building Future Schools Program, the government is delivering new state schools in high-growth areas across Queensland.

The government has delivered 27 new schools since 2015 and a further 2 new schools will open in 2025.

The Department of Education is planning for the delivery of more new schools and additional classrooms to meet expected enrolment growth into the future. This year's Budget includes \$334 million over 4 years to deliver new and upgraded, fit-for-purpose, learning environments that support educational outcomes.

Queensland Energy and Jobs Plan

The Queensland Energy and Jobs Plan (QEJP) outlines the pathway over the next 10 to 15 years to transform Queensland's energy system to deliver clean, reliable and affordable power, create a platform for strong economic growth and continued investment, and support the achievement of the state's renewable energy and emissions reduction targets.

Through publicly-owned energy entities, the 2024–25 capital program continues to deliver on the QEJP with investments across a range of renewable energy, storage and network projects that will support the decarbonisation of the State's energy system, including:

- \$712 million for Powerlink to continue delivery of the CopperString 2032 transmission line from Townsville to Mt Isa, connecting the Queensland North West Minerals Province to the national electricity grid
- \$935.9 million for Queensland Hydro to progress the 2 gigawatt, 24-hour Borumba Pumped Hydro Energy Storage project
- \$500 million for CS Energy to invest in the 285 megawatt Lotus Creek Wind Farm in Central Queensland
- \$424 million for Stanwell to develop the 436.5 megawatt Tarong West Wind Farm near Kingaroy
- \$376.7 million for Stanwell to develop Stages 1 and 2 of the Wambo Wind Farm near Dalby, with a combined capacity of 506 megawatts, in partnership with global renewables developer, Cubico
- \$369.9 million for Stanwell to develop the 300 megawatt, 4-hour Central Renewable Energy Zone Battery at Stanwell Power Station – Queensland's largest grid-scale battery project

- \$274.8 million for CleanCo to continue construction of the 250 megawatt, 2-hour Swanbank Battery
- \$254.7 million for Energy Queensland to continue delivery of the Local Network Battery Plan across Queensland
- \$174.3 million for CS Energy develop the 228 megawatt Boulder Creek Wind Farm near Rockhampton
- \$131.4 million for CS Energy to develop the 200 megawatt, 2-hour Greenbank Battery.

Borumba Pumped Hydro Energy Storage

In 2023–24, the Queensland Government proceeded with the 2 gigawatt, 24-hour Borumba Pumped Hydro Energy Storage project located southwest of Gympie. This project will be delivered by the Queensland Government-owned Queensland Hydro and is a cornerstone investment of the QEJP. The project, which is subject to final approvals by the Queensland and Australian Governments, plays a fundamental role in meeting the Queensland Government's renewable energy and emission reduction targets.

The total cost to deliver the Borumba Pumped Hydro Energy Storage project is estimated to be \$14.159 billion. The 2023–24 Queensland Budget approved up to \$6 billion in equity funding over the project's construction phase. In 2024–25, Queensland Hydro is investing \$935.9 million to progress approvals, continue exploratory works and procure the main works for this project.

In addition to supporting the transition of Queensland's electricity grid towards renewables, the project will provide benefits to the local economy. The construction workforce will peak at over 2,000. Exploratory works are expected to continue through 2024–25, with main works targeted to commence in 2025.

Pioneer-Burdekin Pumped Hydro Energy Storage

In 2023–24, the Queensland Government provisioned \$1 billion of equity to support the assessment, feasibility and progress of the Pioneer-Burdekin Pumped Hydro Energy Storage project located west of Mackay. This work will continue in 2024–25, with staged construction expected to commence in 2026–27 subject to a final investment decision.

CopperString 2032

The Queensland Government is investing \$5 billion in CopperString 2032, a transmission line from Townsville to Mount Isa that will connect Queensland's North West Minerals Province to the national electricity grid. In 2024–25, Powerlink is investing \$712 million on construction works for the project.

