

**NATIONAL PARTNERSHIP AGREEMENT ON  
IMPLEMENTATION OF THE NATION BUILDING PROGRAM  
IN QUEENSLAND, 2009-2014**

**AN AGREEMENT BETWEEN**

**THE COMMONWEALTH OF AUSTRALIA**

**AND**

**THE STATE OF QUEENSLAND**

This Memorandum of Understanding provides the basis for a collaborative partnership approach between the Commonwealth and Queensland for implementing projects in the Nation Building Program funded under Part 3 of the *AusLink (National Land Transport) Act 2005* (the 'Act') to develop the National Land Transport Network in Queensland. It also applies to projects funded under Parts 4 and 6 of the Act where payment is made directly to Queensland.

This Memorandum of Understanding will apply from the date of execution to 30 June 2014.

## PRELIMINARIES

1. The Australian Transport Council's Vision for Australia's Transport Future<sup>1</sup> is:

*Australia requires a safe, secure, efficient, reliable and integrated national transport system that supports and enhances our nation's economic development and social and environmental well-being.*

2. A significant part of realising this vision lies in the implementation of the Nation Building Program.

3. The Nation Building Program provides funding under Part 3 of the 'Act' for projects on the National Land Transport Network, which is a single defined network comprising nationally important land transport links. The Nation Building Program also provides funding for projects under Part 4 and Part 6 of the 'Act' where that funding is directly to Queensland. The Nation Building Program sets out Commonwealth investment priorities. Many of the Commonwealth's investment priorities closely reflect State and Territory priorities and interests. It is the Commonwealth and State and Territory Governments' joint responsibility to ensure that the Nation Building Program can effectively address the following:

- 3.1 effective and safe operation of the National Land Transport Network through integration of transport and land use planning at a network level; and
- 3.2 supply chain and urban transport priorities.

4. The delivery of the Nation Building Program is implemented cooperatively by the Commonwealth and Queensland in accordance with:

- 4.1 provisions of the *AusLink (National Land Transport) Act 2005* (the 'Act')
- 4.2 this Memorandum of Understanding (MOU); and
- 4.3 the *Notes on Administration for the National Partnership Agreement on Implementation of the Nation Building Program* (Notes on Administration) issued from time to time.

5. This MOU is not a written agreement between the Commonwealth and Queensland relating to the provision of Commonwealth funding for any particular project and therefore is not a 'funding agreement' for the purposes of section 4 of the 'Act'. It is an agreement for the purposes of indicating the level of funding the Commonwealth intends to provide to Queensland for the Nation Building Program and the arrangements applying to this funding.

6. Where this MOU or the Notes on Administration are inconsistent with the terms of the 'Act', the Parties acknowledge that the terms of the 'Act' will prevail.

7. Funding to Queensland for projects listed in Schedule A is provided through National Partnership project payments under the new framework for Commonwealth-State financial relations. This MOU represents a Partnership Agreement and sets out the agreement between

<sup>1</sup> Australian Transport Council, Joint Communiqué, 2 May 2008, p.7.

the Commonwealth and Queensland for National Partnership project payments, specifies the amount of funding to be provided by the Commonwealth to Queensland from 1 July 2008 to 30 June 2014, and arrangements applying to this funding from commencement of this MOU.

8. Nothing in this MOU precludes the Parties from implementing a supplementary agreement for specific parts of the National Land Transport Network. The Commonwealth may also provide funding for land transport purposes to Queensland outside the terms of this MOU and the 'Act'.

## PART 1 – FORMALITIES

### Parties to this MOU

9. This MOU is between:  
THE COMMONWEALTH OF AUSTRALIA (the Commonwealth)  
and  
THE STATE OF QUEENSLAND (Queensland)

10. In entering this MOU, the Parties recognise the importance of sustaining overall investment in more efficient and better integrated land transport linkages aimed at improving Australia's economic growth and international competitiveness.

11. The Parties are committed to working together cooperatively and actively to implement this MOU.

### Interpretation

12. The terms used in this MOU, unless otherwise specified, have the meanings given to them in the 'Act' and the Notes on Administration.

13. In this MOU:

- 13.1 'Annual Program' means the document provided by the Commonwealth at the time of the Commonwealth Budget setting out a budget for eligible expenditure on the projects listed at the time in Schedule A.
- 13.2 'Nation Building Program' means the program of funds for the Australian Government's investment in land transport infrastructure.
- 13.3 'Commonwealth Minister' means the Minister administering the *AusLink (National Land Transport) Act 2005* as amended from time to time.
- 13.4 'National Land Transport Network' means the National Land Transport Network, as in force from time to time, that is determined by the Commonwealth Minister under Part 2 of the *AusLink (National Land Transport) Act 2005* as amended from time to time.
- 13.5 'Total Project Funding' means the total amount of funding that the Commonwealth agrees to make available for projects specified in Schedule A for the period 1 July 2008 to 30 June 2014. It does not include maintenance funding.

