

QUEENSLAND RECONSTRUCTION AUTHORITY

Monthly Report

June 2013

A decorative graphic in the bottom right corner of the page, consisting of several overlapping, radiating lines in various shades of maroon and red, creating a sense of movement and depth.

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Message from the Chief Executive Officer

Major General Richard Wilson AO
Chairman
Queensland Reconstruction Authority

Dear Major General Wilson

It is with pleasure that I present the June 2013 Monthly Report – the twenty-eighth report to the Board of the Queensland Reconstruction Authority (the Authority).

The Authority was established under the *Queensland Reconstruction Authority Act 2011* following the unprecedented natural disasters which struck Queensland over the summer months of 2010-11. The Authority is charged with managing and coordinating the Government's program of infrastructure renewal and recovery within disaster-affected communities, with a focus on working with our State and local government partners to deliver best practice expenditure of public reconstruction funds.

Following the widespread damage caused by ex-Tropical Cyclone Oswald in early 2013, the jurisdiction of the Authority was expanded by the *Queensland Reconstruction Authority Amendment Bill 2013* to cover this and other disaster events which occurred in the 2012-13 disaster event period, provide the Authority with a stronger focus on community resilience and extend the term of the Authority until 30 June 2015.

The Authority continues to monitor the progress of reconstruction and provide the resourcing and support necessary to build the momentum of reconstruction and enhance the resilience of communities for potential disasters. Whilst maintaining focus on the entire program, the Authority's priorities are currently on assisting councils and State agencies progress their remaining program of works for events from the 2010 disaster period as well as fast-track the gathering of data and progress to reconstruction works from the recent 2013 events.

The June report provides an update on the progress of the total program of works managed by the Authority. The Pipeline of works for events actively managed by the Authority has an estimated program value of \$14.5 billion, of which \$11.6 billion has now been administered comprising:

- \$996.7 million of works is in 'Works under Assessment';
- \$2.9 billion of works is in 'Works in Market'; and
- \$7.8 billion of works is in 'Works in Progress or Delivered'.

The June report also provides an update on the \$80 million jointly funded program for Betterment projects open to LGAs affected by the 2013 events. The Betterment fund was announced in February 2013 for the restoration or replacement of essential public assets to a more disaster resilient standard than their pre-disaster standard. During May 2013, the first applications for Betterment funding were approved for projects in Bundaberg, Gympie and North Burnett. The June report profiles one of these Betterment projects - the Gayndah Water intake plant.

The June report also provides an update on the progress of the five functional recovery groups established in February 2013 under the Queensland 2013 Flood Recovery Plan (Recovery Plan) in response to the damage impacts of Tropical Cyclone Oswald.

I commend the report to you and recommend its release to the Minister and the public pursuant to Section 41 of the *Queensland Reconstruction Authority Act 2011*.

Yours sincerely



Graeme Newton
Chief Executive Officer
Queensland Reconstruction Authority

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Section one:
Introduction



1.0 Introduction

1.1 Background

Queensland has been struck by a series of unprecedented natural disasters in recent years. Between November 2010 and April 2011, extensive flooding caused by periods of extremely heavy rainfall, destruction caused by a number of storm cells including Cyclones Tasha, Anthony and Severe Tropical Cyclone Yasi and subsequent monsoonal flooding, resulted in all of Queensland being declared as disaster affected.

On 21 February 2011 in response to the 2011 disaster events, the Queensland Government established the Queensland Reconstruction Authority (the Authority) under the *Queensland Reconstruction Act 2011*. The Authority's role was subsequently extended to cover historical and continuing disaster events in Queensland and, on 26 September 2012, the State Government announced the initial extension of the term of the Authority's operations to June 2014.

The Authority has since been given responsibility to administer Natural Disaster Relief and Recovery Arrangements (NDRRA) for the large scale natural disaster caused by Tropical Cyclone Oswald in late January 2013 and additional events which have occurred in the 2012-13 disaster event period. The *Queensland Reconstruction Authority Amendment Bill 2013* was passed on 14 February 2013 to expand the jurisdiction of the Authority to include these recent events, provide the Authority with a stronger focus on community resilience and extend the term of the Authority to 30 June 2015.

1.2 Purpose

The Authority's mission is **to reconnect, rebuild and improve Queensland communities and its economy**.

The Authority is charged with managing and coordinating the Government's program of infrastructure renewal and recovery within disaster-affected communities, with a focus on working with our State and local government partners to deliver best practice expenditure of public reconstruction funds.

The Authority operates with reference to recovery and reconstruction plans established by the State in response to the 2011 disaster events and more recently following Tropical Cyclone Oswald. The Queensland 2013 Flood Recovery Plan (Recovery Plan), approved on 25 February 2013, provides strategic guidance for the coordination and management of recovery, reconstruction and community resilience activities undertaken across the State after Tropical Cyclone Oswald.

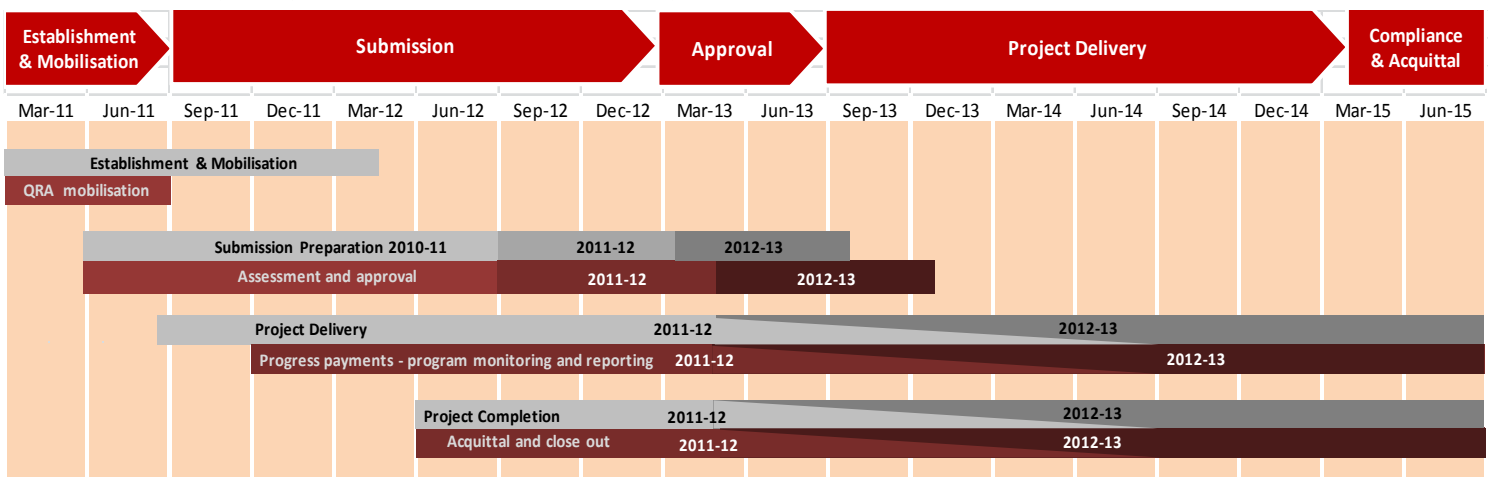
Five functional recovery groups have been established under the Recovery Plan to manage and coordinate recovery initiatives across impacted regions. The Authority provides support to, and reports on progress of the groups against their key tasks with decentralised responsibility for delivery across responsible agencies for each functional recovery group. The functional recovery groups follow from the lines of reconstruction established following the 2011 disaster events, the key tasks of which are now substantially complete.

1.3 Timing

Whilst maintaining focus on the entire program, the Authority's priorities are currently on assisting councils and State agencies progress their remaining program of works for events from the 2010 disaster period as well as fast-track the gathering of data and progress to reconstruction works from the recent 2013 events.

The focus of the reconstruction effort for the program of works existing prior to Tropical Cyclone Oswald has shifted from approving submissions to ensuring project delivery, with the bulk of reconstruction work occurring over the next 18 months.

Following Tropical Cyclone Oswald, the Authority is supporting the State's response to reconstruction with a focus on streamlining the submission and application approval process and then ensuring project delivery to complete the associated reconstruction work with an emphasis on improving the resilience of communities for potential disaster events.



Source: the Authority at February 2013

Section two:
Disaster Assistance

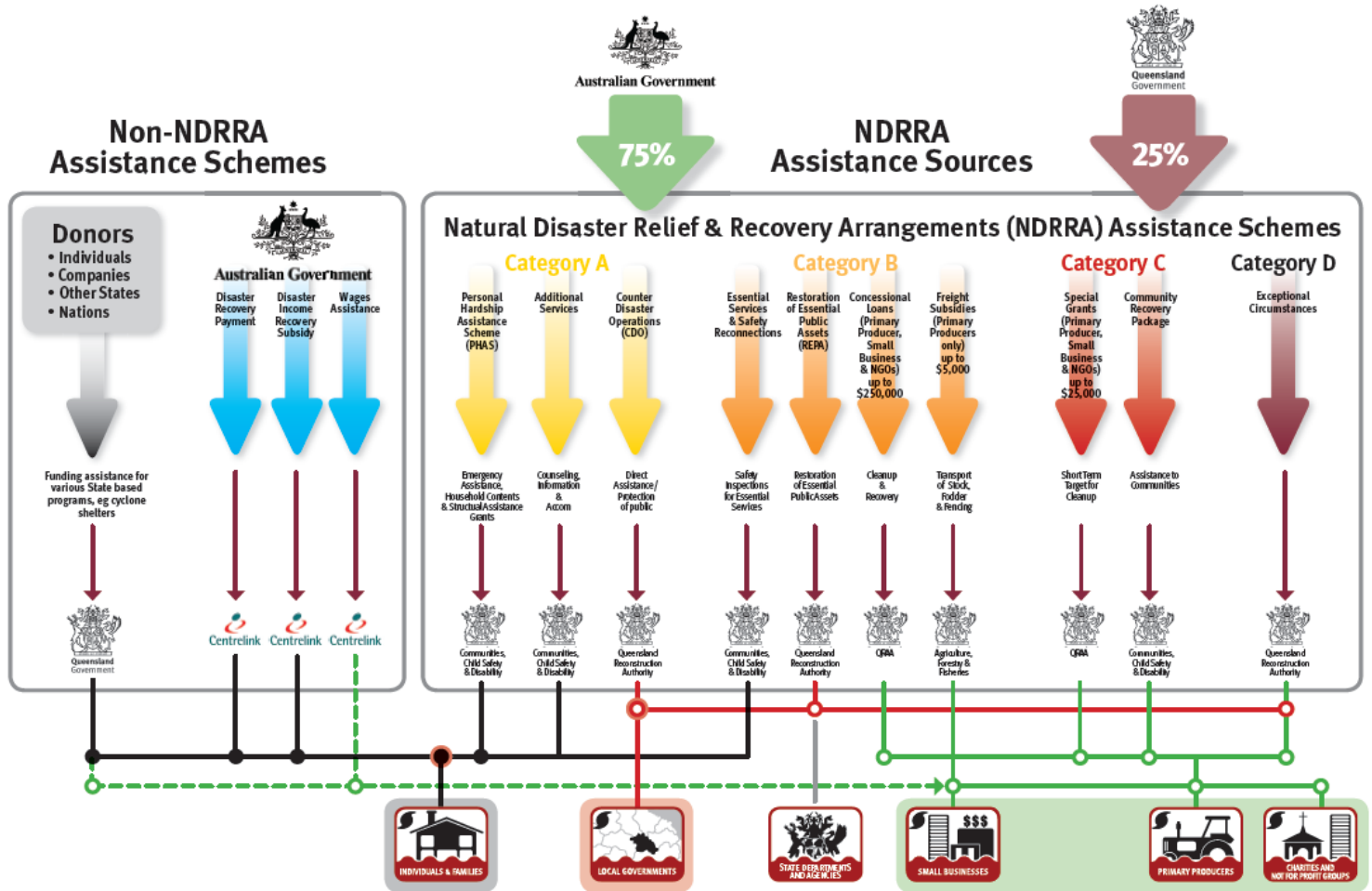


2.0 Disaster Assistance

2.1 Queensland Disaster Assistance Framework

The available Queensland Disaster Assistance schemes are separated between NDRRA (jointly funded by the Commonwealth and State governments) and Non-NDRRA funding schemes. The diagram below indicates the different elements of assistance available and how each element operates.

