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Committee Secretariat
Primary Industries and Resources Committee
Parliament House
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**CCAA supplementary submission to Primary Industries and Resources Committee on the
State Development and Public Works Organisation (Critical Minerals) and Other Legislation
Amendment Bill 2026**

Dear Committee Members

Since lodging CCAA's original submission, CCAA has completed additional freight modelling examining the cost of supplying the Queensland Government's transport infrastructure program with heavy construction materials.

This analysis is directly relevant to the Committee's consideration of the Bill because one of the Bill's principal objectives is to facilitate the timely delivery of projects that are of strategic importance to Queensland. The modelling demonstrates that decisions affecting the availability of strategically located quarry resources - and the ability to efficiently transport those materials using Higher Productivity Vehicles - have a material influence on the cost of delivering those projects. In other words, the Bill has the potential - by allowing quarries closest to demand centres to increase production above their DA caps - not only to improve project delivery timeframes but also to substantially reduce infrastructure delivery costs and provide better value for Queensland taxpayers.

Optimising Construction Material Supply to Reduce Infrastructure Costs

Importantly, the assessment is based on the **Department of Transport and Main Roads' (TMR) own four-year infrastructure program on the Sunshine Coast and North Brisbane and TMR's own estimates of the heavy construction material requirements** for those projects. The assessment examined the freight costs associated with supplying approximately **17 million tonnes of construction materials** under alternative quarry supply location and road and rail freight productivity scenarios.

The modelling demonstrates two clear conclusions:

- **The proximity of quarry supply to major infrastructure projects is the single greatest determinant of freight cost.**
- **The lowest-cost outcome for taxpayers is achieved by combining optimised local quarry supply with Higher Productivity Vehicles (PBS/HML)¹.**

These findings reinforce CCAA's recommendations that Government facilitate responsible brownfield quarry production uplifts and continue improving access for Higher Productivity Vehicles.

¹ For the purposes of this assessment, Higher Productivity Vehicles refer to Performance Based Standards (PBS) Higher Mass Limit (HML) truck and dog combinations capable of carrying approximately 44 tonnes of payload, compared with approximately 29 tonnes for conventional truck and dog combinations under General Mass Limits (GML). By carrying more material per trip, these vehicles reduce freight costs, truck movements, fuel consumption and emissions while operating on approved routes.

Freight cost per tonne

Table 1 demonstrates that freight costs increase significantly as construction materials are sourced further from the infrastructure task.

Table 1. Indicative Aggregate Freight Cost by Supply Region

Quarry Supply Region	Distance	PBS / HML Road (44 t)	Standard Road / GML (29 t)	Rail
Sunshine Coast	40 km	\$4.75/t	\$6.20/t	\$22.20/t
Brisbane	60 km	\$7.13/t	\$9.30/t	\$23.50/t
Scenic Rim	150 km	\$17.81/t	\$23.25/t	N/A
Gold Coast	160 km	\$19.00/t	\$24.80/t	\$30.00/t
Toowoomba	190 km	\$22.56/t	\$29.45/t	\$31.95/t

Source: CCAA freight assessment using TMR's four-year infrastructure program and TMR construction material demand estimates.

The assessment demonstrates that freight costs from Toowoomba are almost five times those associated with Sunshine Coast quarries, while Higher Productivity Vehicles consistently reduce freight costs across every supply region assessed.

Total cost to Queensland taxpayers

When those unit costs are applied to TMR's forecast demand for approximately **17 million tonnes of construction materials**, the financial consequences become substantial – as outlined at **Table 2** and **Chart 1**.