### Term of the MOU

14. This MOU commences upon signature by the Parties and will expire on 30 June 2014, or earlier if agreed to in writing by the Parties. This MOU supersedes any bilateral agreement in place between the Commonwealth and Queensland for the implementation of the AusLink National Land Transport Plan.

## PART 2 - OBJECTIVES AND OUTCOMES

### Objectives

15. The MOU aims to support the transport policy objectives adopted by the Australian Transport Council to achieve its Vision for Australia's Transport Future. These objectives are:

- 15.1 **ECONOMIC:** To promote the efficient movement of people and goods in order to support sustainable economic development and prosperity.
- 15.2 **SAFETY:** To provide a safe transport system that meets Australia's mobility, social and economic objectives with safety for its users.
- 15.3 **SOCIAL:** To promote social inclusion by connecting remote and disadvantaged communities and increasing accessibility to the transport network for all Australians.
- 15.4 **ENVIRONMENTAL:** Protect our environment and improve health by building and investing transport systems that minimise emissions and consumption of resources and energy.
- 15.5 **INTEGRATION:** Promote effective and efficient integration and linkage of Australia's transport system with urban and regional planning at every level of government and with international transport systems.
- 15.6 **TRANSPARENCY:** Transparency in funding and charging to provide equitable access to the transport system, through clearly identified means where full cost recovery is not applied.

### Outcomes

16. The MOU will contribute to the following outcomes for Commonwealth funded road and rail network:

- 16.1 increased infrastructure capacity and efficiency;
- 16.2 improved safety and security;
- 16.3 improved transport productivity on nationally strategic and export-oriented freight corridors;
- 16.4 improved reliability of travel on interstate and inter-regional corridors;
- 16.5 consistency with viable long-term economic and social outcomes and with the obligation to current and future generations to sustain the environment; and
- 16.6 consistency with strategic planning and urban transport outcomes.

**Project Approvals, Funding Conditions and Application of Commonwealth and State/Territory Requirements**

25. The Commonwealth Minister will consider all projects specified in Schedule A to this MOU in accordance with the requirements of the 'Act', and will approve projects that meet the requirements of that Act. The Parties recognise that funding will only be provided to projects which are approved in accordance with the 'Act'.

26. Projects which are approved under the 'Act' must comply with the mandatory conditions imposed under that Act, with any conditions determined by the Commonwealth Minister under section 27 of that Act, and other Commonwealth and State/Territory laws where applicable. This includes the Building and Construction Industry Occupational Health and Safety Accreditation Scheme established under the provisions of the *Building and Construction Industry Improvement Act 2005*. Further guidance on compliance with other laws and requirements is covered in more detail in the Notes on Administration.

27. Queensland agrees to adhere to the National Code of Practice for the Construction Industry and the associated Australian Government Implementation Guidelines as applied from time to time and as advised by the Commonwealth.

**Asset Ownership and Maintenance**

28. The Parties recognise that ownership and responsibility for those parts of the National Land Transport Network that are within Queensland boundaries will remain with Queensland.

29. Commonwealth road maintenance funding will be provided to Queensland on condition that Queensland:

- 29.1 maintains National Land Transport Network roads within Queensland to an agreed level of service, which is equal or superior to the current level of service; and
- 29.2 supplies agreed data on the condition and usage of, and maintenance expenditure on, the Network to enable the Commonwealth to meet its accountability and reporting requirements.

### Notification of Impacts on Network

30. The Parties recognise that the effective and safe operation of the National Land Transport Network serves both national and State/Territory objectives. Accordingly, the Parties recognise the need to:

- 30.1 integrate transport and land use planning at a network level to ensure the safe and effective operation of the National Land Transport Network, and appropriate interaction between this Network and State/Territory arterial road and local road networks; and
- 30.2 to the degree that it is within their control, avoid excessive additions to the traffic load on the National Land Transport Network from State/Territory arterial or local road systems.

### 31. Queensland agrees to:

- 31.1 inform the Commonwealth of any proposed amendments to planning schemes or new State/Territory Planning Policies (particularly for metropolitan areas and major regional centres) which might materially affect the operation of the National Land Transport Network so that the Commonwealth has an opportunity to express a view on any proposed amendment or policy; and
- 31.2 make appropriate use of State/Territory Government powers, including under relevant State/Territory legislation, to ensure the impact of any project or planning scheme on the National Land Transport Network is consistent with its intended use in the National Land Transport Network.