Figure 2.1.1 Queensland Disaster Assistance Framework



Whilst elements of the assistance schemes are delivered by other State agencies, all of the NDRRA assistance sources (and elements of the non-NDRRA assistance schemes) are administered by the Authority for historical and continuing disaster events in Queensland.

Disaster events managed by the Authority

The list of the activated disaster events managed by the Authority are set out in **Section 3.1** and can also be found on www.disaster.qld.gov.au.

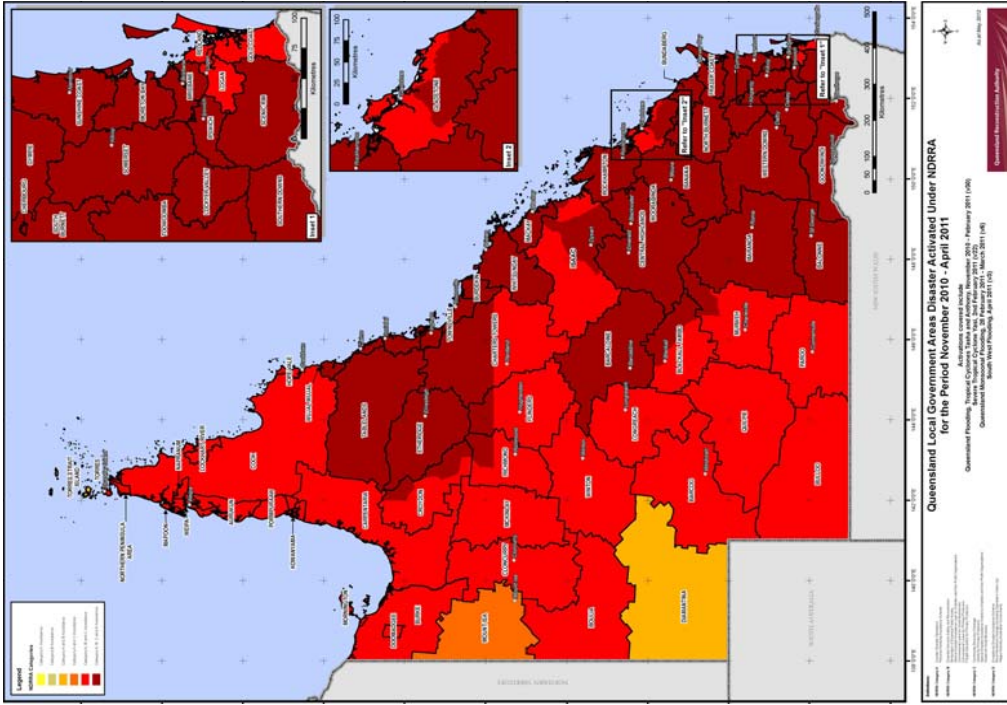
This report includes references to event periods described as follows:

- **2012-2013 events:** Activated disaster events managed by the Authority from **October 2012 to April 2013**
- **2011-2012 events:** Activated disaster events managed by the Authority from **August 2011 to March 2012**
- **2010-2011 events:** Activated disaster events managed by the Authority from **November 2010 to April 2011** including Tropical Cyclone Yasi and Queensland flooding (November 2010 to February 2011)
- **2009-2010 events:** Activated disaster events managed by the Authority prior to November 2010
- **Combined Program:** relates to all the activated disaster event programs managed by the Authority.

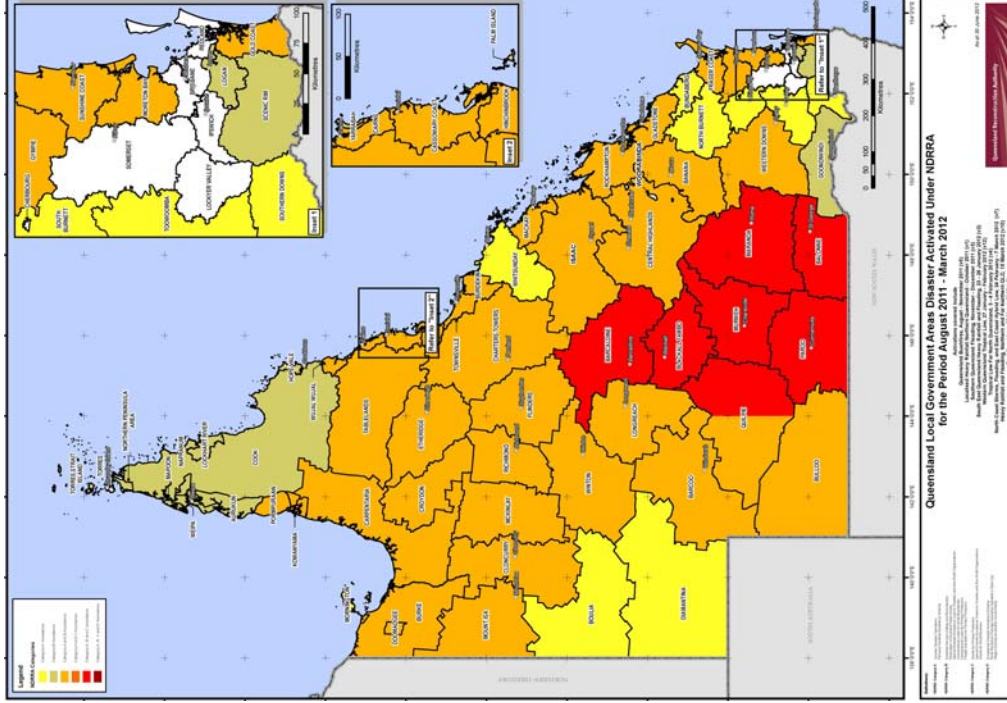
2.2 Disaster assistance by event period

The maps below show the LGAs activated for relief measures under NDRRA for each event period managed by the Authority under the Queensland Disaster Assistance Framework.

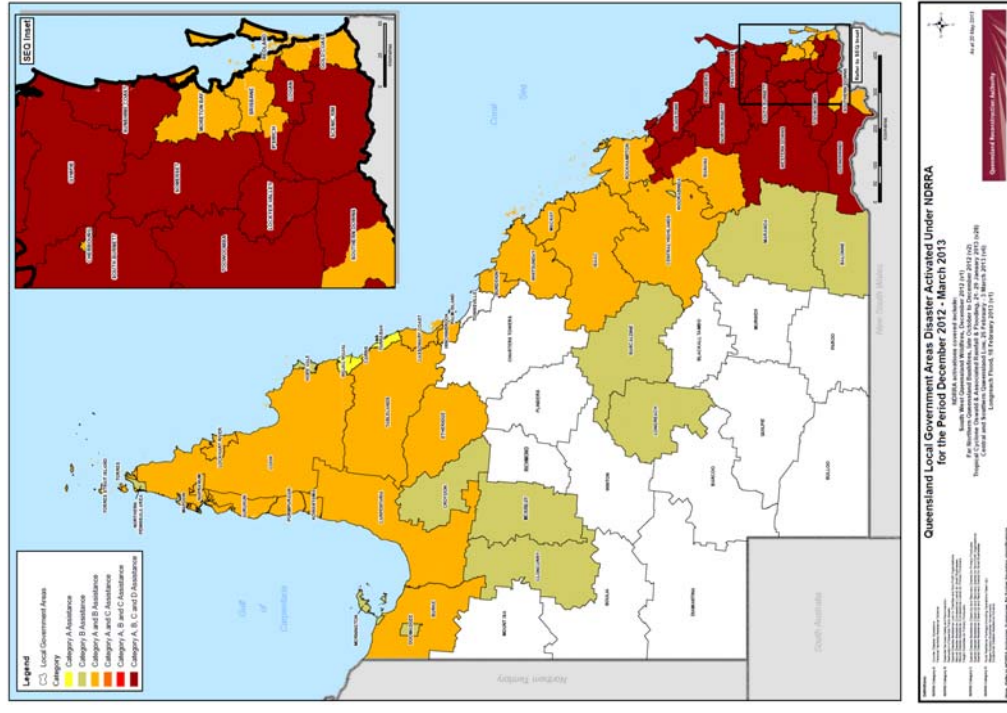
Map 1 - LGAs disaster activated under NDRRA for 2010-2011 events



Map 2 - LGAs disaster activated under NDRRA for 2011-2012 events



Map 3 - LGAs disaster activated under NDRRA for 2012-2013 events



* Different funding periods exist for each Category type.

2.3 Additional assistance measures

The State Government in conjunction with the Commonwealth have activated a range of jointly-funded Category C, Category D and other relief measures to alleviate distress due to the impact of Tropical Cyclone Oswald and the 2011 events. The measures are summarised below:

2.3.1 Betterment fund

On 8 February 2013, the Queensland Government signed the National Partnership Agreement (NPA) with the Commonwealth Government which recognised the need for a more streamlined process for the approval of Betterment funding. The Queensland Government announced a \$40 million commitment to Betterment funding which will match the Commonwealth Government contribution, resulting in the establishment of the \$80 million Betterment Fund.

The Betterment fund is available to LGAs that have been declared for NDRRA assistance for Tropical Cyclone Oswald for the restoration or replacement of essential public assets to a more disaster resilient standard than their pre-disaster standard. The intent of betterment is to increase the resilience of communities to natural disasters, while at the same time reducing future expenditure on asset restoration, reducing incidents, injuries and fatalities and improving asset utility during and after natural disasters.

Where a damaged asset is approved as a betterment project, the normal cost of restoring or replacing the asset to its pre-disaster standard will continue to be funded under Category B of NDRRA assistance and the incremental cost to 'better' the asset to a more disaster-resilient standard will be financed from the Betterment fund.

The status of the Betterment fund and profiles of recent approved Betterment projects is set out in Section 4.6 of this report.

