

Appendices

Appendix 1 – legislation administered by the department

The responsibility for the Department Of Transport and Main Roads acts, which are administered by the Director-General (Transport and Main Roads) are listed below:

Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade.

- *Adult Proof of Age Card Act 2008*
- *Air Navigation Act 1937*
- *Civil Aviation (Carriers' Liability) Act 1964*
- *Heavy Vehicle National Law Act 2012*
- *Queensland Nickel Agreement Act 1970 (Sch pts IV-V)*
- *Queensland Rail Transit Authority Act 2013*
- *State Transport Act 1938*
- *State Transport (People Movers) Act 1989*
- *Thiess Peabody Mitsui Coal Pty. Ltd. Agreements Act 1965*
*Except to the extent administered by the Treasurer, Minister for Employment and Industrial Relations and Minister for Aboriginal and Torres Strait Islander Partnerships; and the Minister for State Development and Minister for Natural Resources and Mines
- *Tow Truck Act 1973*
- *Transport Infrastructure Act 1994* *Jointly administered with the Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply
- *Transport Operations (Passenger Transport) Act 1994*
- *Transport Operations (Road Use Management) Act 1995* *Jointly administered with the Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply
- *Transport Planning and Coordination Act 1994* *Jointly administered with the Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply
- *Transport (Rail Safety) Act 2010*
- *Transport (South Bank Corporation Area Land) Act 1999*
- *Transport Security (Counter-Terrorism) Act 2008*

Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply

- *Central Queensland Coal Associates Agreement Act 1968 (Schedule parts IV to IVC)*
- *Century Zinc Project Act 1997 (Sections 5(2) to (7), 11, 12, 13 and 21)*
- *Gold Coast Waterways Authority Act 2012*
- *Maritime Safety Queensland Act 2002*
- *Transport Infrastructure Act 1994*
*Jointly administered with the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade
- *Transport Operations (Marine Pollution) Act 1995*
- *Transport Operations (Marine Safety) Act 1994*
- *Transport Operations (Road Use Management) Act 1995*
*Jointly administered with the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade
- *Transport Planning and Coordination Act 1994*
*Jointly administered with the Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade.

Appendix 2 – Performance statements 2014–15

Service area: Transport infrastructure management and delivery

	Notes	2014-15 Target/estimate	2014-15 Estimated actual	2014-15 Actual	Status
Percentage of QTRIP projects >\$5 million:					
commencing no later than four months after the programmed commencement date	1	90	73	78	▼
completed no more than 10% after the programmed construction period	1,2	90	85	87	●
costing less than 10% over the published QTRIP figure	1	90	95	87	●
Road network efficiency – Average travel time per 10km					
AM peak		10.9	11.1	11	▲
Off peak		9.6	9.9	9.8	▲
PM peak		11.2	11.3	11.2	▲
Road network reliability – Percentage of the road network with reliable travel times					
AM peak		85	79	79	▲
Off peak		96	91	90	▲
PM peak		82	75	73	▲
Road network productivity – Percentage of the road network with good productivity					
AM peak		74	72	72	▲
Off peak		79	76	76	▲
PM peak		72	71	71	▲
Arterial intersection performance – Percentage of intersections congested less than 20 minutes per hour					
AM peak		87	87	87	▲
Off peak		94	94	94	▲
PM peak		83	82	82	▲
Number of fatal crashes on State-controlled roads per 100 million vehicle kilometres travelled where the road condition was likely to be a contributing factor		0.05	0.05	0.04	▲

▲ On track ● slight variance ▼ significant variance

Notes

1. QTRIP stands for Queensland Transport and Roads Investment Program
2. Discontinued in 2015–16 Service Delivery Statements replaced with Percentage of QTRIP projects >\$5 million completed no more than four months after the programmed construction period.

Service area: Transport system investment planning and programming

Service standards	Notes	2014-15 Target/estimate	2014-15 Estimated actual	2014-15 Actual	Status
Percentage of projects in the State Planning Program					
commencing no later than four months after the programmed commencement date		90	94	93	▲
completed no more than 10% after the programmed period	1	80	64	55	▼
costing less than 10% over the programmed estimate		80	95	95	▲
Road system seal age (percentage of the State-controlled road network exceeding the optimal seal age)	2	31	28.6	27.65	▼
Road system condition (the percentage of urban and rural State-controlled roads with condition better than the specified benchmark)					
Urban		97 – 99	98	98.50	▲
Rural		95 – 97	96	96.28	▲

▲ On track ● slight variance ▼ significant variance

Notes

- Discontinued in 2015–16 Service Delivery Statements replaced with Percentage of project in the State Planning Program completed no more than four months after the programmed period. The variation can be primarily attributed to the significant re-prioritisation of planning projects during the year, resulting from a number of new priorities requiring the allocation of planning resources.
- The better expected 2014–15 Estimated Actual figure is due to the extensive Transport Network Reconstruction Program and the inclusion, in this year's result, of data relating to some projects completed in previous financial years. The 2014–15 actual of 27.65% indicates an improvement of 2.46% compared to the 2013–14 result.

This is due to a combination of the following factors:

- An increase in the length of seals which have been resurfaced and entered into the asset inventory during 2014–15
- Additional lengths of resurfacing entered into the asset inventory during 2014–15, but physically completed during 2013–14

Note, the length of the network resurfaced in each quarter fluctuates according to District delivery priorities and weather conditions.

