



Glossary

Aboriginal and Torres Strait Islander (ATSI): A term used to refer to Australia's Aboriginal and Torres Strait Islander people.

Australian National Risk Assessment Model (ANRAM): The model that helps road agencies identify fatal and serious injury (severe) crash risk across all parts of the road network. ANRAM helps road agencies manage this risk through development of treatment programs aimed at reducing fatal and serious injury crashes.

Austroroads: An association of Australasian road transport and traffic agencies. Austroroads members are collectively responsible for the management of over 900,000km of roads valued at more than \$200 billion, representing the single largest community asset in Australia and New Zealand.

Australian Roads Research Board (ARRB): A Board that provides research, consulting and information services to the road and transport industry.

Black Spot Programme (BSP): The Australian Government aims to reduce the number of crashes on Australian roads by targeting the locations where crashes are occurring. The Black Spot Programme provides funding for cost-effective, high-benefit engineering works that target known and potential high severity crash sites.

Bridges Renewal Programme (BRP): An Australian Government initiative to contribute to the productivity of bridges serving local communities, and to facilitate higher productivity vehicle access.

Building our Regions Program: A targeted Queensland Government infrastructure program for local government projects superseding the Royalties for the Regions Program. The primary purpose of the program is to provide funding for critical infrastructure in regional areas of the state, while also supporting jobs, fostering economic development and improving the liveability of regional communities. The program forms a key element of the Queensland Government's overarching economic strategy – Working Queensland. Infrastructure initiatives may be funded from the Regional Capital Fund, Royalties for Resource Producing Communities Fund, Remote Communities Infrastructure Fund and Transport and Infrastructure Development Scheme.

Camera Detected Offence Program (CDOP): Comprises revenue collected through speed and red light, unregistered and dangerous goods in tunnels camera fines. The distribution of revenue from camera detected offences is restricted by the *Transport Operations (Road Use Management) Act 1995*. This requires that all money collected for penalties imposed for camera detected offences, in excess of the administrative costs, be used for specific road safety purposes. This includes road funding to improve the safety of the sections of state-controlled roads where crashes happen most frequently. CDOP revenue is used as a partial source of funding for the Safer Roads Sooner Program and a number of other safety-related state-funded special initiatives.

Construction works: Works that enhance or add to the value of the road asset. This includes providing new formation, drainage structures and pavements where none previously existed, upgrading the existing asset by realigning roads, constructing bridges, improving intersections, installing traffic signals, and widening works.

Corridor Acquisitions: The acquisition of land for current or future transport infrastructure requirements. The *Acquisition of Land Act 1967* provides the statutory provisions for land acquisitions, and compensation is generally paid to the landowner.

Corridor and minor safety enhancements: Works to improve the safety and environment of the network. This includes improved intersections, roadsides, signage, delineation, pedestrian and fauna facilities.

Corridor, roadway and structures management: Providing funds for miscellaneous asset management provisions such as inspection of structures, improvements to environmental areas and data collection.

Cycling Infrastructure Program: A program aimed at accelerating the development of the principal cycle network. Funding develops facilities such as on-road and off-road networks, end-of-trip facilities and enhanced safety outcomes. It promotes increased use of cycling through safe direct and connected routes and increases transport choices.

Heavy Vehicle Safety and Productivity Programme (HVSP): An Australian Government initiative to improve productivity and safety outcomes of heavy vehicle operations across Australia, through funding infrastructure projects.

Jericho to Yaraka Rail Replacement: A program aimed to provide all-weather road access from Jericho to Yaraka, by paving and sealing various roads to replace the rail link which closed in 2005.

Liquefied Natural Gas (LNG) Proponent Funded Program:

Comprises of projects funded by LNG proponents to construct infrastructure to support the LNG industry. The LNG proponents involved to date are Australia Pacific Liquefied Natural Gas (APLNG), Queensland Curtis Liquefied Natural Gas (QCLNG) and Gladstone Liquefied Natural Gas (GLNG).