2.3.2 Other assistance measures

Tropical Cyclone Oswald

The following additional Category C, Category D and other relief programs are in place to alleviate distress due to the impact of Tropical Cyclone Oswald:

- **Community Recovery Package - \$5 million** - Funding for community development officers in the hardest hit communities of Bundaberg and North Burnett, support for mental health services and a flexible fund that assists communities to implement engagement and development activities.
- **Clean Up and Recovery program - \$10 million** - Program to assist primary producers to clear debris and restore fencing in the worst affected areas; to maintain workers while income generating activities are reduced and to clear debris from watercourse that poses a hazard to downstream infrastructure and activities.
- **Environmental Recovery program - \$10 million** - Program to fund existing programs to conduct flood specific clean up and soil conservation work following the 2013 flooding.
- **Industry Recovery Officers - \$1.5 million** - Placement of Industry Recovery Officers to assist business and primary producers recover from flooding.
- **Enhanced concessional loans and grants - \$3 million** - Loans of up to \$650,000 (with a grant component of up to \$50,000) are available to applicants that have suffered extreme damage such that the existing concessional loan and recovery grants under NDRRA category B and C are insufficient to support recovery.
- **Rural Financial Counselling Services - \$1.5 million** - Provision of financial planning advice for rural businesses and primary producers to assist in the recovery of local economies following the disaster.

2011 events

- **Queensland Local Council Package - \$315 million** - Funding to help local councils repair utilities and infrastructure, and support their efforts in recovering from the floods and Cyclone Yasi. The package comprises two components: \$265 million to fast-track the repair of damaged infrastructure, including the Strengthening Grantham project, Brisbane ferry terminals and Riverwalk; and \$50 million to contribute to regional and remote councils employing people to perform important clean-up and repair work.
- **Cassowary Coast Support Package - \$15 million** - Funding to restore vital council infrastructure and restore natural vegetation and beach damage in the Cassowary Coast region. Specifically, the Support Package provides for the repair of Dunk Island Jetty, the repair of Clump Point Jetty and the restoration of Cardwell beach foreshore and its natural vegetation.
- **Exceptional Disaster Assistance Scheme** - Concessional interest loans of up to \$650,000, with grant component of up to \$50,000, to eligible businesses, primary producers and not-for-profit organisations that suffered extreme damage.

In addition, the State Government and Commonwealth have agreed to an extended Day Labour Trial, which enables councils to deliver restoration works with their own workforce on condition that they provide evidence of savings in both time and cost.

Section three: Framing the Challenge



3.0 Framing the Challenge

3.1 Events managed by the Authority

The Authority has responsibility to administer NDRRA relief measures for historical and continuing disaster events in Queensland.

The Authority currently manages and coordinates the infrastructure reconstruction and recovery for 18 disaster events activated for NDRRA relief measures since the Authority's establishment in February 2011 and the remaining program of works for an additional 16 disaster events which occurred prior to the Authority's establishment.

2012-2013 natural disaster events managed by the Authority:

- South West Queensland Wildfires, 21 December 2012
- Far Northern Queensland Bushfires, late October - December 2012
- Tropical Cyclone Oswald and Associated Rainfall and Flooding, 21-29 January 2013
- Longreach Flood, 18 February 2013
- Central and Southern Queensland Low, 25 February - 3 March 2013

2011-2012 natural disaster events managed by the Authority:

- Queensland Bushfires, August to October 2011
- Localised Heavy Rainfall Northern Queensland, October 2011
- Southern Queensland Flooding, November to December 2011
- South East Queensland Heavy Rainfall and flooding, 23- 26 January 2012
- Western Queensland Tropical Low, 27 January to February 2012
- Far Northern Queensland Tropical Low, 3-4 February 2012
- North Coast Queensland Storms and flooding and East Coast Hybrid Low, 24 February - 7 March 2012
- Northern and Far Northern Queensland Heavy Rainfall & flooding, 15 March 2012
- East Coast Low, 22 March 2012

2010-2011 natural disaster events managed by the Authority:

- Queensland Flooding and Tropical Cyclones Tasha and Anthony, November 2010 to February 2011
- Severe Tropical Cyclone Yasi on 2 February 2011
- Queensland Monsoonal Flooding Event, 28 February 2011,
- South West Flooding, April 2011

2007-2010 natural disaster events managed by the Authority that have open submissions for damage:

- South East and North Coast Queensland East Coast Low, August 2007
- South West Queensland storms and flooding, 23-30 November 2007
- Central Western Queensland storms and flooding, 22-30 December 2007
- South East Queensland East Coast Low, 27 December 2007 - 7 January 2008
- Queensland Monsoonal flooding, January 2008
- Queensland Monsoonal flooding, February - March 2008
- South West Queensland flooding, June 2008
- Queensland storms and associated flooding, 16-22 November 2008
- Queensland Monsoonal flooding and Tropical Cyclone Charlotte and Ellie, January - February 2009
- South East Queensland Low, May 2009
- Queensland Bushfires, September – October 2009
- South West Flooding, 20 – 25 November 2009
- Northern, Central and South West Queensland Flooding, 22 December 2009 to 8 January 2010
- Queensland Monsoonal Flooding and Tropical Cyclones Olga, Neville, Ului and Paul, January to April 2010
- South West Queensland Low and Associated Flooding, September 2010
- 2010 South East Queensland Flooding, 9-12 October 2010

3.2 Queensland 2013 Flood Recovery Plan

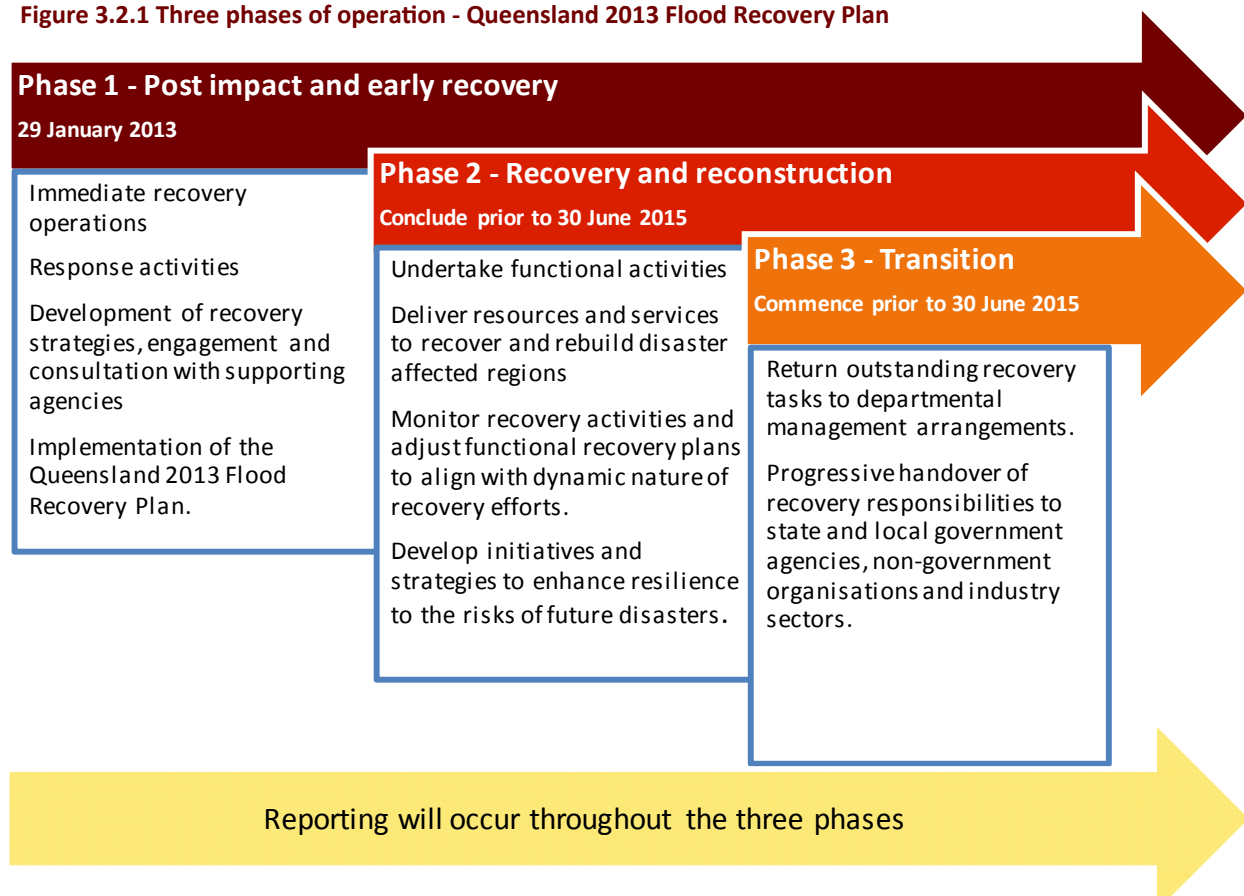
The Recovery Plan has been prepared to set the framework for the recovery from the flood and damage impacts of Tropical Cyclone Oswald. The aim of the plan is to assist affected communities to get back on their feet as quickly as possible while ensuring the effective and efficient employment of limited resources.

The Recovery Plan establishes the context for recovery at the State and local levels of government through setting the governance framework and providing strategic guidance for the coordination and management of recovery, reconstruction and community resilience activities of those areas impacted by Tropical Cyclone Oswald.

The Recovery Plan also sets the context for improved enhancement of resilience and aims to improve the State's ability to withstand, and bounce back from, future natural disaster events.

The plan coordinates the prioritisation and alignment of resources from multiple sources to support the broad range of recovery activities. These activities are being undertaken across three phases as set out in **Figure 3.2.1**.

Figure 3.2.1 Three phases of operation - Queensland 2013 Flood Recovery Plan



The Recovery Plan also establishes the structure for recovery activities from Tropical Cyclone Oswald.

Disaster Recovery Coordinators have been appointed to coordinate disaster recovery efforts within the regions most impacted by Tropical Cyclone Oswald:

- Northern Queensland Region— Don Cousins
- Bundaberg/North Burnett Region—Deputy Commissioner Brett Pointing APM
- Southern Queensland Region— Bill Mellor.

The composition of the three regions is set out in **Appendix B**.

Functional recovery groups, led by relevant State agencies, have also been established to effectively manage and coordinate recovery initiatives across impacted regions. The roles and responsibilities of each functional recovery group, together with the key performance metrics used to measure the rate of recovery progress, are set out in the Recovery Plan and summarised in **Section 3.3**.

The Authority provides support to the Disaster Recovery Coordinators and reports on progress of the functional recovery groups against their key tasks.

3.3 Functional Recovery Groups

The Recovery Plan provides a broad overview of each functional recovery group's roles and responsibilities and sets out the key performance metrics used to measure each group's progress. An update on the progress of each functional recovery group against their key performance metrics is set out in this section of the report.

3.3.1 Human and social

The Human and Social functional recovery group coordinates the efficient and effective delivery of human and social recovery activities. These activities include the provision of financial assistance and personal support services for individuals, families and communities.