### Acknowledgement and Publicity

32. In all publications, promotional and advertising materials, public announcements and activities in relation to a project, Queensland must acknowledge the financial support that Queensland has received from the Commonwealth, in the manner set out in the Notes on Administration, or as approved by the Commonwealth prior to its use.

33. The Commonwealth reserves the right to publicise and report on the funding awarded to Queensland. The Commonwealth may do this by including Queensland's name in media releases, general announcements about funding and in annual reports, the amount of the funds given to Queensland and the title and a brief description of the project.

34. Clauses 32 and 33 apply for the Term of this MOU and for a period of 7 years from the date of its expiration.

## **PART 4 – PERFORMANCE BENCHMARKS AND REPORTING**

### **Performance benchmarks and indicators**

35. Subject to the provision of funding by the Commonwealth, Queensland is to meet the following performance benchmarks:

- 35.1 efficient implementation and delivery of monthly and annual reporting, in accordance with the Notes on Administration; and
- 35.2 effective delivery of projects listed in Schedule A.

36. Achievement of these performance benchmarks may be assessed for Queensland with reference to the following performance indicators:

- 36.1 timely completion and provision of audited financial statements and audit reports, other annual reports, and monthly progress reports for projects listed in Schedule A;
- 36.2 projects listed in Schedule A are able to meet targets for completion within estimated costs and timeframes; and
- 36.3 specific transport performance indicators for each project as agreed in writing by the Parties in conjunction with the project proposal and approval process described in the Notes on Administration. The Parties agree that, wherever appropriate and practical, specification of transport performance indicators for each project will have particular regard for the program objectives of improving efficiency, safety and reliability.

### **Implementation Plan**

37. The Parties will agree to a 5 year Implementation Plan under this MOU, which will set out the proposed funding allocations and timelines for each project listed in Schedule A. The Implementation Plan will include key information for each project including start date, planning completion, construction commencement, construction completion and project close. The Implementation Plan will be updated annually.

38. The Parties agree to manage the projects in Schedule A and the associated annual cashflow requirements in accordance with the processes below and as set out in the Notes on Administration.

- 38.1 Queensland will provide to the Commonwealth, no later than 28 February each year, an expenditure budget for each project in Schedule A for each of the remaining years covered by Schedule A or to completion of the project whichever is later;
- 38.2 the Commonwealth will provide to Queensland each year, at the time of the Commonwealth Budget, an Annual Program setting out a budget for eligible expenditure by Queensland on the projects listed at the time in Schedule A;



- 38.3 the Annual Program will, to the extent possible within Commonwealth Budget constraints, reflect the Queensland Government funding requirements for the projects listed in Schedule A and be in accordance with proposed project timetables;
- 38.4 Queensland will, in light of the announced Queensland Government budget and on receipt of the advice of the Annual Program from the Commonwealth, provide to the Commonwealth an indicative funding commitment to individual projects in Schedule A; and
- 38.5 the indicative funding commitment by Queensland will reflect, to the extent possible, the funding requirements of the projects listed in Schedule A and the agreed project timetables determined for projects.

39. This process will commence in 2009.

#### Phasing of Contributions

40. The parties acknowledge that nothing in this MOU obliges either party to make any payments on its contribution to a project in advance of the other or in advance of costs being incurred. Recognising that flexibility is required in planning project cash flows, if either party contributes in excess of, or less than, the annual amount required by this MOU, then the relevant amount will be credited or debited for reconciliation over the life of each project. The objective is to ensure that project cash flows allow the most cost effective project delivery.

#### Reporting

41. Queensland agrees to comply with the reporting requirements as set out in the Notes of Administration and any conditions contained in a determination to the project approval instruments issued under the 'Act' in accordance with guidance provided in the Notes on Administration.

42. Queensland agrees at the conclusion of each project to provide a financial acquittal and a completion report summarising performance and outcomes including performance against scope, schedule, budget and quality. The completion report should articulate lessons learnt and any opportunities for improvement in current practices including organisational strategies, business, project planning and delivery. The Notes of Administration provide guidance on these reports.

#### Project Evaluation

43. The Parties agree to cooperate in the joint evaluation of projects so as to facilitate both performance review of this MOU and continuous improvement of investment decision making. Evaluation of projects completed under this MOU will, in particular, focus on establishing the extent to which project performance indicators have been achieved, and reviewing the accuracy of demand forecasts and cost estimates used in the assessment of the project prior to commencement.

44. The Notes on Administration provide guidance on project evaluation.

## **PART 5 – FINANCIAL ARRANGEMENTS**

### **Commonwealth Contribution**

45. Subject to the other parts of this MOU, the Commonwealth agrees to make available to Queensland Total Project Funding of up to \$4904.1 million for projects specified in Schedule A for the period 1 July 2008 to 30 June 2014. This total funding amount is to be applied only to projects set out in Schedule A unless the Commonwealth agrees in writing that it may be applied to other projects. It does not include maintenance funding.