Local Government Association of Queensland (LGAQ): The peak body representing local government in Queensland in its dealing with other governments, unions, business and the community.

Local Government Transport Development: Financial assistance provided to local governments for works on local government roads and other transport related infrastructure.

Local government-controlled roads (Local Network): Roads controlled by local governments. Roads that are not state-controlled, or privately-owned such as tollways, are local government-controlled roads.

Local Roads of Regional Significance (LRRS): Lower-order state-controlled roads and higher-order local government-controlled roads performing a similar function.

Maritime infrastructure: Includes boat ramps, pontoons, jetties, floating walkways, dredging works and navigation aids, which are managed and operated by the Department of Transport and Main Roads.

Infrastructure Investment Programme: A program of investment priorities under a National Partnership Agreement (NPA) between the Australian Government and Queensland Government, to deliver a number of key projects aimed at improving the performance of land transport infrastructure.

National Highway Upgrade Programme (NHUP): An Australian Government initiative to provide jurisdictions with funding towards priority improvements to Australia's key national highway networks through works such as shoulder and centreline widening, ripple strips and wire rope barriers, overtaking lanes, turning lanes and pavement improvements.

National Land Transport Network (NLTN): A defined National Network of important road and rail infrastructure links and their intermodal connections. The network is determined by the Australian Government under the *National Land Transport Act 2014*.

National Transport Commission (NTC): The body that develops national transport policies under the direction of the Transport and Infrastructure Council. The NTC develops national regulatory and operational reform and implementation strategies for road, rail and intermodal transport.

Natural Disaster Relief and Recovery Arrangements

(NDRRA): Funds provided to districts to reinstate parts of the road network which have been subject to weather damage under declared emergency conditions. NDRRA is funded by both the Australian and Queensland Governments.

Other state-controlled roads (State Network): Roads controlled by the Queensland Government, other than those on the National Network and Local Network.

Outback Way Program: The Outback Way provides a 2,800km route from Laverton, Western Australia to Winton, Queensland. The Queensland section of this road link is 599km, with approximately 170km unsealed, and is the Kennedy Developmental Road between Winton and Boulia and the Boulia-Tobermorey Road. The funding commitment for the program of works has a total value of \$24.5 million

made up of an Australian Government funding commitment of \$11 million, a Queensland Government funding commitment of \$10 million and a funding commitment from local governments of \$3.5 million. The funding is directed towards both the Outback Way (totalling \$13.75 million) and other road priorities identified by the Outback Regional Roads and Transport Group (totalling \$10.75 million).

Passenger Transport Accessible Infrastructure Program (PTAIP): A state-wide grants program which provides funding to local governments for upgrading existing public passenger transport facilities to meet accessibility requirements.

Passenger Transport Facilities Program (PTFP): A state-wide public passenger transport infrastructure program which delivers infrastructure priorities on the TransLink and qConnect networks.

Programmed maintenance: Scheduled replacement of the road surface, including resealing and resurfacing. These activities are forecast and planned using engineering and pavement management techniques.

Project initiation: Initial phase in a collection of logically related project activities and tasks usually culminating in the completion of a major deliverable.

Queensland Road System Performance Plan (QRSPP): The plan that provides detailed direction on maintenance, preservation and environment, and road operations activities on the state-controlled road network. The plan outlines four-year funding allocations (both Australian Government and Queensland Government) by district and by element.

Regional Roads and Transport Group (RRTG): The primary decision-making bodies of the Roads and Transport Alliance. RRTGs determine regionally prioritised improvements to their communities' transport infrastructure. Each RRTG comprises representatives from the Department of Transport and Main Roads and local governments. RRTGs take into consideration the economic, social, environmental and geographic characteristics of a region, which serves to influence the planning and management of the regional roads and transport network including services.

Rehabilitation: Rehabilitation includes activities that replace or restore the pavement or bridge to its original condition for both surface and structural components, at the existing width and on the existing formation.

Road Safety Minor Works (RSMW): A minor works program that distributes district funding to respond to emerging local road safety needs.