This project, to be delivered by Queensland Government-owned Powerlink, will unlock one of Australia's largest renewable energy zones and potentially more than \$500 billion in new critical minerals in North Queensland. It will connect vast renewable wind and solar resources with critical minerals mining and processing that can be used to make batteries and renewables. CopperString 2032 has the potential to support around 800 direct jobs during construction (to 2029) and thousands more in critical minerals mining and renewable energy industries.

In October 2023, the government announced a \$1.3 billion Delivery Launch Package to progress the project, which is supporting early works and construction later in 2024. Through this package, Powerlink is establishing 100 permanent project jobs, procuring electrical equipment, undertaking

site investigations and detailed planning and design activities, and advancing site infrastructure works, including camps and access works.

This project will support the QEJP and the State's transition to clean, reliable and affordable power.

Works for Queensland

The \$1.1 billion Works for Queensland program will continue to support local governments outside South East Queensland by funding job-creating maintenance and minor infrastructure projects relating to assets owned or controlled by local governments. In 2024–25, \$124.5 million will be delivered towards Works for Queensland projects.

Disaster Resilience Program

As one of the most disaster impacted states in Australia, it is imperative to help local Queensland communities better prepare for future natural disasters. Increasing the resilience of infrastructure and investing in innovative programs to lessen the impacts of natural disasters means that communities can recover more quickly after a natural disaster strikes.

The Queensland Reconstruction Authority (QRA) will administer a suite of programs in 2024–25 aimed at promoting disaster recovery and resilience of Queensland communities.

QRA will allocate \$38.2 million in 2024–25 as part of \$95.4 million to be administered over 3 years towards high priority disaster resilience and mitigation infrastructure projects jointly funded by the Queensland and Australian Governments from Disaster Recovery Funding Arrangements efficiencies.

A further \$6.7 million is allocated in 2024–25 towards 6 projects worth \$16.8 million being delivered over 3 years, to assist recovery and post-disaster initiatives in communities significantly impacted by the South East Queensland Rainfall and Flooding event, funded by the Australian Government's Emergency Response Fund.

The \$10 million North Queensland Natural Disaster Mitigation Program will allocate \$2 million in 2024–25 to help local governments in North and Far North Queensland reduce their disaster risk and assist in reducing the growth of insurance costs for residents, businesses and the community.

Lockyer Valley Correctional Centre

In 2023, the Southern Queensland Correctional Precinct - Stage 2 was formally named the Lockyer Valley Correctional Centre in recognition of the region in which it is located. Construction of the over 1,500-bed facility commenced in early 2021 and will continue into 2024–25, with the centre forecast to commence commissioning in late 2024.

Upon completion, the \$885.3 million centre will continue to provide significant economic benefits to the Lockyer Valley region, with more than 900 operational staff required, including custodial correctional officers, trade instructors, psychologists, occupational therapists and social workers.

This new state-of-the-art facility will enable a health and rehabilitation operating model, which will help to address complex prisoner needs such as mental health and substance abuse and reduce the risk of reoffending. It will also ease overcrowding across Queensland's correctional services system and deliver a safer environment for staff, prisoners and the community.

Domestic and Family Violence Courthouse Improvements

As part of the continued response to the Queensland Women’s Safety and Justice Taskforce, *Hear her voice – Report one – Addressing coercive control and domestic and family violence in Queensland*, the Queensland Government is committed to a range of domestic and family violence (DFV) courthouse capital upgrades to support enhanced delivery of DFV services at selected locations. These capital improvements to existing courthouse infrastructure will make facilities functional, client-centred and trauma-informed and support the safety of victims of domestic and family violence attending court.

This includes \$49.1 million over 4 years from 2022–23 to complete DFV capital upgrades to Mackay, Ipswich, Cairns, Caboolture, Maroochydore, Toowoomba, Rockhampton and Brisbane courthouses, including new DFV courtrooms and safe rooms, reconfigured registry counters, public waiting areas and interview rooms, improved stakeholder facilities, public amenities and security infrastructure, to maximise victim safety.

Construction was completed at Ipswich and Caboolture Courthouses in 2023–24. Construction is anticipated to commence in 2024–25 at the remaining sites.

Youth Detention Centre

The government will continue to progress work on a new youth detention centre for Queensland. The facility will be built at the Woodford Correctional Precinct, north west of Brisbane, with a projected construction cost of \$627.6 million over 5 years from 2023–24.