Service area: Transport safety regulation and customer service

Service standards	Notes	2014-15 Target/estimate	2014-15 Estimated actual	2014-15 Actual	Status
Marine fatalities per 100,000 registered vessels	1	4.80	2.47	0.39	▲
Rail fatalities per 100,000 population		0.10	0.10	0.10	▲
Hospitalised rail casualties per 100,000 population		0.40	0.38	0.44	●
Number of level crossing collision occurrences per 1,000,000 train kilometres travelled		0.45	0.15	0.11	▲
Fatalities per 100,000 population on State-controlled roads		3.35	2.75	3.12	▲
Road fatalities per 100,000 population	2	5.80	4.75	4.93	▲
Hospitalised road casualties per 100,000 population	3	135	148	140.04	▲
Percentage of vessel movements without serious incidents					
Pilotage areas		100	100	100	▲
ReefVTS area		100	100	100	▲
Average wait time in Customer Service Centres (minutes)		8min	7min	6.26mins	▲
Percentage of call centre calls answered within three minutes	4	80	59	61.05	▼
Overall customer satisfaction with transactional services (on a scale of 1–10)		8	8.3	8.2	▲

▲ On track ● slight variance ▼ significant variance

Notes

1. The 2014-15 actual result of 1.58 relates to all marine fatalities in 2014-15. The fatalities result relating only to marine incidents involving at least one vessel regulated under Queensland legislation is 0.39.
2. Queensland Police Service advised on 13 August 2015 that two fatalities were removed from the first half of the 2015 calendar year's road toll. This resulted in a change to the road fatality rate and is different to the SDS figures that were reported for the June quarter.
3. Results for the 12 months ending December 2014. Delays in receiving data sets from reporting systems have impacted on the ability to report against this performance measure. The most recent figures reported for this measure are preliminary and may be under reported.
4. The variation to the target is due to the continued increase in call volumes, and the impact of system performance issues on call handling times. Actions taken to improve performance include promotion of self-service, migration of customers to online services,

additional call centre resources, increased focus on part time agents to meet peak demand and ongoing training.

Service area: Passenger transport services

Service standards	Notes	2014-15 Target/estimate	2014-15 Estimated actual	2014-15 Actual	Status
Wheelchair accessible taxi response times compared to conventional taxi fleet response times					
Peak					
Percentage within 18 minutes					
Conventional		85	95	96	▲
Wheelchair		85	85	88	▲
Percentage within 30 minutes					
Conventional		95	97	99	▲
Wheelchair		95	94	96	▲
Off peak					
Percentage within 10 minutes					
Conventional		85	88	89	▲
Wheelchair		85	75	76	▼
Percentage within 20 minutes					
Conventional		95	97	98	▲
Wheelchair		95	90	92	▲
Average subsidy per trip provided through the Taxi Subsidy Scheme		\$7.88	\$7.88	\$9.62	
Average subsidy per passenger on Government contracted services					
Regional air	2	\$22.74	\$21.85	\$35.05	▼
Long distance bus	3	\$38.38	\$51.28	\$40.98	●
Regional urban bus		\$3.36	\$3.23	\$3.22	▲
TravelTrain	4	\$462.77	\$505.27	\$495.68	▼
Patronage on Government contracted services (millions)					
South-east Queensland		180.48	176.72	176.26	
Bus	5	117.69	113.62	113.13	●
Rail		49.52	50.19	50.42	▲
Light Rail		5.70	6.18	6.28	▲
Ferry	6	7.57	6.28	6.43	▼
Rest of Queensland		12.35	12.29	12.22	
Regional air	7	0.40	0.42	0.36	▼

Service standards	Notes	2014–15 Target/estimate	2014–15 Estimated actual	2014–15 Actual	Status
Long distance bus	8	0.12	0.08	0.09	▼
Regional urban bus		11.45	11.45	11.43	▲
TravelTrain	9	0.37	0.34	0.34	●
Customer satisfaction ratings of public transport by service type (using a 0–100 index – 100 being excellent)					
Whole of Queensland					
Taxi	10	≥69	65	66	●
South-east Queensland					
Bus		≥70	70	69	▲
Rail		≥70	70	70	▲
Ferry		≥70	75	76	▲
Rest of Queensland					
Regional urban bus		≥70	73	73	▲
Customer service complaints in SEQ per 10,000 trips		≤4	2.65	2.52	▲
Average on-time running performance in peak times – CityTrain"		95%	98%	98.16%	▲
Percentage of scheduled services delivered – CityTrain	11	99.87	99.80	99.79	▼
Average cost of subsidy per passenger trip in SEQ – bus, rail, light rail and ferry		\$7.10	\$6.78	\$6.75	▲

▲ On track ● slight variance ▼ significant variance

Notes

- Response times for wheelchair accessible jobs are longer than response times for conventional taxis. This may be due to drivers not prioritising wheelchair work or because they are engaged in providing other services under a contract with other entities such as Department of Veteran Affairs or Special Education services. TMR will develop action plans with taxi booking companies to outline corrective action strategies.
- New regional air contracts commenced on 1 January 2015. The new contracts operate under a risk/revenue-sharing funding model which has resulted in a change to the calculation methodology to include operator revenue in this service standard. Increased average subsidy can also be attributed to decreasing patronage as a result of deregulating three routes.
- New long distance bus contracts commenced on 1 January 2015. The new contracts operate under a risk/revenue-sharing funding model which has resulted in a change to the calculation methodology to include operator revenue in this service standard. Increasing average subsidy on long distance bus services can be attributed to an additional four contracted routes and declining patronage.
- Increasing average subsidy on TravelTrain services is due to declining patronage and indexation on cost of service.
- The decrease in bus patronage is due to the mode shift from bus services to G:Link light rail services which commenced in July 2014.
- The decrease in ferry patronage is due to timetable changes and ferry terminal closures/works.
- New regional air contracts commenced on 1 January 2015 for seven contracted routes. Three routes were deregulated. Regional air patronage has decreased due to a reduction in government contracted routes.
- The decrease in long distance bus patronage is due to increased competition from other long distance bus and air operators, and a drop off in resource sector activity in some parts of regional Queensland.
- The decrease in TravelTrain patronage is due to changes to the Westlander and Inlander service offering. Competition with other transport modes is maintaining downward pressure for TravelTrain services and reflects a continuation of historical trends of decreasing patronage.
- Customer satisfaction ratings for taxis remain stable. Satisfaction with affordability and information continue to remain comparatively low and impact on overall satisfaction.

