Building Queensland will soon release its third Infrastructure Pipeline Report identifying priority proposals to inform the state government’s decisions on unfunded infrastructure.

The Infrastructure Pipeline Report presents Building Queensland’s independent assessment of priority infrastructure proposals under development by Queensland Government agencies, including departments, government owned corporations and statutory bodies. These are proposals that have an estimated capital cost greater than $50 million that are yet to receive a funding decision from the Queensland Government.

Importantly, the Pipeline Report is set out by stage of development to provide visibility of a proposal’s status. Inclusion in the Pipeline Report is Building Queensland’s recommendation to government to further develop that proposal.

Since the release of the first Pipeline Report 12 months ago, five projects recommended as priorities by Building Queensland have received either partial or full government funding. Projects like Cross River Rail, the European Train Control System (ETCS)—Inner City and Pacific Motorway—Mudgeeraba to Varsity Lakes all received state government funding based on a combination of Building Queensland’s completion of detailed business cases or proposal analysis and recommendations as part of the Infrastructure Pipeline process. Similarly, several proposals have been further developed and are progressing through the project assessment process.

Established as a statutory authority on 3 December 2015 under the Building Queensland Act 2015, Building Queensland provides independent expert and respected advice on crucial infrastructure investment decisions that will shape the future of Queensland.

Helping the Queensland Government to understand the service needs and benefits of an infrastructure proposal before making decisions about future investments is the core of Building Queensland’s activities. Ensuring consistency in the standard of infrastructure proposals being developed across the Queensland Government invariably involves early stage investigations to ensure the service need is substantiated and the benefits sought are identified and can be achieved. Building Queensland, through application of its Business Case Development Framework, is bringing rigour and consistency to proposal development, and ultimately supporting the progression of proposals that address a demonstrated need for the state.

With projects spanning most infrastructure sectors, more recently Building Queensland has been leading Business Case assessments for the Lower Fitzroy River Infrastructure Project, Nullinga Dam, Arthur Gorrie Correctional Centre, Townsville Eastern Access Rail Corridor (TEARC) and the Smithfield Transport Corridor Upgrade.

Building Queensland also provides visibility of major project development through the publication of proposal summaries that it is leading or where it has assisted. To further increase visibility of government investment decisions, Building Queensland publishes cost benefit analysis summaries for the Business Cases it has led.

All Levels of Government, Working Together
While the state government
is responsible for setting Queensland’s infrastructure forward program, the advice Building Queensland provides is the culmination of collaborative, cross-agency relationships with a focus on providing the best advice for the infrastructure outcomes of Queensland. This collaboration often crosses all levels of government, including Commonwealth and local governments, and the private sector. Engaging with all project stakeholders, including local government, in the development of detailed Business Cases only adds to the informed advice Building Queensland delivers to state government to ensure best outcomes for the future of the state’s infrastructure.

In November 2015, Townsville City Council signed a 15-year agreement with state and federal governments to work together on a collective program of planning, reform and investment in Townsville. The City Deal commits to actions, investments, reforms and governance needed to implement them. It encourages local leadership and good governance. For its part, Building Queensland is working in partnership with the Department of Transport and Main Roads leading the development of a Detailed Business Case for TEARC, a project identified by the City Deal Implementation Plan under its ‘Industry Powerhouse of the North’ initiative. Through collaboration with all levels of government and community and industry stakeholders, Building Queensland is working to deliver a robust Business Case which considers project options associated with the acceleration of the Townsville State Development Area and the potential future expansion of the Port of Townsville.

The delivery of the TEARC project will enhance regional development and economic growth through industrial investment attraction, allow for the development of additional jobs growth and skills, support trade and investment through the Port of Townsville and broaden industry development through enhanced supply chain opportunities.

Working closely with our partners across government and applying robust analysis to support proposal development and project selection is critical to ensure the government’s investment in infrastructure meets the needs of the state, adds to productive capacity and delivers social and environmental benefits.

To find out more, visit www.buildingqueensland.qld.gov.au