The status of the key metrics being monitored by the Human and Social Recovery Group in relation to the recovery from Tropical Cyclone Oswald has been reported by the group at 31 May 2013 as follows:

Human and social	Metric	Status
1. All Essential Household Contents Grant (EHCG) applications assessed and paid when eligible	Number of grant applications	4,547
	Number of grant applications assessed	4,547
	Number of grant applications assessed as payable and paid	3,503
2. All Structural Assistance Grant (SAG) applications assessed	Number of grant applications	704
	Number of grant applications under assessment or awaiting additional information	335
	Number of grant applications assessed as payable and paid	139
3. All Essential Services Safety and Reconnection Scheme Grant (ESSRSG) applications paid when eligible	Number of grant applications	374
	Number of grant applications under assessment or awaiting additional information	310
	Number of grant applications assessed as payable	64
	Number of grants paid	64
4. Communities are supported by additional 'counselling, other' services	Number of new clients receiving support from NDRRA funded services	Long term support program commences 1 July 2013
	Number of hours of service provision by NDRRA funded services	Long term support program commences 1 July 2013
5. All displaced households seeking housing assistance are assessed for housing need and referred to appropriate housing services.	Number of displaced households seeking housing assistance	652
	Number of households assisted	646
	Number of applications under assessment	6

Personal Hardship Assistance Schemes (PHAS)

PHAS comprises EHCG, SAG and ESSRG.

At 31 May 2013, 5,625 applications have been received across the three categories of PHAS. Of these:

- 3,706 have been assessed as payable and paid
- 645 are under assessment or unable to be processed until supporting documentation is received from the applicant.

The process for finalising SAG and ESSRG grants requires site inspection by community recovery officers or qualified tradespeople prior to payment. Based on the current number of applications, processing will be completed for all SAGs by 31 August 2013, and ESSRGs by 30 September 2013.

(Source: DLGCRR at 31 May 2013)

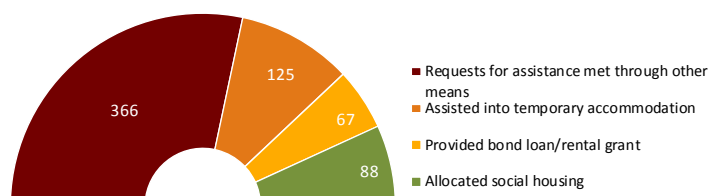
Displaced households

Figure 3.3.1.1 shows 652 applications were received from displaced households seeking housing assistance. Of these:

- 280 households have been assisted into temporary accommodation (including 88 households into social housing and providing bond loans or rental grants to 67 households)
- 366 requests have been met through other means (alternate housing solution found, returned to own home, insurance company assisting)
- 6 requests are pending.

Emergency housing assistance requests are no longer being completed and all new enquiries are now being assessed as normal business.

Figure 3.3.1.1 Displaced households seeking assistance



3.3.2 Economic

The Economic recovery group coordinates the efficient and effective planning and implementation of economic recovery activities. These activities include advice on the economic impacts of current disaster events and the group also provides information on the needs of local government and industry in responding to the events and getting the economy back to full production.

The status of the key metrics being monitored by the Economic Recovery Group in relation to the recovery from Tropical Cyclone Oswald has been reported by the group at 31 May 2013 as follows:

Economic	Metric	Status
1. Coal exports (Coal Export Tonnage)	Data is sourced from the monthly Queensland Coal Transport Report. This report provides an overview of Queensland coal exports and coal transport system performance.	Queensland coal export throughput in April 2013 totalled 14.53Mt, an increase of 3.6% on March 2013, and a 15.8% increase on April 2012. 2012-13 year-to-date coal exports total 145.47Mt, a 5.8% increase on the same period in 2011-12. This is a state-wide measure and so can only be used as a broad indicator of overall health of the economy, rather than reflecting the recovery of specific regional industries. However, the current figures can be considered to represent a solid recovery.
2. NDRRA Financial assistance	Categories and amount of funding approved	Range of Category C and Category D measures activated to alleviate distress due to the impact of Tropical Cyclone Oswald - see Section 2.3 . Cat B loan approvals: - \$1.092M to 11 primary producers - \$0.030M to 1 small business Cat C grant approvals: - \$5.421M to 679 small businesses - \$14.352M to 2126 primary producers - \$0.767M to 88 non-profit organisations Cat D loan-grant approvals: - \$2.416M to 6 primary producers - \$0.650M to 1 small business See Figure 3.3.2.1

Economic Recovery Initiatives

The Local Government Traineeship Strategy, being delivered by the Local Government Association of Queensland (LGAQ), is underway with a total of 27 councils allocated with traineeship positions. Local Government traineeship contracts have been issued to each individual council.

The Department of State Development, Infrastructure and Planning and Department of Tourism, Major Events, Small Business and the Commonwealth Games continue to participate in local economic recovery meetings across all of the impacted LGAs and are in regular contact with local government representatives. The departments are also working with Bundaberg Regional Council and Bundaberg Enterprise Centre to continue delivering business continuity workshops in the region.

AgTrends industry forecast updates released in May 2013 indicate that while the floods had significant impacts on particular regions and industries, state agricultural production continues to hold up well. State-wide forecasts for fruit have risen by 1% compared with September 2012, and forecasts for vegetables and beef remain unchanged. Areas of note are a 5% drop in sugar cane forecasts compared with September 2012, and a 2% drop in dairy forecasts.

Primary producers

Fifteen Industry Recovery Officers are working through the Queensland Farmers' Federation to help impacted primary producers and businesses across seven industry groups with their recovery planning, and a financial advisor has been appointed to provide financial advice to rural businesses and primary producers.

Tourism

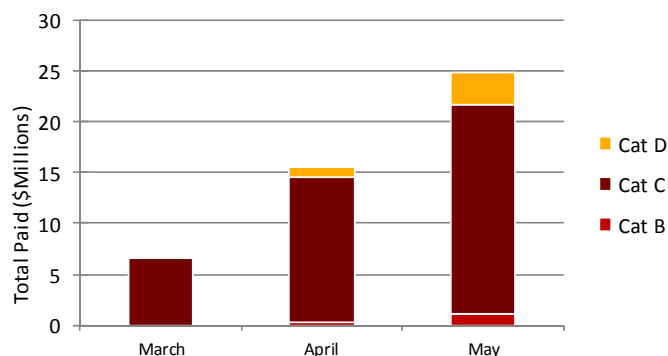
17 regional Queensland events have been allocated funding under the \$150,000 Events Flood Assistance Program which is providing financial assistance for events that suffered or were cancelled due to the flooding.

A 'Rise and Shine' music tour to ten flood affected regions across the state was undertaken in May 2013 to improve community resilience and connection.

NDRRA financial assistance

As set out in the table above and **Figure 3.3.2.1** below, \$24.7 million of NDRRA Category B, C and D grants and loans has been provided to 2,143 primary producers, 681 small businesses and 88 non-profit organisations.

Figure 3.3.2.1 Grants approved - Tropical Cyclone Oswald



(Source: DLGCRR at 31 May 2013)

3.3.3 Environment

The Environment recovery group coordinates the efficient and effective planning and implementation of environment recovery activities. These activities include advice on the measures required to achieve environmental recovery and to monitor and provide advice on current and potential environmental and cultural heritage issues. It also facilitates information exchange and maximises efficient allocation of resources towards recovery. A key focus is to progress strategies to reduce future impacts on the natural environment, in both urban and rural landscapes, focussing on long term resilience and sustainability.

The status of the key metrics being monitored by the Environment Recovery Group in relation to the recovery from Tropical Cyclone Oswald has been reported by the group at 31 May 2013 as follows:

Environment	Metric	Status
1. National parks	National parks affected by this event to re-open for conservation management	266 (45%) affected 264 recovered or partially opened
2. Sewage treatment and water supply	Sewage treatment plants (STP) and water treatment plants (WTP) affected by this event return to compliance with their relevant environmental authorities	122 affected 122 recovered
3. Mining operations	Mining operations affected by this event return to compliance with their relevant environmental authorities.	35 have conducted mine water releases 35 have returned to compliance*

* returned to compliance with their relevant environmental authority regarding water releases.

1. National parks

266 (45%) of Queensland's national parks, conservation parks, state forests and resource reserves have been affected by the Tropical Cyclone Oswald event. Of these, 124 were subject to closure.

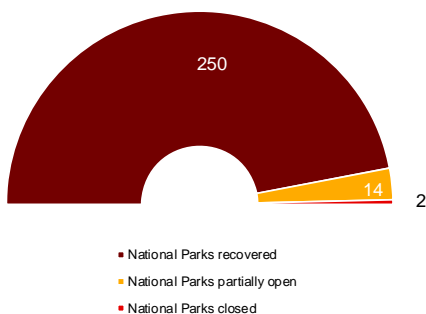
The current estimation of damage costs to national parks is \$6.275 million.

At 31 May 2013:

- 250 (94%) protected areas have been recovered
- 14 (5%) protected areas have been partially opened
- only 2 (1%) protected areas remain closed or are inaccessible. **Figure 3.3.3.1**

The two parks that remain closed are expected to reopen by 30 June 2013.

Figure 3.3.3.1 Affected National Parks



2. Sewage treatment and water supply

All 122 sewage treatment plants, water treatment plants and sewage pump stations affected by the Tropical Cyclone Oswald event have now been recovered.

3. Mining operations

35 Queensland mines have conducted mine water releases as a result of the Tropical Cyclone Oswald event, comprising 28 of the 45 coal mines in the Fitzroy Basin, one mine in the Burdekin and six mines in southern Queensland.

At 27 May 2013, all Temporary Emissions Licences issues have expired, with all mining operations reverting back to operating under their environmental authorities.

Clean-up and recovery program

On-farm productivity contracts to the value of approximately \$1.2 million are on track to be executed and payments made prior to 30 June 2013.

Environmental recovery contracts to the value of approximately \$741,000 are on track to be executed and payments made prior to 30 June 2013.



Above: Landslip at Springbrook National Park, Gold Coast Hinterland. (Courtesy www.npsr.qld.gov.au)

(Source: DLGCRR at 31 May 2013)

3.3.4 Building

The Building recovery group coordinates the efficient and effective information exchange, issues identification and resolution between government agencies, building industry and insurance providers to ensure the efficient and prioritised use of available resources.

The status of the key metrics being monitored by the Building Recovery Group in relation to the recovery from Tropical Cyclone Oswald has been reported by the group at 31 May 2013 as follows:

Building	Metric	Status
1. Provision of immediate and longer-term temporary accommodation	Timely procurement of adequate numbers of accommodation units	On track see below
	Number of displaced households seeking housing assistance	On track see below
	Number of households assisted into temporary accommodation	On track see below
2. Provision of assistance and advice to building client agencies to support the repair and restoration of State public buildings	Number of significantly affected State public buildings and extent of damage ¹	99
	Number of significantly affected State public buildings repaired/restored to service ²	99
	Significantly affected State public buildings with repairs in progress	31
3. Provision of building advice and information to support the community in its recovery	Building Services Authority (BSA) website updated with factsheets relevant to natural disaster recovery	On track see below
	Regular status updates by Industry Associations to Building Recovery Group (BRG) Sub Committee	On track see below
4. Provision of advice to the recovery supply chain including contractors, subcontractors and material suppliers	Regular status updates by Industry Associations to BRG Sub Committee	On track see below
5. Participation in future planning forums and discussion panels	Regular status updates by Industry Associations to BRG Sub Committee	On track see below

¹ Significantly affected is defined as water 100mm over the floor level or serious structural damage and loss to related assets.