11. The result is slightly under target due to the increased frequency of services provided under the current timetable. Queensland Rail have significantly refined and optimised fleet operations and maintenance in order to increase the number of services to support an effective and efficient network.

Service area: RoadTek

Service standards	Notes	2014-15 Target/estimate	2014-15 Estimated actual	2014-15 Actual	Status
Long term debt / equity		10.1%	12.9%	12.6%	▲
Long term debt / total assets		7.3%	9.3%	8.5%	▲
Return on equity		6.6%	9.8%	11.5%	▲
Return on revenue (after tax)		2.5%	2.8%	3.2%	▲
Profit margin (earnings before income tax / user charges)		3.6%	3.9%	4.6%	▲
Lost time injury frequency rate		<10	9	9	▲
Customers' and stakeholders' value of RoadTek (on a scale of 1 to 5)		>4	4.3	4.4	▲

▲ On track ● slight variance ▼ significant variance

Appendix 3 – Government bodies

Entity	Enabling legislation	Financial reporting arrangements	Functions and responsibilities	2014–15 achievements
Far North Queensland Ports Corporation Limited (Ports North)	<i>Government Owned Corporations Act 1993</i>	Own Annual Report and financial statements	<p>To manage and operate the ports of Cairns, Burketown, Cape Flattery, Cooktown, Karumba, Mourilyan, Port Kennedy (Thursday Island), Quintell Beach and Skardon River.</p> <p>As a port authority, its responsibilities include:</p> <ul style="list-style-type: none"> • strategic port planning • port business development • port infrastructure development • environmental management and marine pollution (within port limits) • port security and safety • port efficiency • maintaining navigable port depths for shipping • pilotage services. 	<p>Record total throughput of 4,997 million tonnes across all Ports North operations.</p> <p>The Cairns Shipping Development Project's EIS was completed and submitted to the Coordinator-General's office for assessment.</p> <p>Developed a new stockpile site for the export of magnetite at the Port of Mourilyan.</p>
Gladstone Ports Corporation Limited (GPCL)	<i>Government Owned Corporations Act 1993</i>	Own Annual Report and financial statements	<p>To manage and operate the ports of Gladstone, Rockhampton and Bundaberg.</p> <p>As a port authority, its responsibilities include:</p> <ul style="list-style-type: none"> • strategic port planning • port business development • port infrastructure development • environmental management and marine pollution (within port limits) • port security and safety • port efficiency • maintaining navigable port depths for shipping • pilotage services. 	<p>Total trade throughput of 100.01 million tonnes across all GPCL operations.</p> <p>The first shipments of coal departing from the new Wiggins Island Coal Export Terminal and the first exports of liquid natural gas (LNG) through the Port of Gladstone has seen GPCL continue preparations for a significant growth in trade into the future.</p>

Entity	Enabling legislation	Financial reporting arrangements	Functions and responsibilities	2014–15 achievements
Gold Coast Waterways Authority**	<i>Gold Coast Waterways Authority Act 2012</i>	Own Annual Report and financial statements	To deliver the best possible management of the Gold Coast Waterways at reasonable cost to the community and government, while keeping government regulation to a minimum.	<p>Continued implementation of 10 year Gold Coast Waterways Management Strategy and Program.</p> <p>Stopping the ‘run around’ by being a central point of contact for all things ‘waterways’ on the Gold Coast.</p> <p>Prioritising Gold Coast needs through consultation, digital presence and media interaction.</p> <p>Promoting the waterways by supporting several significant events such as boat shows and partnering with various organisations to increase awareness and understanding of waterways issues.</p> <p>Improving access to Gold Coast waterways through:</p> <ul style="list-style-type: none"> • Delivery of several significant dredging projects • Provision of new and improved destinations on the waterways • Keeping the Gold Coast Seaway safe and navigable <p>Improving management of the Gold Coast waterways through:</p> <ul style="list-style-type: none"> • Issuing of Aquatic Event Authorities and Development Approval Responses • Supporting waterways businesses • Establishment of Currumbin Estuary Safety Awareness Campaign • Installation of behaviour monitoring cameras • Engaging with community and key stakeholders on waterways issues

2014–15 achievements

Functions and responsibilities

Financial reporting arrangements

Enabling legislation

Entity

<p>North Queensland Bulk Ports Corporation Limited (NQBP)</p>	<p><i>Government Owned Corporations Act 1993</i></p>	<p>Own Annual Report and financial statements</p>	<p>To manage and operate the ports of Abbot Point, Hay Point, Weipa, Mackay and Maryborough.</p> <p>As a port authority, its responsibilities include:</p> <ul style="list-style-type: none"> • strategic port planning • port business development • port infrastructure development • environmental management and marine pollution (within port limits) • port security and safety • port efficiency • maintaining navigable port depths for shipping • pilotage services. 	<p>NQBP's throughput, was 178.455 million tonnes, 8.3% greater than for 2013–14.</p> <p>After several years of negotiations, an agreement was reached to construct a new and safer public boat ramp near Evans Landing (Weipa).</p> <p>The tonnage of fuel products imported through Mackay continues to increase.</p> <p>Port of Abbot Point exported a record 28.730 million tonnes of coal, 25.5% more than for 2013–14.</p>
<p>Port of Townsville Limited (POTL)</p>	<p><i>Government Owned Corporations Act 1993</i></p>	<p>Own Annual Report and financial statements</p>	<p>To manage and operate the ports of Townsville and Lucinda.</p> <p>As a port authority, its responsibilities include:</p> <ul style="list-style-type: none"> • strategic port planning • port business development • port infrastructure development • environmental management and marine pollution (within port limits) • port security and safety • port efficiency • maintaining navigable port depths for shipping • pilotage services. 	<p>Record total throughput of 11.048 million tonnes across all POTL operations.</p> <p>At the Port of Townsville Berth 8 reached operational status following a joint investment by POTL Glencore and Incitec Pivot. The Berth 8 upgrade and demolition of Berth 6/7 allows for access of larger ships, creating capacity for future growth. The upgraded berth is now capable of handling two and a half more times the shiploading capacity.</p>

2014–15 achievements

Functions and responsibilities

Financial reporting arrangements

Enabling legislation

Entity

Queensland Rail

*Queensland Rail
Transit Authority
Act 2013*

To provide passenger transport services (above and below rail) and below rail freight network, including contracts with the Department of Transport and Main Roads.