46. The Commonwealth may, at its discretion, increase Total Project Funding and, if it does so, the Commonwealth will advise Queensland of the adjustment in writing and seek Queensland's agreement to any conditions that apply in writing. This correspondence will form an amendment to the MOU.

47. Funds for individual projects specified in Schedule A will not become available until a project is approved in accordance with the 'Act'.

48. Annual road maintenance funding will be determined each year, in part, by application of a formula based on lane length, total traffic volumes and heavy vehicle traffic volumes on the National Land Transport Network.

### **Queensland Contribution**

49. Queensland agrees to contribute funding from its own revenue for the projects, and on the terms, specified in Schedule A. For the purposes of this MOU, own revenue includes all Commonwealth general revenue assistance including GST revenue but does not include Commonwealth National Partnership payments to and through Queensland.

50. Queensland agrees to maintain expenditure from its own source revenue on the National Land Transport Network and agrees to supply agreed data to enable the Commonwealth to meet its accountability and reporting requirements. The Notes on Administration provide guidance on the type and form in which the data is to be provided by Queensland to the Commonwealth.

### **Eligible Project Costs**

51. Commonwealth funding may only be directed towards meeting eligible costs. The Parties agree that for purposes of this MOU, and unless otherwise agreed in writing at the time of defining the project scope or subsequently, 'eligible project costs' include:

- 51.1 direct costs, such as planning, public consultation, environmental assessment, design, land acquisition, construction and traffic management of the project;
- 51.2 costs of meeting any conditions imposed on the project under Commonwealth or State/Territory law;
- 51.3 costs of project public recognition and publicity including any ceremonies connected to progress on the project; and
- 51.4 the costs of, or arising from, any legal action relating to projects in Schedule A that is not due to Queensland failing to properly administer tender processes and supervise and manage relevant contracts.

52. Unless agreed otherwise in writing at the time of defining the project scope or subsequently, 'eligible project costs' do not include:

- 52.1 any component of the oversight and network administration costs of any State agency;
- 52.2 the cost of artworks or elaborate aesthetic features associated with a project; or
- 52.3 any costs associated with sections of road or rail that might be bypassed by a project and cease to be part of the National Land Transport Network.

#### **Variations to Projects and Funding**

53. The Parties recognise that project particulars may vary as project proposals are further developed and refined, or if there are variations to a project's scope, cost or timing.

#### **Increases in Project Costs**

54. The Parties agree that variations in the cost and the timing of delivery of a project will be managed as follows:

- 54.1 The Commonwealth's funding contribution to a number of projects is capped at a specified dollar amount as set out in Schedule A. Generally this is for packages of works or where the Commonwealth is making an initial contribution to a project and costs can be contained within the funding limit. In other instances where the Commonwealth's funding contribution is capped, Queensland will fund the remainder of the project's cost.
- 54.2 For projects that are listed in Schedule A as Nation Building Program projects, where the Commonwealth's funding is not capped at a specific dollar amount, subject to consideration, the Commonwealth will provide 50 per cent towards further funding requirements capped at the P90 pre-tender cost estimate.
- 54.3 For projects that are listed in Schedule A as Continuing (AusLink) projects, where the Commonwealth's funding contribution is not capped at a specific dollar amount, subject to consideration, the Commonwealth will consider providing additional funding for the projects in accordance with the conditions specified for each project.

55. The Parties note that where the Commonwealth increases its contribution to an individual project as set out in clauses 54.2 or 54.3, or during the period to 30 June 2014, this increased Commonwealth funding will need to be offset from within the Total Project Funding being made available to Queensland in that period. This offset may be achieved by changes in the delivery timetable or decreases in the Commonwealth funding contribution for projects in Schedule A.

56. Before any consideration is given to increasing funding for projects, the Parties will reconsider the scope and construction design being proposed for a project to reduce project costs. Such reconsideration will include, in particular, the likely implications of the proposed change for the objectives identified for a project and the project's costs and benefits.

57. As a last resort in the event of project costs significantly exceeding the current cost estimate, both Parties reserve the right to withdraw funding for a project prior to awarding the

construction contract. Payments to affected tenderers that are necessary in the event of either Party withdrawing funding from a project will be shared by the Parties and agreed on a case by case basis.

58. In the case of the Commonwealth, the Commonwealth may choose to reallocate the funding to another project or projects in Queensland or in another State or Territory. In the case of Queensland, Queensland may choose to allocate the funding to other projects that may not be on the National Land Transport Network.