² Data provided refers to significantly affected public buildings which include schools and early childhood centres; ambulance, police and fire stations; hospitals; government employee accommodation and social housing.

1. Provision of immediate and longer-term temporary accommodation - Number of displaced households seeking housing assistance is covered in the **Human and Social** section.

Immediate accommodation provided consisted of:

- 2 fully serviced camps (40 and 300 beds) established in the week commencing 27 January 2013
- 300 beds - camp since closed on 28 February 2013
- 40 beds - camp since closed on 13 March 2013.

Longer term temporary accommodation (approximately 6 to 12 months) was established in the first weeks of the flood event:

- Bundaberg (Finemore Caravan Park) – 77 beds modular units
- Mundubbera (Three Rivers Caravan Park) – 58 beds modular units
- Gayndah (Showgrounds and Riverside Caravan Park) – 22 beds modular units.

All residents temporarily housed at the Finemore Caravan Park have now been rehoused, and work began on 27 May to remove the modular units. The need for ongoing temporary housing in Mundubbera and Gayndah is being reviewed.

2. Provision of assistance and advice to building client agencies -

At 31 May 2013, there were 99 significantly affected State public buildings and all 99 had been restored to service (are operational or operating from temporary accommodation) with 31 currently having repairs in progress.

3. Provision of building advice and information - The Building Services Authority (BSA) has reported that:

- 3,000 information (rebuilding and cleaning) kits have been handed out to the community
- 113 technical inspections have been conducted
- a consumer show was held with 70 attendees
- website has been updated, and media releases were published providing BSA contact and website details
- BSA has undertaken 423 compliance audits in the Bundaberg and Wide Bay Burnett regions to check contractor compliance and standards of work.

4. Provision of advice to recovery supply chain - Regular status updates have been provided by industry representatives from BSA, Queensland Master Builders Association (QMBA), Housing Industry Association (HIA) and Insurance Council of Australia (ICA). No issues were raised for escalation.

5. Participation in future planning forums - Status updates have been provided by industry representatives from BSA, QMBA, HIA and ICA.

(Source: DLGCRR at 31 May 2013)

3.3.5 Roads and transport

The Roads and Transport recovery group coordinates the efficient and effective delivery of road and transport recovery activities. These activities include input to the development of the Roads and Transport Recovery Program, including identifying priorities. TMR is responsible for delivering the state-controlled roads and transport response, recovery and reconstruction and will engage directly with industry and the community on the recovery and reconstruction phases following the natural disaster.

The status of the key metrics being monitored by the Roads and Transport Recovery Group in relation to the recovery from Tropical Cyclone Oswald has been reported by the group at 31 May 2013 as follows:

Roads and Transport	Metric	Status
1. Damaged state-controlled roads to be reconstructed (kms)	Total length of damaged roads (kms & %)	see below
	Total length of damaged roads under reconstruction (kms)	see below
	Total length of damaged roads reconstructed (kms)	see below
2. Kms of rail line Impacted/damaged rail line	Total length of impacted/damaged lines (kms & %)	3,100 kms (43%)
	Total length of impacted/damaged rail line recovered (kms)	3,100 kms

1. Damaged State controlled roads

TMR has now completed its road recovery phase, clearing, repairing and reopening roads affected (but not necessarily damaged) by the three natural disaster events since January 2013. The status of this recovery program is discussed in detail in **Section 5.2 Progress of State-controlled roads and highways**.

TMR contracts valued at approximately \$100 million for road recovery or emergent works are complete across the state.

Road reconstruction works contracts valued at more than \$101 million are currently being negotiated as extensions to existing contracts. The delivery strategy and progress for works arising from damage in 2013 is:

- extend existing contracts where damage is in close proximity to existing contracts – negotiations have started
- where low complexity but no contractor – select contractors to provide pricing and construction methodology – negotiations over coming weeks
- present tenders to market for more complex projects on Priority 1 roads no later than end August 2013
- present tenders to market for all other roads (taking consideration of delivering remaining damaged works from 2011, 2012 and 2013) by end 2013.

The complete reconstruction program of damaged roads requiring more permanent repairs will be finalised after June 2013.

2. Rail network

All 3,100 kms (43% of the total rail network) impacted as a result of the 2013 events have now been recovered.



Above: Burnett Highway (Nanango - Goomeri) at Barambah Creek
(Image courtesy TMR)



Above: Track damage - North Bundaberg
(Image courtesy www.queenslandrail.com.au)

(Source: DLGCR & TMR at 31 May 2013)

Roads and Transport Recovery example - Central Queensland Region

2013 disasters damage the Gladstone – Monto Road

A gravel section of the Gladstone - Monto Road and the surrounding landscape was radically changed during the high floods caused by Tropical Cyclone Oswald and the associated rainfall and flooding event in late January 2013.

Five kilometres of the road could not be accessed until late February 2013 after flood waters subsided. Inspections revealed five floodways sustained significant damage, three were destroyed and the approaches to 200m of roadway near floodways and sections of the gravel road were also impacted. A number of load-limited timber bridges along the Gladstone - Monto Road were also inundated and damaged.

Once the flooding subsided, local RoadTek bridge inspectors assessed the structural integrity of the timber bridges and crews identified the plant required to undertake recovery works and how it could be transported over the load-limited timber structures.

Crews delivered the required machinery to the sites within days and side tracks were constructed around the damaged structures making the road passable by 4WD traffic and enabling local road users access along the route. Arrangements were made with the local school bus driver to use a 4WD vehicle to transport students from the area into the Monto School.



Above: damage to unsealed section of Gladstone-Monto Road and floodway (January 2013)



Above: recovery works in progress (March 2013) on a section of Gladstone-Monto Road.

In late February to March 2013, a second natural disaster - the Central and South Queensland Low - caused further damage to recovery works that had been partially completed. Timely reconstruction of the concrete floodways was challenging given the need to secure concrete deliveries to the isolated area in competition with Gladstone works and with further rain causing minor flooding and raising the creek water levels.

Recovery works on the road were completed within the 60 day emergent works period. Local road users including the school bus and students now have access along this route.



Above: Damage to another floodway (left) January 2013 and completed floodway (right) April 2013.

(Source: TMR 31 May 2013)

Section four:

Program Status



4.0 Program Status

4.1 Recent developments

The *Queensland Reconstruction Authority Amendment Bill 2013* was introduced into the Legislative Assembly on 13 February 2013 to expand the jurisdiction of the Authority to include Tropical Cyclone Oswald and other events which have occurred in the current disaster event period (2012-13), provide the Authority with a stronger focus on community resilience and extend the term of the Authority until 30 June 2015.

Since the last report, there has been one additional disaster event activation declared for NDRRA financial assistance - Longreach Flood, 18 February 2013.

4.2 Looking forward

Whilst maintaining focus on the entire program, the Authority's immediate priorities are focused on assisting councils and State agencies progress their remaining program of works for events from the 2010 disaster period as well as fast-track the gathering of data and progress to reconstruction works from the recent 2013 events.

In relation to the program of works existing prior to Tropical Cyclone Oswald, the Authority's focus has shifted from the management of applications to program delivery with ongoing monitoring of progress and the countdown to completion of the reconstruction program of works, highlighting high performing areas and success stories.

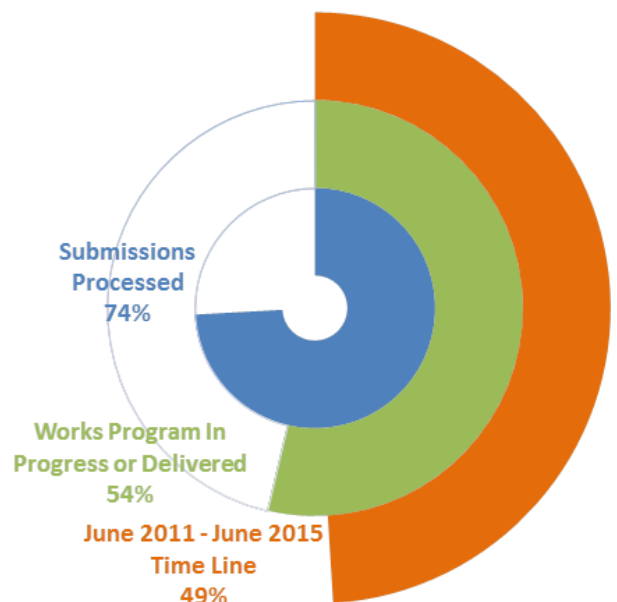
Following Tropical Cyclone Oswald, the Authority is supporting the State's response to reconstruction with a focus on streamlining the submission and application approval process and ensuring project delivery to complete the associated reconstruction work with an emphasis on improving the resilience of communities for potential disaster events.

4.3 Combined program progress

At 3 June 2013, the combined program for all events which are managed by the Authority has progressed as follows:

- a cumulative value of \$14.1 billion in submissions have been received, representing an increase of \$0.5 billion since last month
- a cumulative total of \$10.8 billion has been processed (74% of the revised total program) representing an increase of \$0.4 billion since last month
- a cumulative value of \$7.8 billion of the works program is in progress or has been delivered
- funding acquitted for individuals, small business, primary producers and charities and non-profit organisations amounts to \$463.2 million.