In 2015 Queensland Rail is celebrating 150 years of rail in Queensland. More than 14,000 people participated in commemorative steam train journeys across the state.

Queensland Rail took delivery of the final Spirit of Queensland train for its travel fleet in December 2014.

In 2014, Queensland Rail took out three awards at the prestigious Australian Service Excellence Awards including Organisation of the Year. The State Customer Service Team of the Year was awarded to Queensland Rail's dedicated On-Time Running Taskforce, and Customer Service Executive Queensland of the Year was awarded to Executive General Manager Travel and Tourist, Martin Ryan.

- Queensland Rail also received a number of other awards:
 - Premier's Awards for Excellence for Customer Focus
 - Overall Premier's Award, at the Queensland Premier's Awards for Excellence acknowledging the work of the On Time Running Taskforce.
 - Kuranda Scenic Railway took home the Gold Award in Specialised Tourist Services for the Kuranda Scenic Railway, at the Queensland Tourism Awards
 - Australasian Railway Association's 2015 Award for Customer Service

2014–15 achievements

Functions and responsibilities

Financial reporting arrangements

Enabling legislation

Entity

Transmax Propriety Limited **	<i>Corporations Act 2001</i>	Own financial statements	To develop and provide Intelligent Transport Systems (ITS) products and services to help maximise road network performance and manage traffic congestion. Its main product is STREAMS, which enables holistic road network management and integrates with other ITS devices for all state-controlled roads, a significant number of local governments and a number of Queensland and interstate clients.	Transmax is continuing to work with Brisbane City Council (BCC) to establish and maintain a trial Emergency Vehicle Priority (EVP) system within Brisbane. Positive progress continued on the project and has been implemented on a number of trial BCC intersections. The successful progression of this trial will enable EVP functionality to be rolled out to 300 BCC intersections in the 2015–2016 financial year.
			Transmax worked with the following interstate agencies to supply ITS services:	
				<ul style="list-style-type: none"> • Main Roads Western Australia will 'go live' with their new STREAMS ITS Platform early in the 2015–16 financial year. MRWA is one of the largest geographically spread road agencies in the world covering 2,500,000 km² and 17,800 km of roads. • A trial continued for Transmax to supply its STREAMS Analytics product to New South Wales.

*All entities are audited by the Queensland Audit Office.

** In line with the Queensland Government Administrative Arrangements Order 2015 and the Corporations Act 2001, these entities are required to report a breakdown of approved fees and actual fees paid for the Chair and each member of their governing boards and their committees and sub-committees. This information is published on the Open Data portal. www.data.qld.gov.au

Appendix 4 – Camera Detected Offence Program

Figure 29: Camera Detected Offence Program financial overview for 2014–15

Revenue	\$,000
Department of Transport and Main Roads	101,979
Department of Treasury and Trade (State Penalties Enforcement Registry)	33,814
Total revenue	135,794
<hr/>	
Administrative/operational costs	\$,000
Department of Transport and Main Roads	5,955
Queensland Police Service – operating (including road safety enforcement initiatives)	35,937
Queensland Police Service – equity	2,103
Department of Treasury and Trade (State Penalties Enforcement Registry)	6,912
Total administrative/operational costs	50,907
<hr/>	
Expenditure of remaining revenue	\$,000
Road safety education and awareness Department of Transport and Main Roads	13,022
Road accident injury rehabilitation programs Queensland Health – to support the purchase of blood and blood products used in the treatment of victims of road trauma	4,500
Improvements to the safety of state-controlled roads Department of Transport and Main Roads – equity	90,123
Royal Brisbane and Women's Hospital – Prevent Alcohol and Risk-related Trauma in Youth Department of Transport and Main Roads	540
RACQ (Docudrama) Department of Transport and Main Roads	160
Total expenditure of remaining revenue	108,346
Balance of 2014–15 revenue	(23,459)

Note: Total 2014–15 expenditure on CDOP related activities, including expenditure from prior year surpluses.

Community attitudes

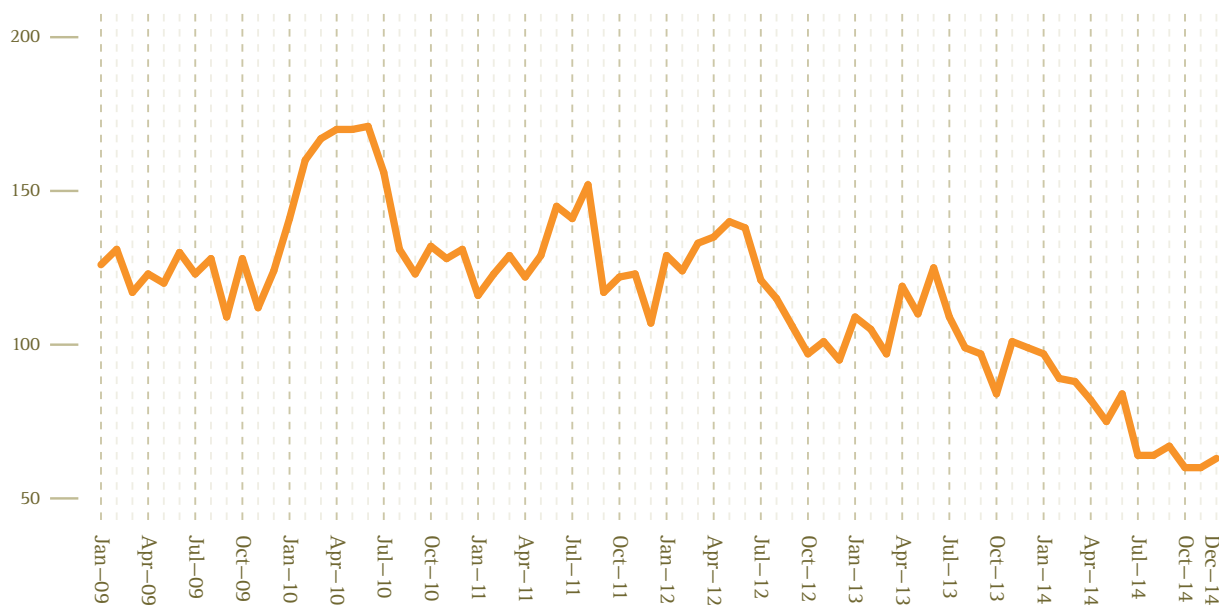
The following results from recent research* indicate the community regards speeding as a dangerous and unacceptable behaviour. Of those drivers surveyed:

- 86% agreed with the statement 'I think speeding is a major contributor to crashes'
- 75% agreed with the statement 'It's time the community took a stand against speeding'
- 62% felt that speeding is as dangerous as drink driving
- 69% agreed with the statement 'No matter what I always drive under or at the speed limit'
- 78% agreed that driving/riding 10km/hr over the speed limit increases crash risk.

*Each year, Transport and Main Roads commissions a Road Safety Attitudes Tracking Study by an independent market research company, Marketing and Communications Research. The most recent survey (2015) asked transport-related questions of a sample of 600 Queensland drivers/riders. A number of the questions were specific to the Camera Detected Offence Program.

Figure 30 shows the average number of vehicles that were monitored for every mobile speed camera notice that was issued between January 2009 and December 2014.

Figure 30: Mobile speed cameras - Vehicles monitored per notice issued



[Data source: Queensland Police Service.]

Figure 31: Number of mobile speed camera infringements per penalty bracket for 2014

Penalty bracket	< 13 km/h	13–20 km/h	21–30 km/h	31–40 km/h	> 40 km/h	Total
Number of mobile speed camera infringements	461,543	118,434	14,567	1,579	449	596,572
Percentage	77.37%	19.85%	2.44%	0.26%	0.08%	100%

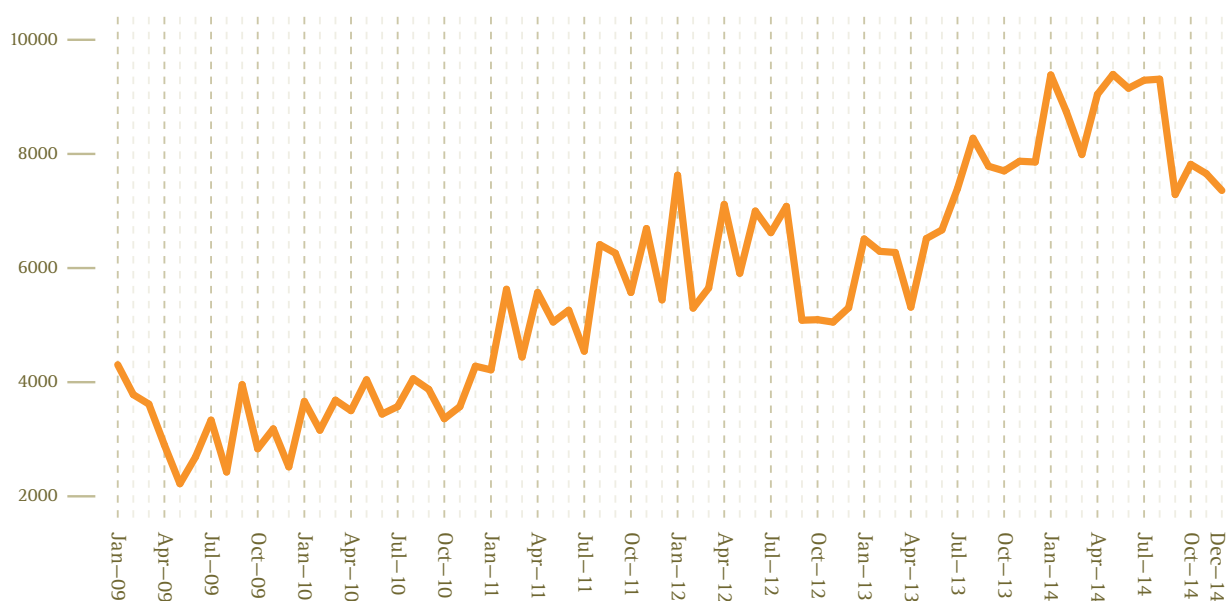
[Data source: Transport and Main Roads Data Analysis Team.]

Note: Penalty bracket is vehicle exceeding the speed limit by this amount.

In the 2014 calendar year, 102,421 red light camera infringement notices were issued. This includes red light camera notices detected by combined red light/speed cameras.

Figure 32 shows the average number of vehicles that were monitored for every red light camera notice that was issued between January 2009 and December 2014.