#### Treatment of Project Cost Savings

59. Where the final project cost to government is less than the amount(s) which the Commonwealth, or in the case of a jointly funded project the Commonwealth and Queensland, have agreed to make available, the savings (including savings resulting from private sector participation in the project) will be treated in the following way:

- 59.1 for fully funded Commonwealth projects the savings will be applied, as agreed between the Parties, as a Commonwealth contribution to another project or projects listed in Schedule A; and
- 59.2 for projects to which each Party has committed a specified funding contribution, the savings will be divided on a pro-rata basis and be respectively applied, as agreed between the Parties, to another project or projects included in Schedule A.

#### Project Delays

60. In the event that the Parties are unable to agree on a timetable for a project or if significant delays occur against the agreed timetable for preparing the project for construction (for reasons that are within the control of the State), the Parties reserve the right, prior to the construction contract being awarded, to review their funding contributions and to reallocate that funding:

- 60.1 in the case of the Commonwealth to another project or projects including in another State or Territory; and
- 60.2 in the case of Queensland to other projects that may not be on the National Land Transport Network.

#### Recording Variations in Commonwealth Project Funding

61. Where there is a variation to a project approval instrument issued under the 'Act' reflecting variations in Commonwealth project funding, this will be confirmed in writing with Queensland and be recorded in the Annual Program provided by the Commonwealth to Queensland each year at the time of the Commonwealth Budget.

**Consultation**

62. Where circumstances such as project cost increases, savings, delays or cancellations give rise to the possible need for action, the Parties agree to consult to ensure that alternative actions are explored and considered and that both Parties are aware of any consequences resulting from particular courses of action.

63. If, after consultation, either Party proposes to take action to vary or withdraw its financial assistance for a project, the Party concerned will formally advise the other Party in writing of its intention to take such action. The matter will then be subject to a 30 day period during which the other Party can make further submissions or the Parties can agree to reconvene discussions prior to the decision being formally advised in writing and/or publicly announced.

## PART 6 - GOVERNANCE ARRANGEMENTS

### Principal Contact Officers

64. The Principal Contact Officer for each Party is authorised to act for that Party in relation to this MOU, and is the first point of contact for the other Party in relation to any disputes arising under this MOU.

For the Commonwealth, the Principal Contact Officer is:

Executive Director  
Infrastructure Investment  
Department of Infrastructure, Transport, Regional Development and Local  
Government

For Queensland, the Principal Contact Officer is:

Associate Director-General  
Queensland Department of ~~Main Roads~~ Transport and Main Roads

## **PART 7 - DISPUTE RESOLUTION AND VARIATION OF THE MOU**

### **Dispute Resolution**

65. To prevent the escalation of a matter which could jeopardise either Party's adherence to this MOU, the Parties agree to advise and consult with each other to ensure that alternative actions and their consequences are considered. The Principal Contact Officers for each Party will attempt to resolve any dispute, in the first instance.

66. If the dispute cannot be resolved between the Principal Contact Officers, it may be escalated to be dealt with by the chief executive officers of the relevant Commonwealth and State/Territory agencies or their delegate(s).

67. If the matter in dispute cannot be resolved by the chief executive officers or their delegate(s), it may be referred by a Party to the Ministers responsible for this MOU.

### **Non-adherence**

68. Breaches of the terms of this MOU may result in Commonwealth funding specified in this MOU being withheld.

69. Breaches of any mandatory funding condition specified in the 'Act' or in an instrument made under section 27 of the 'Act' may result in funding specified in the project approval instrument for the project being withheld or a refund being sought by the Commonwealth in accordance with section 26 of the 'Act'.

### **Variation of the MOU**

70. Any Party proposing variations will notify the other Party, and variations to the MOU will be made with the written agreement of the Parties.

**SIGNATURES**

- 5 FEB 2009

Dated this \_\_\_\_\_ day of \_\_\_\_\_ 2009

The Parties have executed this MOU as follows:

Signed for and on behalf of the  
Commonwealth of Australia by



Minister for Infrastructure, Transport, Regional Development and Local Government