Figure 4.3.1 Combined Program Progress



Source: the Authority as at 1 March 2013

4.4 State-wide pipeline of works

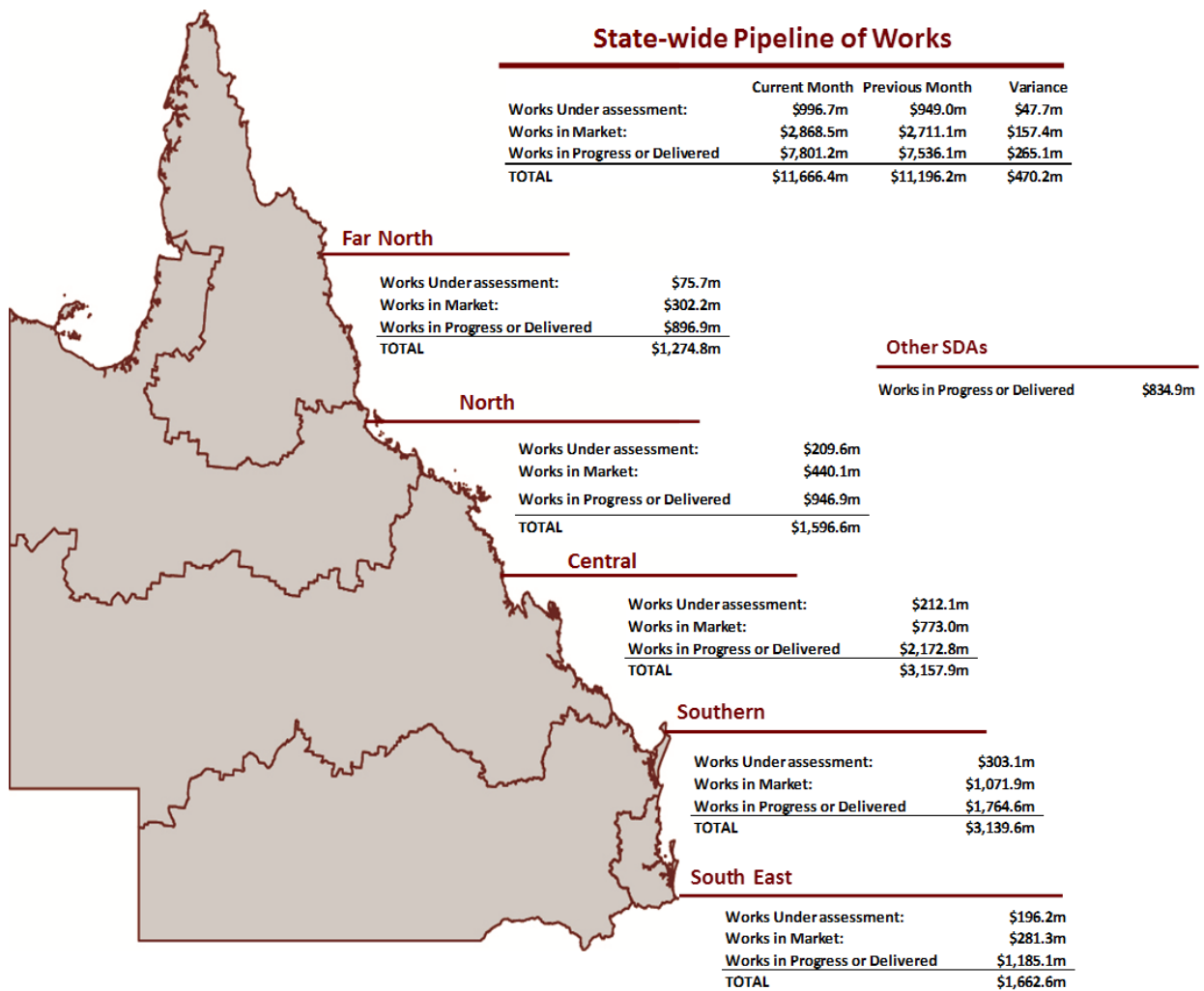
The Pipeline of works represents the estimated cost of all natural disaster events actively managed by the Authority.

The Pipeline has been recently revised following completion of the Authority's regular quarterly review process and now includes the impact of Tropical Cyclone Oswald and other 2012-13 events on the Authority's program of works.

The events of early 2013 are forecast to cost more than \$2.5 billion and adds to the significant costs from other natural disasters impacting the State in recent years. The cost of the 2012 events is estimated to be over \$2 billion and the disasters of 2010-11 are expected to cost more than \$7 billion.

Inclusive of these and earlier events managed by the Authority, the Pipeline of works for all events actively managed by the Authority (2009 to 2013) has an estimated program value of \$14.5 billion. Of this, the State-wide reconciliation indicates that:

- \$996.7 million of works is in 'Works under Assessment';
- \$2.9 billion of works is in 'Works in Market'; and
- \$7.8 billion of works is in 'Works in Progress or Delivered'.



Source: DTMR at 30 April 2013; Authority at 3 June 2013

1. The pipeline represents all open 2009-2013 events with a cumulative value of \$14.5 billion.
2. Additional works may have been conducted but are yet to be reported to the Authority.
3. *Other SDA and non-infrastructure* encompasses SDAs other than DTMR and non-infrastructure NDRRA grants received by the Authority.

Pipeline of Works Definitions

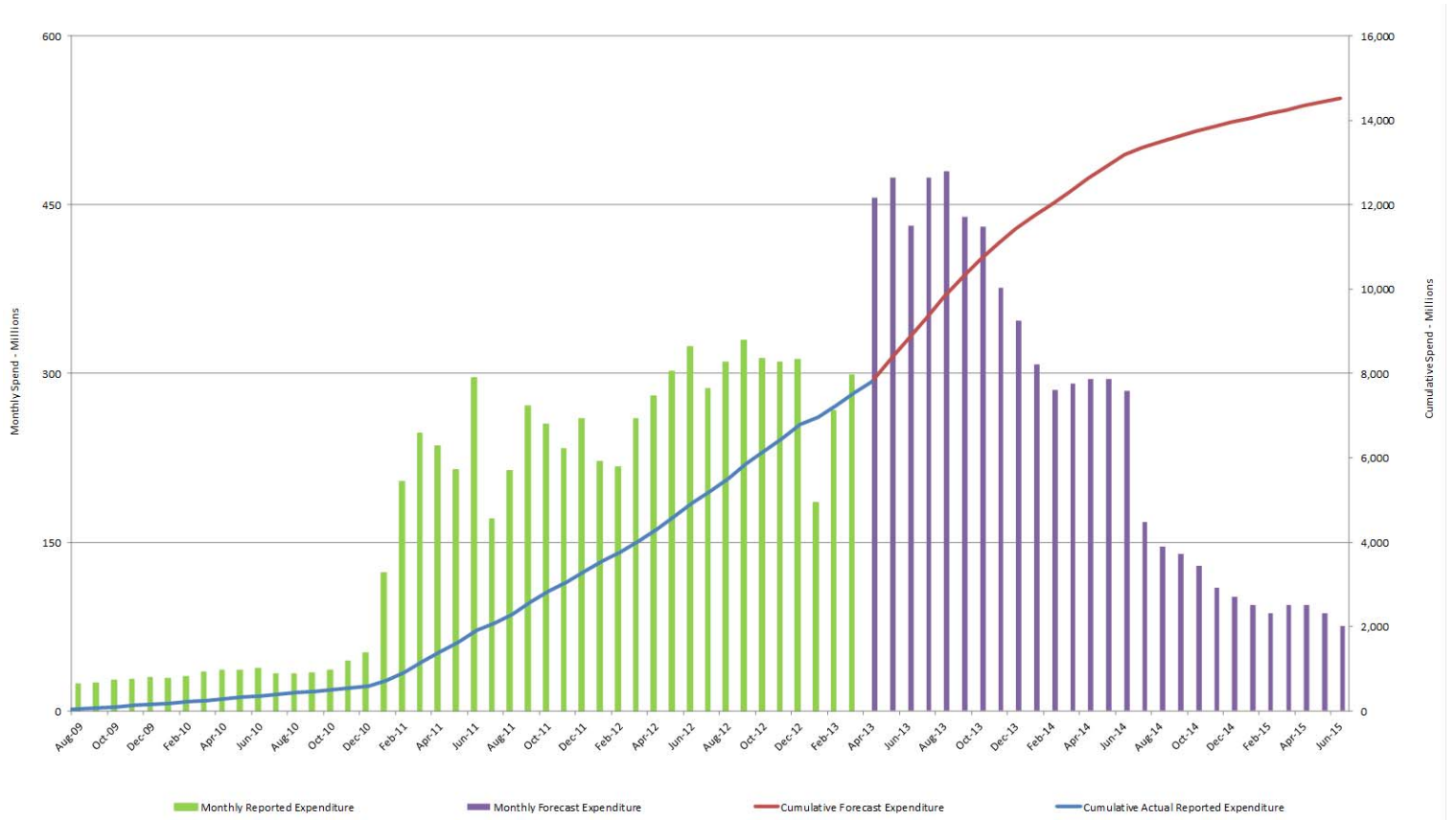
Stage	Description
Works under Assessment	Applications for packages which are currently under assessment by the Authority or are awaiting additional information from the applicant.
Works In Market	Applications for packages which have been approved by the Authority and are in the tender or contract process.
Works in Progress or Delivered	Expenditure on packages in progress or delivered.

4.5 Program of works expenditure

Combined program of works expenditure

The figure below represents the monthly expenditure and estimated costs for all events managed by the Authority.

Figure 4.5.1 Combined Program of Works



Source: the Authority - 28 February 2013 NDRRA Review & 3 June 2013

4.6 Betterment fund status

The \$80 million Betterment fund is a Category D relief measure available to LGAs that have been declared for NDRRA assistance for Tropical Cyclone Oswald for the restoration or replacement of essential public assets to a more disaster resilient standard than their pre-disaster standard.

Status

The Betterment Fund was announced in February 2013 following Tropical Cyclone Oswald which caused damage to many of the assets which had been repeatedly damaged and restored from earlier disaster events.

Expressions of Interest (EOI) have been received by the Authority from 48 councils with approximately \$1 billion worth of Betterment projects to improve the resilience of infrastructure to natural disasters.

Based on the prioritised list of EOIs, the Authority has identified Preferred Betterment Proposals, being those projects with the potential to best meet the objectives of Betterment from the available pool of funding.

Relevant LGAs have been invited to submit more detailed information necessary to progress the Preferred Betterment Proposals through to the next stage.

Under the Betterment Framework, in addition to the normal NDRRA submission assessment process, the Authority is considering the financial and non-financial benefits of the betterment proposal such as possible prior damage, loss of availability and its impact on economic or social factors of the community. Where an LGA has a priority or shovel ready project, additional information was able to be supplied in the EOI to accelerate the process to delivery.

Approvals

During May 2013, the first approvals for priority Betterment projects have been provided. The approvals include:

- relocation of the Gayndah Water Intake Plant, which was washed away completely in the 2011 floods and severely damaged again in January 2013 (North Burnett Regional Council).
- improved floodways for two roads at Isis River - Barretts Road and Black Road (Bundaberg Regional Council)
- improvements to Gentle Annie Bridge at Apple Tree Creek (Bundaberg Regional Council).

A profile of the Gayndah water intake plant Betterment project is provided over the page.



Above: showing damage to Gentle Annie Bridge in 2011.



Above: showing extent of redamage to Gentle Annie Bridge in January 2013.

Source: the Authority as at 3 June 2013

4.6 Betterment fund status (continued)

Feature betterment project: North Burnett Regional Council Gayndah Water Intake Plant

The Gayndah Water Intake Plant is located on the Burnett River, Gayndah - one of the region's main townships servicing local villages and farming catchments.

The water supply is an essential service to the North Burnett Regional Council community and for the continued operation of the town's local businesses. The plant pumps water from the Burnett River to the treatment plant, which is the only source of treated water for the town.

Following damage in the 2011 event, the Gayndah raw water intake was reconstructed over a 15 month period to its pre-disaster standard at a cost of \$1.2 million. In January 2013, shortly after completion of the restoration works, the plant was extensively damaged again as a result of flooding caused by Tropical Cyclone Oswald. Three bores installed in the river bed following the 2011 floods were washed away in 2013.

Given the importance of the infrastructure to the local community and its recent repeated inability to withstand flood events, there is an imperative to reinstate the raw water infrastructure with improved flood immunity.



Above: Gayndah Water Intake Plant damaged in 2011.



Above: Gayndah Water Intake Plant repaired post 2011.

North Burnett Regional Council's Betterment project is to construct a more resilient solution to preserve water quality and quantities. Works include building a new submersible style pumping station and intake upstream at Claude Wharton Weir and new raw water rising main to the Gayndah Water Treatment Plant.