Figure 32: Red light cameras - Vehicles monitored per notice issued

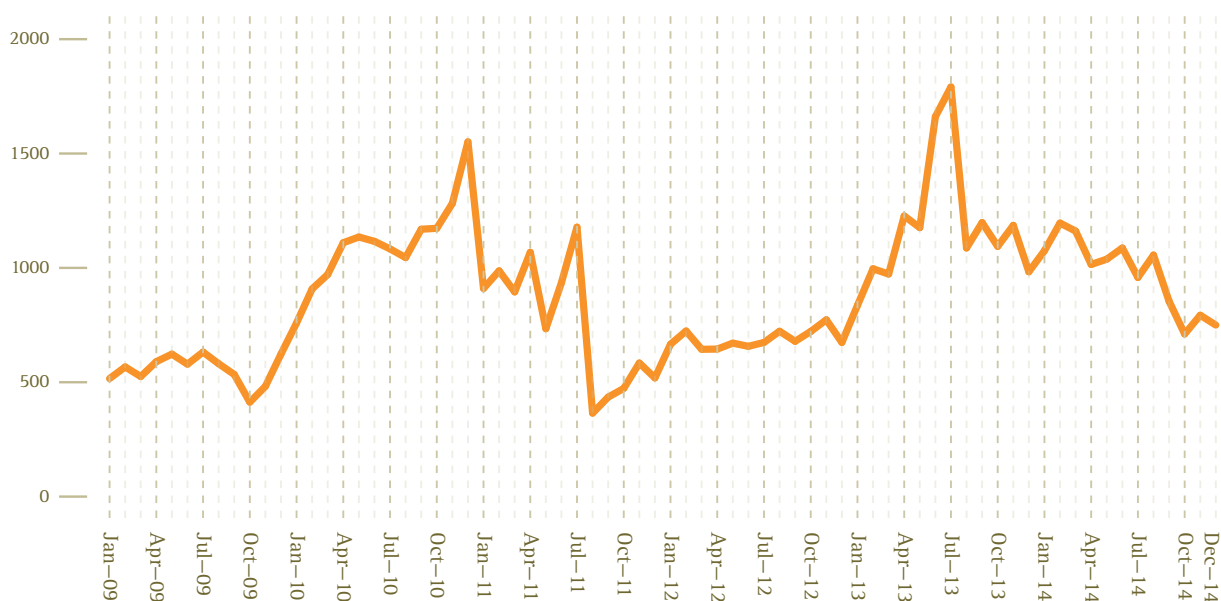


[Data source: Queensland Police Service.]

Note: This graph does not include red light camera notices issued by combined red light/speed cameras. See Figure 35 (Combine red light/speed cameras – vehicles monitored per notice issued)

Figure 33 shows the average number of vehicles that were monitored for every fixed speed camera notice that was issued between January 2009 and December 2014.

Figure 33: Fixed speed cameras - Vehicles monitored per notice issued



[Data source: Queensland Police Service.]

Note: This graph does not include fixed speed camera notices issued by combined red light/speed cameras. See Figure 35.

Figure 34: Number of fixed speed camera infringements per penalty bracket for 2014

Penalty bracket	< 13 km/h	13–20 km/h	21–30 km/h	31–40 km/h	> 40 km/h	Total
Number of fixed speed camera infringements	106,490	35,474	3,926	573	252	146,715
Percentage	72.58%	24.18%	2.68%	0.39%	0.17%	100%

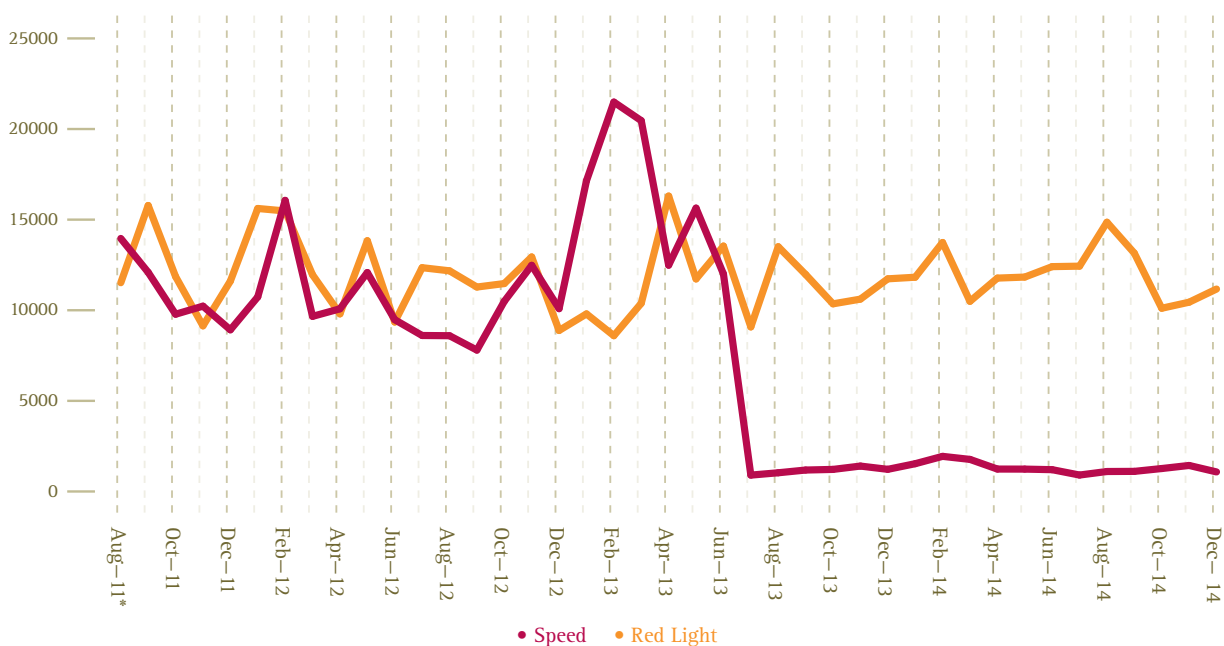
[Data source: Transport and Main Roads Data Analysis Team.]

Notes:

- Penalty bracket is vehicle exceeding the speed limit by this amount.
- This data includes fixed speed camera notices detected by combined red light/speed cameras.

A combined red light/speed camera is placed at a signalised intersection and is able to detect both/either failure to obey the red signal and/or speeding. The speed detection component of the camera can operate on the red, yellow and green signal. Figure 35 shows the average number of vehicles that were monitored for every red light or speed camera notice issued from combined red light/speed cameras since August 2011.

Figure 35: Combined red light/speed cameras - Vehicles monitored per notice issued



[Data source: Queensland Police Service.]