Signed for and on behalf of the  
State of Queensland by



Minister for Main Roads and Local Government  
Date: 18/4/2009



**SCHEDULE A - Projects in Queensland being funded as part of the Nation Building Program 2008-09 to 2013-14**

**Schedule A - Projects being funded 2008-09 to 2013-14**

Project	Total Estimated Project Cost (outturn dollars)	Total Allocated Australian Government (AG) funding (outturn dollars)	AG Funding provided to 2007-08 inclusive (current dollars)	AG Base Funding Contribution 2008-09 to 2013-14 (outturn dollars)	Condition
<b>CONTINUING (AUSLINK) PROJECTS</b>					
<b>INVESTMENT PROGRAM</b>					
<b>BRISBANE HIGHWAY</b>					
Umbershan Lighty Works	7.61	7.61	7.62	-0.01	Australian Government contribution is capped at \$7.61m.
Clearway Strategy	12.26	12.26	12.31	-0.05	Australian Government contribution is capped at \$12.26m.
Black Mountain Lighty works	4.20	4.20	4.12	0.08	Australian Government contribution is capped at \$4.2m.
Upgrade from lane 2 to upgrading	70.80	70.80	33.72	37.08	Australian Government is providing 100% of funding. Should project be offset within the Australian Government's Total Project cap and an increase in the funding, but any increase would need to be offset within the Australian Government's Total Project cap and an increase in the funding.
Overpass lanes (Doran-Merapong)	4.80	4.80	4.78	0.02	Australian Government contribution is capped at \$4.8m.
Recycling materials crossing Tully to Salford	19.80	19.80	19.90	-0.10	Australian Government contribution is capped at \$19.8m.
Reconstruction of Langrove safety improvement (Providence Ok - Ovale)	4.06	4.06	4.06	0.00	Australian Government contribution is capped at \$4.06m.
CKI	119.00	79.30	77.92	2.38	Australian Government providing 100% of funding up to \$40m. The Australian Government will contribute 50% of any further cost capped at \$39.5m (i.e. total contribution cap of \$79.5m), subject to Queensland meeting the remainder of the cost.
<b>Colouber Motorway</b>	299.00	299.00	198.12	100.88	Australian Government contribution is capped at \$299.00m.
<b>Barkly Highway</b>	16.86	16.86	16.54	1.32	Australian Government contribution is capped at \$16.54m.
<b>Warrego Road</b>	1.25	4.23	2.88	1.37	Australian Government contribution is capped at \$4.23m.
<b>Quip (to be determined)</b>	11.65	83.63	83.24	6.41	Australian Government contribution is capped at \$39.65m.
<b>RAKOPK</b>	19.00	10.85	0.93	10.07	Australian Government contribution is capped at \$10m.
<b>Sturt Highway</b>	2.80	1.94	0.13	1.67	Australian Government contribution is capped at \$1.5m.
<b>US - Variable message signs, Conroy</b>	1.01	4.40	0.20	1.50	Australian Government contribution is capped at \$1.5m.
<b>US - Heavy vehicle fatalities</b>	30.90	10.90	28.50	2.40	Australian Government contribution is capped at \$31.9m.
<b>Brisbane Airport / Ipswich Motorway</b>	700.00	700.00	698.85	1.15	Australian Government contribution is capped at \$700m.
<b>Ipswich Motorway Safety Works</b>	10.00	10.00	0.00	10.00	Australian Government contribution is capped at \$10m.
<b>Ipswich Motorway - West to Dena</b>					
<b>Beauty Point Junction</b>					

Ipsewich Waterway - Logan Macquary Interchange	235.00	255.00	153.76	90.22	Australian Government contribution is capped at \$235m.
Trunklight 1st Water Trial	3.90	3.40	2.47	3.03	Australian Government is providing 100% of funding. Should project costs exceed \$2.5m, the Australian Government will shoulder an increase in its funding, but any increase would need to be offset within the Australian Government's Total Project Funding to Queensland.
Number Plate Recognition Trial	5.00	5.00	1.50	3.50	Australian Government is providing 100% of funding. Should project costs exceed \$3m, the Australian Government will shoulder an increase in its funding, but any increase would need to be offset within the Australian Government's Total Project Funding to Queensland.
Port of Brisbane Study	1.20	1.20	0.00	1.20	Australian Government contribution is capped at \$1.2m.
Goodee Dyke - Road	130.00	130.00	63.99	66.01	Australian Government contribution is capped at \$130m.
Goodee Dyke - Road	130.00	130.00	63.99	66.01	Australian Government contribution is capped at \$130m.
AutoLink North-Wellwood	1.00	1.00	0.10	0.90	Australian Government contribution is capped at \$1m.
Wellwood Test Road	1.00	1.00	0.10	0.90	Australian Government contribution is capped at \$1m.
Sum of Continuing Project Funding			148.10		
<b>NBP (NEW) PROJECTS</b>					
<b>INVESTMENT PROGRAM</b>					
Brisbane Urban Infrastructure Waterway					
Pacific Motorway Upgrade	490.00	290.00		210.00	Australian Government contribution is 50% capped at \$110m. Queensland will meet remaining cost.
Highway to Logan	490.00	290.00		210.00	Australian Government contribution is 50% capped at \$110m. Queensland will meet remaining cost.
Gateway to Logan	TBD	110.00		110.00	Australian Government contribution is capped at \$110m. Additional funding will be considered in future budgets.
Ipsewich Motorway - Minners to Gyndra	TBD	100.00		100.00	Australian Government contribution is capped at \$100m.
Interchange at Miners and Kappa Road	TBD	70.00		70.00	Australian Government contribution is capped at \$70m.
Gateway Motorway south of Gyndra	TBD	125.00		125.00	Australian Government contribution is capped at \$125m.
Capital Road to the Pacific Motorway	TBD	500.00		500.00	This funding will be provided to Brisbane City Council. The Australian Government contribution is capped at \$500m to the period 2009-10 to 2013-14. The Australian Government will make a further \$200m (over 5 years) available from 14-15.
Queensway Motorway North (Duggles Road to Brisbane Highway)	TBD				
Bankers Life Interchange					
Bryces Highway	105.00	105.00		105.00	Australian Government contribution capped at \$105m.
Sealink to Cairns Sealink	5.00	5.00		5.00	Australian Government contribution capped at \$5m.
Black Spots	60.00	60.00		60.00	Australian Government contribution capped at \$60m.
Overcoming Issues	150.00	150.00		150.00	Australian Government contribution capped at \$150m.
Upgrade southern approach to Cairns					
Balra southern approach to Mir	TBD	40.00		40.00	Australian Government will provide 80% of project costs up to a contribution level of \$40m, subject to Queensland providing 20% of project costs up to a contribution level of \$40m. Subject to Australian Government consideration, it will provide 50% of any difference in project cost between the combined contribution level of \$80m and the per-lender cost estimate, with Queensland to provide the remainder of the cost. Any increase in Australian Government funding above \$40m would need to be offset within the Australian Government's Total Project Funding to Queensland.
Migrants River Bridge					