The estimated cost of completing the project is \$3.8 million, comprising \$2.6 million in reconstruction costs and \$1.2 million in Betterment funding. Council will contribute \$50,000 to the project.



Above: showing extent of redamage to the Gayndah Water Intake Plant in January 2013.

Source: the Authority as at 3 June 2013

4.7 Iconic projects in reconstructing Queensland*

Project	Value (\$m)	Description	Status
Palm Island seawall	\$12.3	<p>The Palm Island foreshore provides the focal point for the island's community. It is the location of culturally significant landmarks and memorials as well as the island's community facilities. The seawall in Challenger Bay provides wave dissipation and erosion mitigation.</p> <p>Damage to the seawall occurred as a result of Cyclone Yasi in February 2011. The project was not affected by ex-Tropical Cyclone Oswald.</p>	<p>Council has started the revised program of works.</p> <p>Council will begin the process for engaging a lead contractor shortly.</p> <p>Completion is expected in early 2014.</p>



Images above showing damage to sections of Palm Island the seawall following Tropical Cyclone Yasi.

Mt Sylvania Road, Upper Tenthill, Gatton	\$6.8 recovery works	<p>Several locations on Mt Sylvania Road, including eight creek crossings, were significantly damaged due to extreme flooding in 2010 and 2011. Reconstruction of the first creek crossing began in November 2011 with four crossings completed in late 2012.</p> <p>During the Tropical Cyclone Oswald rain event in early 2013 sections of Mount Sylvania Road and one reconstructed crossing were damaged by fast flowing floodwaters with the creek changing course from its pre-flood route.</p>	<p>Following the damage caused by Tropical Cyclone Oswald, full access along Mt Sylvania Road was restored in late March 2013 and initial recovery works were completed by 3 May 2013.</p> <p>Planning for reconstruction works including design refinement, preparation of contract documentation and stakeholder engagement is being finalised.</p>
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Above: Showing the impact to Hahns Crossing (left) and near re-opening (right) - March 2013

Above: Damage to Tenthill Creek and bridge.

* Iconic projects represent projects that may be complex or of great significance to the local community.

4.7 Iconic projects in reconstructing Queensland (continued)

Project	Value (\$m)	Description	Status
BCC Riverwalk (Cat D)	\$72.0	<p>The Brisbane Riverwalk was a unique pedestrian and bicycle path which linked the city's CBD with the inner suburb of New Farm. It also provided a direct link with tertiary education, entertainment, recreation, commercial, community and residential precincts in the inner city.</p> <p>The floating infrastructure was destroyed by the January 2011 floods and the whole structure was subsequently removed.</p> <p>Following detailed public consultation, the Brisbane City Council decided to replace the previously floating walkway with a fixed, jetty-like 850 metre long structure between New Farm and the CBD. The Riverwalk deck will be approximately 3.4 metres above the average high tide level, high enough to minimise corrosion caused by salt water.</p> <p>The walkway has been designed to be a more flood-resilient structure, design to last 100 years. It will feature 24 hour lighting, separate pedestrian and cyclist paths and shaded rest areas. The design also included a rotating opening span to allow for the passage of vessels to and from moorings. The new alignment will take users further out into the river for most of the walkway to improve the river experience and increase privacy for residents.</p> <p>Funding for the project is being provided through special (Category D) funding under NDRRA arrangements.</p>	<p>The detailed design of the new walkway was completed on 11 December 2012.</p> <p>The tender to rebuild the Riverwalk was awarded to the John Holland Construction Group in April 2013.</p> <p>Significant works on the new walkway are expected to begin in July 2013 and completed by mid-2014.</p>  <p><i>Above: damage to Brisbane RiverWalk during January 2011 floods.</i></p>
   <p><i>Above: BCC Riverwalk replacement - design alignment, CBD to New Farm.</i></p> <p><i>Above: view from opening span (left) and view from mid-length of new replacement Riverwalk (right).</i></p> <p><i>(Images courtesy: www.brisbane.qld.gov.au)</i></p>			
Peak Downs Highway, Mackay/Whitsunday	\$114.8	<p>TMR is working to reconstruct 59 kms of disaster-damaged roads on the Peak Downs Highway following the events of 2010-11.</p> <p>The Peak Downs Highway is a Priority 1 road in Queensland and the second most important road in the region after the Bruce Highway, carrying heavy traffic to the Bowen Basin Coal fields.</p> <p>Between January and May 2011, urgent repairs were undertaken to return the road network to pre-flooding operational conditions.</p> <p>Reconstruction activities include road stabilisation, shoulder reinstatement, and bitumen re-surfacing.</p>	<p>The reconstruction works commenced in 2011 and are expected to be complete by mid 2013.</p> <p>Reconstruction works by RoadTek have been completed with a remaining section being undertaken by a Golding/OHL Joint Venture still being carried out.</p>

4.7 Iconic projects in reconstructing Queensland (continued)

Project	Value (\$m)	Description	Status
Clump Point and Dunk Island Jetties (Cat D)	\$5.5	<p>Mission Beach and Dunk Island are tropical tourist destinations located between Cairns and Townsville. Ferries normally ran daily between the Clump Point Jetty at Mission Beach and the Dunk Island Jetty.</p> <p>The two jetties are crucial for reviving the area's struggling tourism industry and for providing the departure point to local resort islands and the Barrier Reef. Both jetties were severely damaged as a result of Cyclone Yasi in February 2011.</p> <p>\$5.5 million was provided for the restoration of the jetties as part of a \$15 million NDRRA exceptional circumstances package for the Cassowary Coast region.</p> <p>Dunk Island jetty is being repaired and the deck rebuilt, with a new extension to reconnect it to a more stable location. The new jetty at Clump Point is being built just south of the existing structure and will be 170m long, 5m wide to accommodate vehicular and pedestrian traffic.</p> <p>No material impact occurred to this project as a result of Tropical Cyclone Oswald.</p>	<p>Clump Point jetty is nearing the halfway mark with decking for 8 of 16 spans now completed. Anticipated completion is September 2013.</p> <p>Dunk Island jetty reached practical completion on 29 May 2013 when the jetty was handed over to Council. The jetty is now operational and available for use by the public.</p>

Clump Point jetty - under reconstruction



Above: showing extent of damage to Clump Point jetty.

Above: Recent photos showing progress of works on the new Clump Point jetty.

Dunk Island jetty - completed



Above: showing extent of damage to Dunk Island jetty following Tropical Cyclone Yasi in 2011 and during reconstruction (on right).



Above: nearing completion of Dunk Island extension deck.

Above: Completed Dunk Island jetty

4.7 Iconic projects in reconstructing Queensland (continued)

Project	Value (\$m)	Description	Status
Callandoon Road, Goondiwindi	\$7.3	<p>Callandoon Road crossing is critical for access from properties on the flood plain of the Macintyre River and is an important access route joining cotton and wheat crops to the cotton gin and wheat depot in Goondiwindi.</p> <p>Callandoon Road, including a major culvert crossing of Callandoon Creek about 20kms west of Goondiwindi, was damaged as a result of the 2011 flooding event.</p> <p>Restoration includes major pavement and bitumen repairs including dig outs, insitu stabilisation and shoulder repairs throughout a large majority of the road. Works began in September 2011. The road was again affected by flooding of the Macintyre River in Nov/Dec 2011. Work resumed in Feb 2012, although additional rain delayed work once again.</p> <p>Much of Callandoon Road was inundated during the 2013 flood event but the road has reopened after debris was cleared, revealing minor damage to pavement near the end of the road. Damage is mostly limited to the shoulder of the road that was exposed to extended inundation. The first creek crossing along Callandoon Road consists of three large box culverts which were also inundated for a significant amount of time.</p>	<p>All the works from the January 2011 flood event on Callandoon Road have been completed.</p> <p>The road has suffered some minor pavement & shoulder damage in two subsequent flooding events but the repair works held up well.</p> <p>The major culvert structure on Callandoon Creek has opened up between two crown units and Council is currently awaiting on a structural assessment to determine the most suitable course of action to repair.</p>



Images above showing damage and repair to the culvert on Callandoon Road.

Above: damage as a result of recent flooding of culverts on Callandoon Road.

Gore Highway (Toowoomba - Millmerran)	\$50.0	<p>The Gore Highway is a vital transport route linking Toowoomba to Goondiwindi and forms part of the National Highway's Melbourne to Brisbane link. The highway provides access for B-double transports and road trains travelling interstate and also serves as an important link for the diverse agricultural sector in the area.</p> <p>Large sections of the Gore Highway sustained flood damage to pavements and roadside drainage, as well as severe erosion around culverts in the flood events of 2010-2011.</p> <p>FK Gardner and Sons has been contracted to reconstruct about 25 kms of the highway between Toowoomba and Millmerran on behalf of TMR. The works include shoulder reinstatement, pavement repairs and rehabilitation and bitumen resurfacing, as well as repairs to culverts and roadside drainage.</p>	<p>Flood damage reconstruction work on the Gore Highway commenced in November 2012.</p> <p>The project is due to be completed by late 2013, weather permitting.</p>
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Above: Gore Highway – asphalt work in Millmerran, May 2013



Above: Gore Highway – profiling work near Westbrook, May 2013

4.7 Iconic projects in reconstructing Queensland (continued)

Project	Value (\$m)	Description	Status
Cardwell foreshore (Cat D & Cat B)	\$36	<p>The Cardwell foreshore is an important infrastructure project in North Queensland that combines a range of projects intended to restore social, economic, transport and tourist infrastructure in a community that was severely impacted by Tropical Cyclone Yasi.</p> <p>Funding for the project is being provided as restoration of essential public assets (REPA - Category B) and through special (Category D) funding under NDRRA arrangements.</p> <p>Works at Cardwell includes the reconstruction of a 1.4km two-lane section of the Bruce Highway known as Victoria Street; works on the foreshore, recreation, picnic, and pedestrian facilities; a memorial; a roundabout and formal parking.</p> <p>See Civil Pty Ltd has been awarded the contract for the Reconstructing Cardwell project.</p> <p>Council has worked closely with the Cardwell Community Reference Group, formed at the beginning of the project, and with the wider population via information sessions and through public consultations.</p>	<p>Reconstruction of the Bruce Highway is well underway and progressing well.</p> <p>Picnic shelters, seating and other furniture has been installed along the foreshore. Play equipment is being installed at the Dugong playground adjacent to Victoria Street. The half basketball court is complete.</p> <p>Construction of the western footpaths is also progressing well.</p> <p>Construction commenced in August 2012 and completion is expected in late September 2013, subject to weather.</p>



Above: Completed works on Cardwell Foreshore - half basketball court (left), Marine Parade (Centre) and median planting (right).

Right: Marine Parade, Cardwell.

