



JOB: BOOSE. The Northern Access work progress on Rockhampton's outskirts. The project will link up with the Rockhampton Ring Road, which has been identified as one of the key Queensland projects in the pipeline.

**DAN KNOWLES**

QUEENSLAND has \$50 billion in new roads, rail, mines and other infrastructure in the pipeline for the next five years with major public sector works greenlit but private investment well and truly in the "maybe" basket, a major report card released to *News Queensland* shows.

Significant projects such as inland rail, Gold Coast light rail stage 3, Cross River Rail, Brisbane Metro and upgrades to the Pacific Motorway and Bruce Highway, and essential water infrastructure developments are all under way or close to starting, the *Queensland Major Projects Pipeline 2020* report shows.

But private investment is badly lagging, and with it the 6600 extra construction jobs riding on the megaprojects getting off the drawing board, awaiting cash, the report from Queensland Major Contractors Association and

the Infrastructure Association of Queensland said.

The report says there are 222 projects worth at least \$50 million each across the state, totalling \$50.6 billion, in the pipeline from 2019-20 to 2023-24.

Of that, \$27.4 billion is funded and ready to go but another \$23.2 billion is still awaited.

While the report says Queensland has plenty of opportunities and reasons to be optimistic – including being well placed to supply the world with green exports and renewable power – it also warns without government making it more attractive for the private sector to sign up to big projects, jobs are at risk.

"The high proportion of unfunded major project work is reflected in the labour force outlook, should a 'worst case scenario' occur with respect to all unfunded projects, then the workforce outlook becomes

negative with an expected drop in employment in the later years of the pipeline," it says.

"In this scenario, workforce demand would not surpass the peak of 15,800 fulltime-equivalent roles in 2019-20 and would drop to 8506 fulltime-equivalent roles by 2023-24."

On the "optimistic" flipside, if all the projects were funded, demand for workers would increase 40 per cent, even though that would create a supply problem as Queensland competes with the massive amount of infrastructure being built in New South Wales and Victoria.

"We are delighted to see significant growth in the pipeline, with works totalling \$50.6bn scheduled between 2019-20 and 2023-24," QMCA chief executive Jon Davies said.

"However, there is still an element of risk around the

total figure as \$23.2bn of work is not funded at this stage.

"This is mostly down to planned resources and energy projects which take considerable time to plan, fund and gain approval.

"Overall there are reasons to be optimistic, with many major projects such as Inland Rail, Cross River Rail, Brisbane Metro and upgrades to the M1, Bruce Highway and essential water infrastructure developments beginning in earnest.

"There is also good news for regional Queensland with significant increases in funded work in the pipeline for the Darling Downs-Maranoa, Townsville and Fitzroy regions, with smaller increases for the Gold Coast, Sunshine Coast, Wide Bay and Cairns regions."

Co-authors the Infrastructure Association of Queensland said there were "reasons to be optimistic" and the current coronavirus uncertainty shows why we need a plan for the future.

"The report says coming to terms with climate change offers Queensland the chance to protect its tourism and farming economy as well as making money from green energy and mining the state's deposits of minerals needed for the renewables industry.

It also points to the 2032 Olympics bid as a great catalyst to lift business confidence.

"The 2032 Olympics bid is still strongly supported by IAQ as a platform for step changing Queensland' global reputation and injecting dollars to uplift much needed infrastructure to support our population growth," IAQ chief executive Priscilla Radice said.

"Pandemics are a shocking global reality, but we need to keep an eye on the horizon as we navigate the current storm."

**FITZROY**

**Investment:** \$4.5b

**Per cent unfunded:** 32

**Sectors driving growth:** Defence, roads, coal and renewables

**Population:** 225,890

**Where the jobs are:**

Defence, roads, coal, renewables and water

**Funded projects:**

Rockhampton Ring Road

(\$750m)

Singapore Force Posture

Initiatives - Shoalwater Bay

(\$400m)

Shoalwater Bay - Remediation

(\$120m)

Lower Fitzroy River

Infrastructure Project - New

Weir at Rookwood (\$195m)

Rodds Bay Solar Farm (\$123m)

Port of Gladstone - RG Tanner

Coal Terminal (\$200m)

Queensland Carbs LNG

Upstream Field Development

(Sustaining), Gladstone LNG

Upstream Field Development

(Sustaining)

**On the drawing board:**

Comet Solar Farm (\$172m)

Styx's Coal project (\$270m)

Gladstone Energy and

Ammonia Project (\$600m)

Rollleston Expansion (\$280m)

Port of Gladstone - Second

Shipping Lane (\$196m)

Source: Queensland Major

Projects Pipeline 2020

**MACKAY/ISAAC**

**Population:** 173,119

**Where the jobs are:** Coal, rail and renewables

**Funded projects:**

Clarke Creek Wind (\$525m)

Bruce Highway - Sarina to

Cairns - Mackay Ring Road /

Bypass - Stage 1 (\$215m)

Bruce Highway - Mackay Ring

Road Stage 2 - Mackay Port

Access Road (\$228m)

North Gullee Basins Rail

(\$900m)

Peak Downs Hwy

Improvements - Elton Range

(\$120m)

Carmichael Coal Mine Project

(\$978m)

**On the drawing board:**

Bruce Highway - Goongah

Plains Upgrade (\$248m)

Arrow Bowen Pipeline

(\$360m)

Eagle Downs Coking Coal

(\$600m)

Grosvenor Underground Stage

2 (\$350m)

Peak Downs Expansion

(\$345m)

Hall Creek Extension -

Underground (\$660m)

Olive Downs (\$600m)

Middlemount Coking Coal

Mine Stage 2 (\$284m)

Eaglefield Coal Mine

Expansion (\$1.2bn)

Ironbark No. 1 Coal Project

(\$280m)

Drake Coal (\$280m)

Milbernum Expansion

(\$320m)

Winchester South (\$900m)

Moranbah North (\$400m)