Construction of the new 80-bed youth detention centre at Woodford commenced in early 2024, with Stage 1 of the centre expected to be complete by 2026.

The centre will include therapeutic design elements aimed at supporting the rehabilitation of young people and improving community safety. These include smaller, home-like accommodation units; consultation and treatment rooms; multi-purpose spaces for education, skills development, and training; and areas for physical activity. The design of the centre also considers and incorporates First Nations knowledge and culture. The Jinibara People Aboriginal Corporation provided guidance and expertise on important elements, including spaces for community, cultural connection and green spaces and landscaping.

The government is also providing additional funding for the construction of a 40-bed youth detention centre at Cairns, however expenditure for this measure is subject to commercial negotiations.

Port of Townsville Channel Capacity Upgrade

Delivery of the Townsville Channel Capacity Upgrade (TCCU), which commenced in early 2019, is nearing completion with the dredging component of works concluding in March 2024 and reclamation area works continuing throughout 2024. The TCCU, the largest infrastructure project in the port’s history, widens the shipping channel to allow access for larger vessels and facilitate future trade growth in the region.

The TCCU project is jointly funded by the Queensland and Australian Governments and the Port of Townsville Limited (POTL), and forms part of the Townsville City Deal signed in December 2016. The total project cost of the TCCU project is \$251.2 million with the Queensland Government contributing \$105 million, the Australian Government committing \$75 million, and

POTL funding the remainder. The TCCU project will continue to support the local economy and jobs, with more than 2,000 people having worked on the project to-date.

Gladstone Port Northern Land Expansion Project

The Queensland Government committed \$100 million in the 2023–24 Budget for Gladstone Ports Corporation Limited to facilitate the \$116 million Port of Gladstone Northern Land Expansion Project.

Funded through coal royalty revenues, the Northern Land Expansion Project involves construction of a bund wall for development of a new reclamation area at the port's Northern Trade Precinct near Fisherman's Landing. This development supports the release of additional land at the Port of Gladstone for prospective users and will facilitate the development of renewable energy projects such as hydrogen and other industries.

Cairns Marine Precinct – Common User Facility

The Queensland Government has committed \$180 million to deliver an expansion of the Cairns Marine Precinct with the development of a Common User Facility delivered by Far North Queensland Ports Corporation Limited. The proposed Common User Facility will include a 5,000 tonne shiplift, a new wharf, 3 hardstand areas and 2 blast and paint sheds.

The Queensland Government is working with the Australian Government, which has committed to a co-contribution of \$180 million, bringing total funding to \$360 million to progress the project.

This investment, including \$37 million in 2024–25, will help diversify the Cairns economy and take advantage of emerging commercial and defence-related opportunities for the precinct as an Australian Navy Regional Maintenance Centre. It will ensure that the Port of Cairns continues to be the leading maintenance, repair and overhaul facility in Northern Australia.

Bowen Wharf replacement project

In the 2023–24 Budget, the Queensland Government committed \$50 million from coal royalty revenues for North Queensland Bulk Ports Corporation to progress plans, designs and approvals for the replacement of the Bowen Wharf which is nearing the end of its useful life.

Following extensive consultation with stakeholders on design options, the 2024–25 Budget includes \$2 million to progress detailed design works and approvals to replace the Bowen Wharf. Construction works are planned to occur between 2025 and 2028.

Dam Improvement Program

To ensure state-owned dams continue to operate safely during extreme weather events, the 2024–25 Budget allocates \$303.4 million to the Dam Improvement Programs of Sunwater, Seqwater and Gladstone Area Water Board. This includes further planning, early and enabling works, and commencement of major improvement works.

Construction is expected to commence later this year on the Lake Macdonald Dam improvement project, with budgeted expenditure of \$71.4 million in 2024–25.

The Queensland Government has allocated \$540 million towards raising and improving Burdekin Falls Dam. The 2-metre raise will create an additional 150,000 megalitres of water supply, supporting long-term economic development in North Queensland. Sunwater is forecasting expenditure of \$73.9 million in 2024–25 to continue planning and preconstruction activities, including finalising the Environmental Impact Statement process.