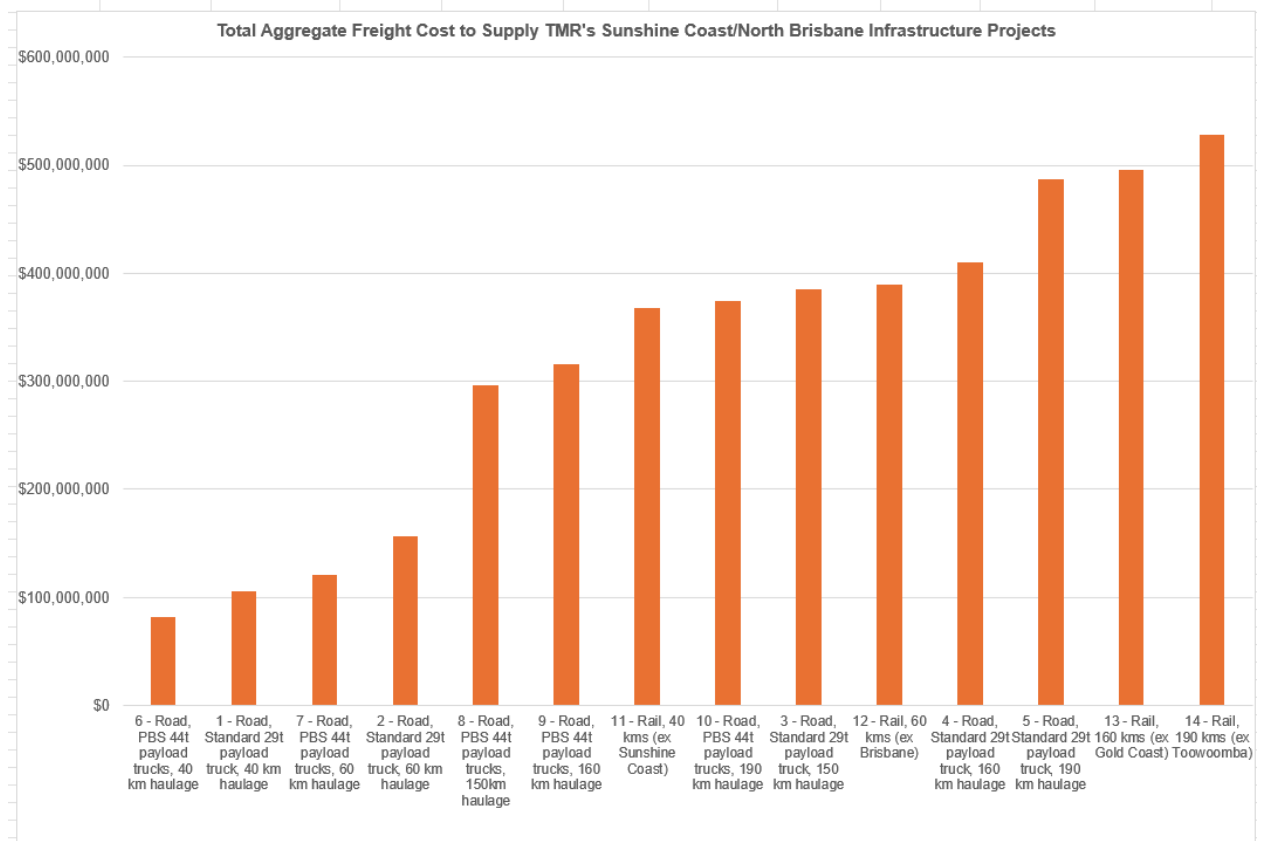
Table 2. Estimated Total Freight Cost to Supply TMR's Four-Year Infrastructure Program

Quarry Supply Region	PBS / HML Road (44 t)	Standard Road (29 t)	Rail
Sunshine Coast	~\$81 million	~\$105 million	~\$377 million
Brisbane	~\$121 million	~\$158 million	~\$400 million
Scenic Rim	~\$303 million	~\$395 million	N/A
Gold Coast	~\$323 million	~\$422 million	~\$510 million
Toowoomba	~\$384 million	~\$501 million	~\$543 million

Source: CCAA freight assessment using TMR's four-year infrastructure program and TMR construction material demand estimates.

Chart 1. Estimated Total Freight Cost to Supply TMR's Four-Year Infrastructure Program

Estimated freight cost under alternative quarry supply and transport scenarios



The assessment demonstrates that:

- sourcing materials from Sunshine Coast quarries rather than Toowoomba quarries reduces freight costs by approximately **\$303 million** using Higher Productivity Vehicles;
- the difference between the lowest-cost scenario (Sunshine Coast using PBS/HML) and the highest-cost scenario (Toowoomba by rail) exceeds **\$460 million**; and
- Higher Productivity Vehicles reduce freight costs across every supply region while also reducing heavy vehicle movements, fuel consumption and emissions.

Conclusion

The modelling demonstrates that planning decisions affecting quarry supply have material implications for the cost of delivering Queensland's infrastructure program.

The lowest-cost outcome is achieved by:

- maintaining adequate supplies of construction materials from strategically located quarries close to major infrastructure demand;
- facilitating responsible brownfield production uplifts at existing quarry operations; and
- expanding access for Higher Productivity Vehicles to maximise freight efficiency.

These measures work together to reduce freight costs, minimise heavy vehicle movements, improve supply chain resilience and deliver better value for Queensland taxpayers. They also reinforce the amendments proposed by CCAA in its original submission to facilitate timely access to strategically located construction materials.

The best CCAA contact for this matter is Mr David Rynne, QLD State Director, at david.rynne@ccaa.com.au or on

Yours sincerely

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