Roads and Transport Alliance: A cooperative governance arrangement between the Department of Transport and Main Roads, the Local Government Association of Queensland (LGAQ) and local governments to invest in and regionally manage the Queensland transport network.

Royalties for the Regions: A Queensland Government initiative to invest in regional community infrastructure projects. This initiative helps regions hosting major resource developments receive genuine long-term royalty benefits through better planning and targeted infrastructure investment. The program also assists resource communities better manage the consequences of resource sector development, seize economic opportunities and encourage growth. Going forward this program has been superseded by the Building Our Regions program.

Routine maintenance: Day-to-day maintenance of road infrastructure assets to ensure the safe operational condition of the network and to reduce its rate of deterioration.

Safer Roads Sooner (SRS): A Queensland Government initiative to ensure road safety funding is spent where it will make the greatest difference in addressing fatal and serious injury crashes. SRS provides funding for cost-effective, high-benefit engineering works that targets known and potential high severity crash sites.

Safety Mass Action: This funding delivers targeted approaches to improve the road safety performance of Queensland roads by assessing crash and road condition analysis, trends and best practice road safety engineering counter-measures. The objectives include state-wide safety interventions to deliver rapid reductions in road trauma, addressing systemic road safety issues, and providing innovative and new road safety standards.

School Bus Upgrade Scheme: The Queensland Government provides funding to eligible school bus operators, contracted by the Department of Transport and Main Roads, to assist with the purchase of new buses or buses that are less than five years old. The objective of the scheme is to help accelerate the introduction of rollover compliant buses into the Queensland school bus fleet. Each year eligible, contracted operators are invited to apply for financial assistance under the School Bus Upgrade Scheme.

State-controlled roads: Roads declared to be controlled by the Department of Transport and Main Roads, including the National Network. Tollways are not state-controlled roads, they are controlled by franchisees such as Queensland Motorways Limited.

State-wide commitments: Special initiatives and funding commitments that have been prioritised and will be allocated to districts in the future. It also includes state-wide contracts, which are administered on a state-wide level to improve the cost effectiveness of program delivery.

Transport System Planning Program: Aimed at funding transport planning, modelling, and investment proposal activities for all modes of transport, across all districts of Queensland. This program plans an integrated transport system that promotes the right investment at the right time and drives better transport outcomes for Queensland.

Traffic management enhancements: Provision of both active and passive intelligent transport and traffic management treatments including, but not limited to, traffic monitoring, traveller information and traffic signalling. This program also includes road lighting enhancements.

Traffic operations: All traffic management and user support activities intended to improve, facilitate or permit the use of the existing road network, whatever its conditions of use.

Transport and Infrastructure Council: The Transport and Infrastructure Council is comprised of Ministers from the Commonwealth States, Territories, including New Zealand (known as the Council of Australian Governments COAG) with transport and infrastructure responsibilities, plus the Australian Local Government Association. The Council plays a key role in progressing infrastructure reforms to boost productivity, and considers key national reform agendas, such as surface transport, transport safety and security, and infrastructure policy and investment.

Transport and Infrastructure Senior Officials Committee

(TISOC): The Transport and Infrastructure Council is advised and assisted by TISOC. TISOC is comprised of transport and infrastructure Chief Executive Officers (or equivalent) from each jurisdiction (Commonwealth, State, Territory and New Zealand).

Transport Corridor Acquisition Fund (TCAF):

A fund for the early acquisition of land required for future Department of Transport and Main Roads infrastructure projects in accordance with the *Transport and Main Roads Early Acquisition Policy*.

Transport Infrastructure Development Scheme (TIDS):

The grants program through which the Department of Transport and Main Roads provides funding to local governments for the development of transport related infrastructure.

Western Roads Upgrade Program (WRUP):

The Queensland Government is committed to supporting economic development and job sustainability in western Queensland. The Western Roads Upgrade Program will invest \$40 million over 2015-16 and 2016-17, and will provide targeted road network upgrades focusing on road widening and sealing. This program aims to sustain road building workforces within western Queensland local government areas.