Notes:

- * Combined red light/speed cameras were introduced on 2 August 2011.
- Between 2 August 2011 and 31 December 2013, data was captured from two combined red light/speed cameras.
- The very large drop observed in July 2013 coincides with the addition of 5 extra combined cameras that are issuing a much lower rate of notices/vehicle than the original 2 combined cameras that were installed in 2011.
- August 2011 to December 2012 data relating to 'vehicles monitored per speed notice issued' has been updated. Previously, the 'speed' data series displayed vehicles monitored per speed plus red light notice. It now shows vehicles monitored per speed notice only.
- The Transport and Main Roads Annual Report 2012–13 referred to 'speed camera notices detected by combined red light/speed cameras'. This terminology has now been updated to 'speed camera notices issued by combined red light/speed cameras'. This change reflects the fact that some camera detections are not progressed to an infringement notice.

Figure 36: Number of point-to-point speed camera infringements per penalty bracket for 2014

Penalty bracket	< 13 km/h	13–20 km/h	21–30 km/h	31–40 km/h	> 40 km/h	Total
Number of point-to-point speed camera infringements	0	1	0	0	0	1
Percentage	0.00%	100.00%	0.00%	0.00%	0.00%	100%

[Data source: Transport and Main Roads Data Analysis Team.]

Notes:

- Penalty bracket is vehicle exceeding the speed limit by this amount.
- A point-to-point (or average) speed camera system uses a number of cameras over a length of road to measure a vehicle's average speed. The system uses the time it takes for a vehicle to travel between the two points to calculate the average speed of the vehicle: $\text{Speed} = \text{Distance} \div \text{Time}$.
- For 2014, the point-to-point camera system was not in operation due to roadworks on that section of road.

Appendix 5 – Transport operator payments*

Figure 37: Passenger transport operator payments – South-east Queensland

Payments for 1 July 2014 to 30 June 2015 (GST exclusive).

Operator	Amount \$
Bus	
BIC COACHES PTY LTD ACN 134 809 617	5,314,635
BRISBANE BUS LINES PTY. LTD. ACN 009 739 593	105,132
BRISBANE CITY COUNCIL (BRISBANE TRANSPORT)	291,061,645
BUS QUEENSLAND PTY. LTD. ACN 010 516 757 T/A PARK RIDGE TRANSIT	13,355,903
BUSLINK QUEENSLAND PTY. LTD. ACN 085 000 693	13,710,948
CABOOLTURE BUS LINES PTY. LTD. ACN 010 974 599	6,662,510
CAVGLASS PTY LIMITED ACN 124 444 711 T/A GLASSHOUSE COUNTRY COACHES	213,844
CLARK'S LOGAN CITY BUS SERVICE (QLD) PTY. LTD. ACN 081 364 776	28,127,160
G.K. & J.M. THOMPSON PTY LTD ACN 064 465 176 T/A THOMPSON BUS SERVICES	8,086,334
HORNIBROOK BUS LINES PTY. LTD. ACN 010 013 224	14,760,956
MT GRAVATT BUS SERVICE PTY. LTD. ACN 010 232 827 ATF THE L G COLE FAMILY TRUST	4,664,485
S & S WEBSTER INVESTMENTS PROPRIETARY LIMITED ACN 004 804 497 T/A KANGAROO BUS LINES	12,825,143
SOUTHERN CROSS TRANSIT (QLD) PTY LTD ACN 097 130 615	138,074
SURFSIDE BUSLINES PTY. LTD. ACN 010 957 552	84,607,079
TRANSDEV QUEENSLAND PTY LTD ACN 087 046 044	26,780,799
TRANSIT AUSTRALIA PTY. LIMITED ACN 065 794 943 T/A SUNSHINE COAST SUNBUS	33,136,162
WESTSIDE BUS CO PTY LTD ACN 083 497 312	18,963,776
Total	562,514,585
Ferry	
BRISBANE CITY COUNCIL (FERRY SERVICES)	17,059,160
COOCHIEMUDLO ISLAND FERRY SERVICE PTY LTD ACN 109 277 376	220,944
KELLSTAR PTY. LTD. ACN 073 449 439 T/A STRADBROKE FLYER	886,955
STRADBROKE FERRIES PTY LTD ACN 009 725 713	114,877
TSA FERRY GROUP PTY LTD ACN 108 664 848 T/A BAY ISLANDS TRANSIT SYSTEM	6,346,557
Total	24,628,492
Citytrain	
QUEENSLAND RAIL LIMITED ACN 132 181 090	886,646,210
Total	886,646,210

Payments for 1 July 2014 to 30 June 2015 (GST exclusive).

Rail Bus Replacement Services	
BRISBANE BUS LINES PTY. LTD. ACN 009 739 593	3,300,408
CAV QUEENSLAND PTY LTD ACN 115 410 725	2,023,707
G.K. & J.M. THOMPSON PTY LTD ACN 064 465 176 T/A THOMPSON BUS SERVICES	2,587,472
S & S WEBSTER INVESTMENTS PROPRIETARY LIMITED ACN 004 804 497 T/A KANGAROO BUS LINES	3,969,907
YELLOW CABS (QUEENSLAND) PTY. LTD. ACN 009 662 408 ATF THE MONBURN TRUST	6,546
Total	11,888,040
Light Rail	
GOLDLINQ PTY LTD ABN 88 147 815 441	41,595,746
Total	41,595,746
Railbus	
BUS QUEENSLAND (LOCKYER VALLEY) PTY LTD ACN 140 535 888	1,112,198
S & S WEBSTER INVESTMENTS PROPRIETARY LIMITED ACN 004 804 497 T/A KANGAROO BUS LINES	1,441,018
WESTSIDE BUS CO PTY LTD ACN 083 497 312	277,759
Total	2,830,975
Flexilink Taxi Service	
YELLOW CABS (QUEENSLAND) PTY. LTD. ACN 009 662 408 ATF THE MONBURN TRUST	127,774
BLACK & WHITE CABS PTY.LTD. CAN 054 497 353	-
Total	127,774
Total subsidy	\$1,530,231,822

Figure 38: Passenger transport operator payments – Rest of Queensland

Payments for 1 July 2014 to 30 June 2015 (GST exclusive).