The 2024–25 Budget also supports the government’s commitment to build a new Paradise Dam wall, with \$109.6 million allocated to continue planning and enabling works in 2024–25. The Queensland and Australian Governments have each committed \$600 million to the project, which will ensure safe and secure water supply to support economic growth in the Bundaberg region. Planning work and preconstruction activities will also continue for future upgrades to Somerset, Wivenhoe, North Pine and Awoonga Dams.

South West Pipeline

The \$95.2 million South West Pipeline project is nearing completion and will be the largest addition to the South East Queensland Water Grid since completion of the Northern Pipeline Interconnector in 2012.

The 24-kilometre pipeline will connect Beaudesert to the South East Queensland Water Grid to improve regional water security as well as supporting the Bromelton State Development Area. Up to 100 jobs were supported during construction which is on track to be completed in mid-2024.

Toowoomba to Warwick Pipeline (formerly the Southern Downs Drought Resilience Package)

The Queensland Government committed \$273.1 million for construction of the Toowoomba to Warwick Pipeline, part of a more than \$300 million investment into water security in the Toowoomba and Southern Downs regions. The project will provide a permanent water supply to 3,400 residents in parts of the Toowoomba region and a much-needed drought contingency supply to 24,000 residents in the Southern Downs region.

Seqwater is delivering the pipeline, with an average of 400 jobs during construction, and targeted completion in 2026–27.

Mount Crosby Flood Resilience Program

The 2024–25 Budget provides \$26.1 million of investment for projects under Seqwater’s Mount Crosby Flood Resilience Program.

This program is delivering major works to improve the flood resilience of critical infrastructure located at Mount Crosby, including the replacement and relocation of the existing East Bank substation, construction of a new 2-lane road bridge adjacent to the Mount Crosby Weir which was completed earlier this year and electrical upgrades to the East Bank Pump Station.

Fitzroy to Gladstone Pipeline

The Fitzroy to Gladstone Pipeline is a 117-kilometre raw water pipeline with capacity to transfer 30 gigalitres of water per annum from the Lower Fitzroy River to Gladstone. The pipeline will provide long term water security to Gladstone’s large industrial base and its urban areas. The pipeline is also expected to meet some early-stage water demands of the region’s emerging clean energy industry, including hydrogen.

The Queensland Government has approved \$550 million of equity funding and a capital grant of up to \$365 million in 2023–24, along with debt funding from the Gladstone Area Water Board, to complete and operationalise the pipeline which will also support an estimated 400 jobs during construction. Expenditure to 30 June 2024 is estimated at \$592 million. Gladstone Area Water Board will deliver and operate the pipeline. The pipeline is expected to be commissioned by mid-2026.

Brisbane 2032 Olympic and Paralympic Games

The 2024–25 Queensland Budget provides for total capital expenditure for Brisbane 2032 Olympic and Paralympic Games (Brisbane 2032) venues infrastructure of \$7.1 billion over the 9 years to 2032–33 to be delivered by the Games Venue and Legacy Delivery Authority, once established.

Funding contributions have been agreed between the Queensland and Australian Governments for the jointly funded \$7.1 billion venues infrastructure program to support the hosting of Brisbane 2032. The allocation of funding for specific venues projects is subject to government investment decisions following completion of project assessment activities.

Consistent with the government's response to the Sport Venue Review, the venues infrastructure program comprises the Brisbane Arena (\$2.5 billion), upgrades to the Queensland State Athletics Centre and refurbishment of the Gabba Stadium and Suncorp Stadium (\$2.7 billion), and 15 new or upgraded venues under the Minor Venues Program (\$1.9 billion). Of this, total funding of \$560.6 million is allocated for minor venues works now in procurement, including Chandler Indoor Sports Centre (\$214 million), Brisbane Aquatic Centre (\$42.5 million), Sunshine Coast Indoor Sports Centre (\$142.3 million), Sunshine Coast Mountain Bike Centre (\$13.9 million) and Sunshine Coast Stadium (\$147.9 million).