Duplication from Yarrasdale Street to Pindarie Highway	TBD	110,000	110,000	110,000	Australian Government will provide 80% of project costs up to a contribution level of \$1.1M, subject to Queensland providing 20% of project costs up to a contribution level of \$27.5m. Subject to Australian Government consideration, it will provide 50% of any difference in project cost between the combined contribution level of \$27.5m and the pre-tender cost estimate, with Queensland to provide the remainder of the cost. Any increase in Australian Government funding above \$1.1M would need to be offset within the Australian Government's Total Project Funding to Queensland.
Douglas Aerial Application	TBD	55,000	55,000	55,000	Australian Government will provide 50% of project costs up to a contribution level of \$5.5m, subject to Queensland providing 50% of project costs up to a contribution level of \$5.5m. Subject to Australian Government consideration, it will provide 50% of any difference in project cost between the combined contribution level of \$11m and the pre-tender cost estimate, with Queensland to provide the remainder of the cost. Any increase in Australian Government funding above \$5.5m would need to be offset within the Australian Government's Total Project Funding to Queensland.
Cardwell Range road Resurfacing	TBD	50,000	50,000	50,000	Australian Government contribution is capped at \$50m.
Twinvale Port Access Road	190,000	95,000	95,000	95,000	Australian Government contribution is 50% capped at \$95m. Queensland will meet remaining costs.
Improved flood immunity at Goolbarrich Flexibway	40,000	40,000	40,000	40,000	Australian Government contribution capped at \$40m.
Upgrade the southern approach to Mackay	50,000	50,000	50,000	50,000	Australian Government contribution capped at \$50m.
Realize and widen Highway from Study Corner to Collins Lane	TBD	98,000	98,000	98,000	Australian Government will provide 80% of project costs up to a contribution level of \$9.8m, subject to Queensland providing 20% of project costs up to a contribution level of \$12.5m. Subject to Australian Government consideration, it will provide 50% of any difference in project cost between the combined contribution level of \$22.5m and the pre-tender cost estimate, with Queensland to provide the remainder of the cost. Any increase in Australian Government funding above \$22.5m would need to be offset within the Australian Government's Total Project Funding to Queensland.
Upgrade Rippled to River Bridges	25,000	25,000	25,000	25,000	Australian Government contribution capped at \$25m.
Rippled to River Safety Audit projects	25,000	25,000	25,000	25,000	Australian Government contribution capped at \$25m.
Soakaway approaches in Yarras	80,000	80,000	80,000	80,000	Australian Government contribution capped at \$80m.
Curra to Sarcis Section	135,000	135,000	135,000	135,000	Australian Government contribution capped at \$135m.
Black Spots	20,000	20,000	20,000	20,000	Australian Government contribution capped at \$20m.
Rest areas	105,000	105,000	105,000	105,000	Australian Government contribution capped at \$105m.
Freeway lighting	5,000	5,000	5,000	5,000	Australian Government contribution capped at \$5m.
Yerpen Road traffic study	55,000	55,000	55,000	55,000	Australian Government contribution capped at \$55m.
College Greenways	TBD	100,000	100,000	100,000	Australian Government will provide 80% of project costs up to a contribution level of \$100m, subject to Queensland providing 20% of project costs up to a contribution level of \$125m. Subject to Australian Government consideration, it will provide 50% of any difference in project cost between the combined contribution level of \$125m and the pre-tender cost estimate, with Queensland to provide the remainder of the cost. Any increase in Australian Government funding above \$125m would need to be offset within the Australian Government's Total Project Funding to Queensland.
Cabbage Tree Creek to Gannan Road and Black Creek Bridge section upgrades	TBD	20,000	20,000	20,000	Australian Government contribution capped at \$20m.
Upgrading of southern approaches to Gin Gin	TBD	25,000	25,000	25,000	Australian Government will provide 80% of project costs up to a contribution level of \$25m, subject to Queensland providing 20% of project costs up to a contribution level of \$31.25m. Subject to Australian Government consideration, it will provide 50% of any difference in project cost between the combined contribution level of \$31.25m and the pre-tender cost estimate, with Queensland to provide the remainder of the cost. Any increase in Australian Government funding above \$31.25m would need to be offset within the Australian Government's Total Project Funding to Queensland.
Chinchilla to Curra	TBD	200,000	200,000	200,000	Australian Government contribution is capped at \$200m. Additional funding will be considered in future budgets.