Operator	Amount \$
Regional Urban Bus	
ASTRONOMICAL CHILLAGOE PTY LTD ACN 107 487 972 ATF SEVEN BRIDGES UNIT TRUST	7,779
BOWEN TRANSIT PTY LTD ACN 105 749 602	141,841
BUSLINK QUEENSLAND PTY. LTD. ACN 085 000 693	1,103,800
CAMPSIE BUS CO PTY LTD ACN 000 953 328 T/A WHITSUNDAY TRANSIT	795,264
CAVBUS PTY LTD ACN 096 924 677	20,180

Payments for 1 July 2014 to 30 June 2015 (GST exclusive).

CAVGLASS PTY LIMITED ACN 124 444 711 T/A GLASSHOUSE COUNTRY COACHES	298,430
COMPLETE GOLF COACHING PTY LTD ACN 101 380 116 T/A KERRY'S BUS SERVICE	21,677
D.G. YOUNG & P.J YOUNG & P.J YOUNG T/A YOUNGS BUS SERVICE	1,754,359
DUFFY'S CITY BUSES PTY LTD ACN 053 761 023 ATF THE DUFFY TRUST	1,355,864
FULTONLAWN PTY. LTD. ACN 010 489 068 ATF NHPRIEBBENOW FAMILY TRUST T/A WIDE BAY TRANSIT	2,457,705
GJ & LE CHRISTENSEN T/A CHRISTENSENS BUS AND COACH	340,835
HAIDLEY, DONALD JOSEPH T/A HAIDLEY'S PANORAMIC COACHES & MOTORS	212,156
HUBBARDS COACHES PTY LTD ACN 076 988 120 ATF HUBBARD FAMILY TRUST	6,874
KUHLE PTY LTD ACN 093 136 317 ATF THE KUHLEWEIN FAMILY TRUST T/A COAST & COUNTRY BUSES	13,429
L.G. STEWART FAMILY CO. PTY. LTD. ACN 009 971 617 ATF L G STEWART FAMILY TRUST	85,008
MACKAY TRANSIT COACHES PTY. LTD. ACN 050 416 227	2,086,249
POLLEYS COACHES PTY LTD ACN 134 694 992	572,996
STRADBROKE ISLAND BUSES PTY LTD ACN 151 219 420	462,128
TOOWOOMBA TRANSIT PTY LTD ACN 135 249 062 T/A BUS QUEENSLAND TOOWOOMBA	4,006,808
TRANS NORTH PTY. LTD. ACN 074 538 159 T/A TRANS NORTH BUS AND COACH SERVICE	224,774
TRANSIT AUSTRALIA PTY. LIMITED ACN 065 794 943 T/A MARLIN COAST SUNBUS	10,135,090
TRANSIT AUSTRALIA PTY. LIMITED ACN 065 794 943 T/A CAPRICORN SUNBUS	2,173,799
TRANSIT AUSTRALIA PTY. LIMITED ACN 065 794 943 T/A TOWNSVILLE SUNBUS	8,542,717
YELLOW CABS (QUEENSLAND) PTY LTD CAN 009 662 408 ATF THE MONBURN TRUST	35,773
Total	36,855,535
Ferry	
SEA-CAT CHARTERS PTY. LTD. ACN 010 551 925 T/A PEDDELLS THURSDAY ISLAND TOURS	175,635
SEALINK QUEENSLAND PTY LTD ACN 148 811 170	1,629,665
Total	1,805,300
Long Distance Rail	
CAIRNS - KURANDA RAIL PTY LTD ACN 084 801 212	1,749,792
QUEENSLAND RAIL LIMITED ACN 132 181 090	180,011,719
RAIL CORPORATION NEW SOUTH WALES	3,731,003
Total	185,492,514

Payments for 1 July 2014 to 30 June 2015 (GST exclusive).

Regional Air	
QANTAS AIRWAYS LTD ACN 009 661 901	3,597,190
REGIONAL EXPRESS PTY LTD ACN 101 325 642	6,086,109
SKYTRANS PTY LTD ACN 100 751 139	2,948,414
WEST WING AVIATION PTY LTD ACN 092 553 467	733,190
Total	13,364,903
Long Distance Coach	
BOWEN TRANSIT PTY LTD ACN 105 749 602	93,849
CALLIDE COACHES PTY LTD ACN 106 306 307 ATF THE MJ MOSCHIONI FAMILY TRUST	97,577
DOUGLAS COACHES PTY LTD ACN 104 860 611 ATF THE DOUGLAS FAMILY TRUST	95,492
G.A SHULTZ & S.G SHULTZ	3,624
GREYHOUND AUSTRALIA PTY LTD ACN 104 326 383	1,415,577
INTERNATIONAL COACHES & TOURS ABN 13 793 857 680	20,320
JENA BORAN ABORIGINAL & TORRES STRAIT ISLANDERS CORPORATION INC	5,545
MACKAY TRANSIT COACHES PTY. LTD. ACN 050 416 227	512,505
NORTH BURNETT REGIONAL COUNCIL	170,943
TOOWOOMBA TRANSIT PTY LTD ACN 135 249 062 T/A BUS QUEENSLAND TOOWOOMBA	2,197,906
TRANS NORTH PTY. LTD. ACN 074 538 159 T/A TRANS NORTH BUS AND COACH SERVICE	281,973
Total	4,895,311
Total Subsidy	243,796,539

School Transport Operator payments

TMR contracts 607 school transport operators. The tables above exclude school transport operator payments for the period of 1 July 2014 to 30 June 2015 (GST exclusive). Total payments (subsidy) for the period were \$166,617,551. A full list of operators and payments is available on the Open Data portal. www.data.qld.gov.au