Upgrade of Cycleways to Culnada	195.00	195.00	195.00	Australian Government contribution capped at \$195m.
Park Signage	30.00	30.00	30.00	Australian Government contribution capped at \$30m.
Wharepa Highway Upgrade from Roma to Aitaka	TBD	42.00	40.00	Australian Government will provide 80% of project cost up to a maximum level of \$10m, subject to Queensland providing 20% of project cost up to a maximum level of \$3m. Subject to Australian Government consideration, it will provide 50% of any difference in project cost between the combined contribution level of \$10m and the presenter cost estimate, with Queensland to provide the remainder of the cost. Any increase in Australian Government funding above \$10m would need to be offset within the Queensland Government's Road Budget Funding to Queensland.
Streetlighting Issues	10.00	10.00	10.00	Australian Government contribution capped at \$10m.
Road Assets	5.00	5.00	5.00	Australian Government contribution capped at \$5m.
<b>OPEN NETWORK</b>				
Woolly Yards in Cape York and the North West	30.00	15.00	15.00	Australian Government contribution is 50% capped at \$4.5m. Queensland will meet remaining costs.
Sealing of Princes Development Road	9.00	4.50	4.50	Australian Government contribution is 50% capped at \$4.5m. Queensland will meet remaining costs.
Sealing of Wills Development Road	21.00	10.50	10.50	Australian Government contribution is 50% capped at \$10.5m. Queensland will meet remaining costs.
Rest of community road upgrades in Cape York	2.00	1.00	1.00	Australian Government contribution is 50% capped at \$1m. Queensland will meet remaining costs.
Peak Downs Highway Study				
<b>Sum of NBP Project Funding</b>			<b>4014.10</b>	
<b>TOTAL PROJECT FUNDING TO QUEENSLAND</b>				
<b>ROAD MAINTENANCE FUNDING</b>				
Maintenance Contribution in 2008-09		67.26	67.26	Based on current allocations in 2008-09, indicative funding for Queensland between 2009-10 to 2013-14 is \$318.80, this is subject to review in the light of revised state costs, including adjustments to the National Land Transport Network.
Indicative Maintenance Programs Contribution 2009-10 to 2013-14		338.2	338.2	
Additional Maintenance Funding 2009-10 to 2013-14		87.35	87.35	
Reallocation additional maintenance in 2008-09			52.90	Maintenance funding only payable if MCIU signed by 1 March 2009.
Indicative Sum of Road Maintenance Funding		494.41	447.01	Queensland's maintenance funding for 2009-10 to 2013-14 includes the following maintenance upgrades on the Bruce Highway: \$150m for maintenance of the Bruce to Cairns section and widening of the Cairns to Sarina section \$25m for strengthening and widening of the Cairns to Childers section \$75m for maintenance of the Cairns to Strath section \$35m for the Nambour bypass project and \$20m for maintenance on the Culnada/Rumbleby Coast section.

Total Indenture Payable to Queensland (\$M) (to 30/3/4)	7441.00				
Notes:					
1. This schedule does not include the provision of additional funding to Queensland					
2. This schedule is a financial statement which is not intended to be an audit certificate, and the auditor's report thereon will be separately submitted for an opinion thereon. They will, among other things, be identified by management, in accordance with the provisions of the Australian Accounting Standards.					
3. Subject to agreement, specific funding may be provided by the Australian Government to other Contributing Projects or States here that do not have capped funding, but this would need to be subject within the Australian Government's total funding to Queensland.					
4. The funding being provided is being submitted under the Australian Equid Transport Development Act 1988.					