Section five: Progress Reports



5.1 Progress of LGAs and DTMR by region (See Appendix A LGA by region map)

5.1.1 Far North Queensland

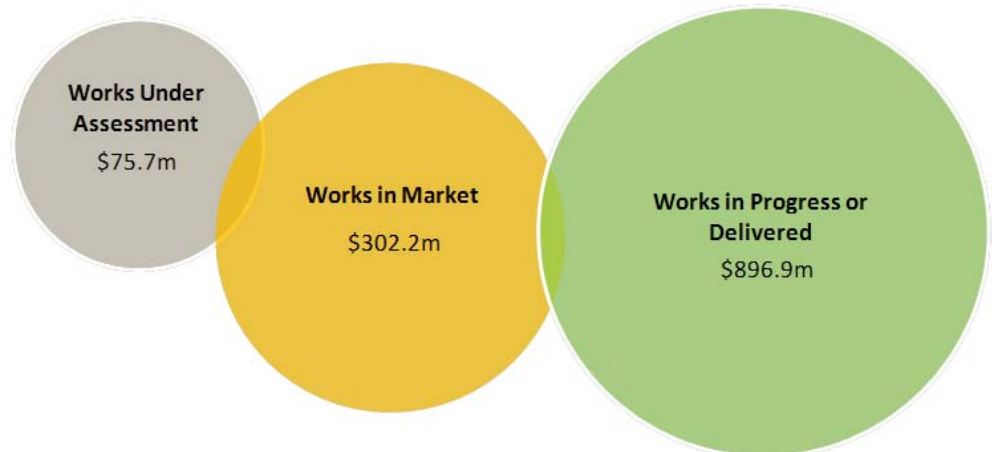


Diagram representing progress - Far North Queensland

Case example: DTMR/Cairns Regional Council

Project:	Captain Cook Highway, Cairns to Mossman (South of Ellis Beach)	
Location:	<p>The Captain Cook Highway is a single-lane each way sealed road and is a major tourist route in the far north. The road carries thousands of vehicles every day; a mix of commuter traffic, freight and tourist traffic travelling between the tourist meccas of Port Douglas and Cairns.</p> <p>A section of the key tourist route damaged by consecutive wet weather events was completed in 2012. The project stabilised a 280m long slope above the Captain Cook Highway, south of Ellis Beach, 26 kms north of Cairns.</p>	
Type of works:	<p>The high volume of traffic and challenging geo-technical repair methods posed many challenges for the project team, with works having to be extended half way through the project after poor ground conditions were encountered.</p> <p>Repair methods included placing rockfall netting and drape netting on the slope, rock bolting and drainage improvements.</p> <p>During the project, more than 4,000 cubic metres of loose soil was removed, 10,000 square metres of netting was installed and 1,200 rock bolts were installed.</p>	 <p>Above: Completed slope stabilisation works on the Captain Cook Highway.</p>
Estimated value:	\$2.1 million	
Progress:	Completed July 2012	



Images above showing damage to slopes along sections of the Captain Cook Highway.



Above: Captain Cook Highway - slope stabilisation works in progress.

5.1 Progress of LGAs and DTMR by region

5.1.2 North Queensland

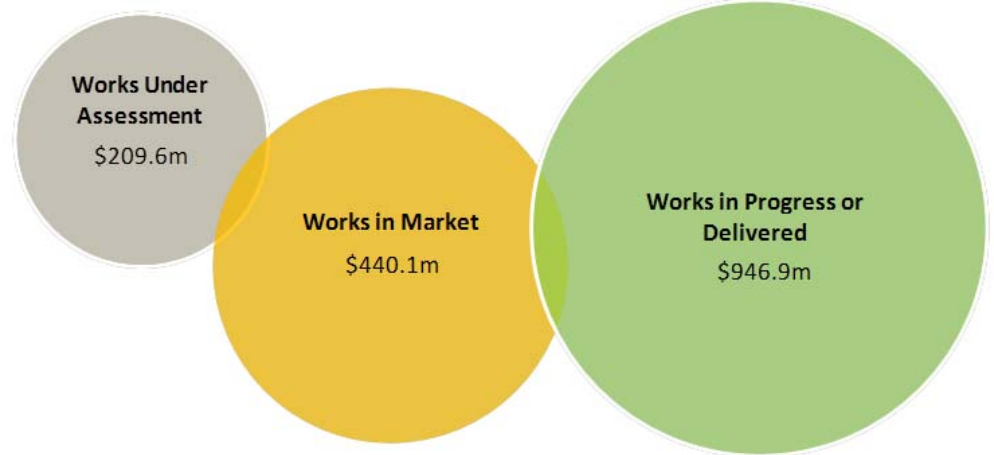


Diagram representing progress - North Queensland

Case example: Carpentaria Shire Council

Project:	Normanton Burketown Road
Location:	The 147 km section of Normanton Burketown Road between the towns of Normanton and Burketown was damaged as a result of monsoonal flooding and cyclone events from January to April 2010. The region is known for its barramundi and beef cattle industries and is also a popular tourist route for visitors to the Gulf Country region. Each year, the spectacular 'Morning Glory' cloud formation draws international visitors when it occurs at the end of each dry season in the north-west of the Gulf of Carpentaria.
Type of works:	Damage to Normanton Burketown Road included silt and rock build-up in floodways, potholes and pavement failure at several sections of the road. Restoration works included gravel top-up and resheeting, stabilisation, bitumen sealing and placement of rock protection adjacent to floodways.
Estimated value:	\$1.5 million
Progress:	Completed June 2012.



Above: showing damage to sections of Normanton to Burketown Road.



Above: showing completed works to sections of Normanton to Burketown Road.

5.1 Progress of LGAs and DTMR by region

5.1.3 Central Queensland

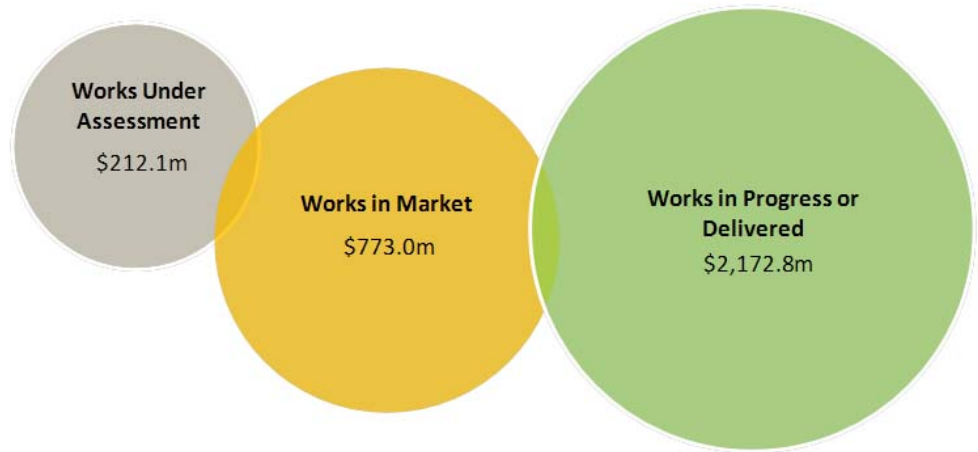


Diagram representing progress - Central Queensland

Case example: Barcoo Shire Council

Project:	Tanbar Road	
Location:	Tanbar is situated amongst the vast channel system and floodplain where Coopers Creek forms below the intersection of the Barcoo and Thompson River near Windorah in the Channel Country of western Queensland. Cooper Creek is one of the major Queensland river systems that flows into the Lake Eyre Basin.	
	<p>The Tanbar road connects the settlements of South Galway and Tanbar, a major cattle station in the region, to Windorah, one of the main townships in the Barcoo Shire. The shire covers an expanse of 61,974 square kilometres and borders with the Longreach Regional Council and the shires of Winton, Diamantina, Quilpie and Bulloo, and the South Australian border.</p> <p>The Shire's main industry is beef production and to a lesser extent wool production, opal mining and tourism. Recent times have seen the discovery of reserves of oil and gas within the Shire, which has led to considerable development in that industry.</p> <p>Tanbar Road was damaged following the monsoonal flooding and tropical cyclone events in 2010 causing scouring and pavement damage to sections of the road. It was redamaged as a result of monsoonal flooding in 2011 which caused further scouring and significant gravel loss.</p>	
Type of works:	Restoration works included the reinstatement of scouring, resheeting, restoration of pavement profile, heavy formation grade and gravel and base replacement.	
Estimated value:	\$1.3 million (2010) \$0.43 million (2011)	
Progress:	All restoration works were completed by late 2012.	



Above: damage to sections of Tanbar Road - 2010



Above: damage to sections of Tanbar Road - 2011



Above: completed sections of Tanbar Road - 2010



Above: completed sections of Tanbar Road - 2011



5.1 Progress of LGAs and DTMR by region

5.1.4 Southern Queensland

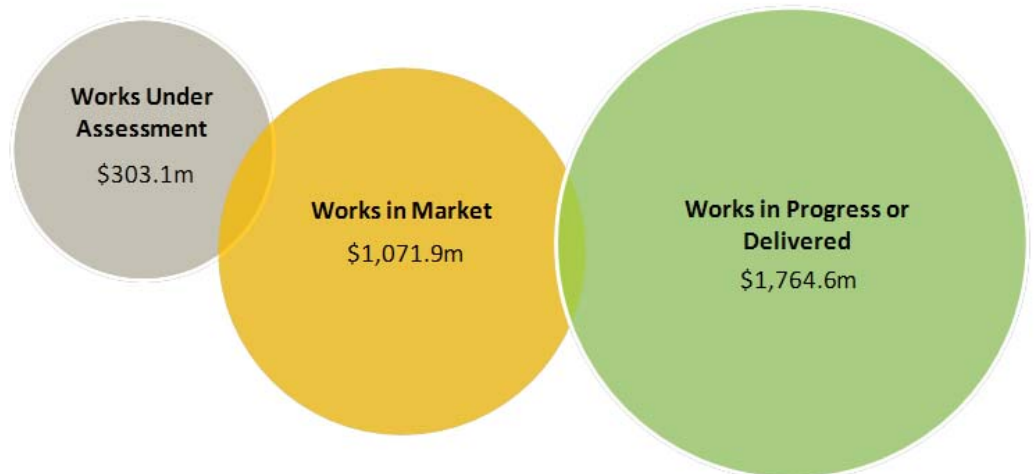


Diagram representing progress - Southern Queensland

Case example: Fraser Coast Regional Council

Project:	Craignish Road, Dundowran
Location:	Craignish Road, Dundowran is approximately 11 kms west of Hervey Bay on the Fraser Coast. Its an important local arterial road in the area and provides access to local residents and businesses. Damage to the road was caused after the prolonged wet and floods in the spring and summer of 2011. The Mary River rose twice splitting Maryborough in two and isolating Granville and the coastal communities.
Type of works:	Pavement restoration works to Craignish Road commenced in May 2012. Works included the excavation of the failed pavement, placement of 450mm bridging rock, and the addition of a further 300mm of pavement material and application of a two coat chip seal, along with works associated with the pavement rehabilitation. Contractor for the project was Lanson Civil and was designed in-house. The bitumen seal was placed by Boral.
Estimated value:	\$0.82 million
Progress:	Completed in September 2012



Above: showing damage to sections of Craignish Road.



Above: during line-marking and completed section of Craignish Road.



5.1 Progress of LGAs and DTMR by region

5.1.5 South East Queensland

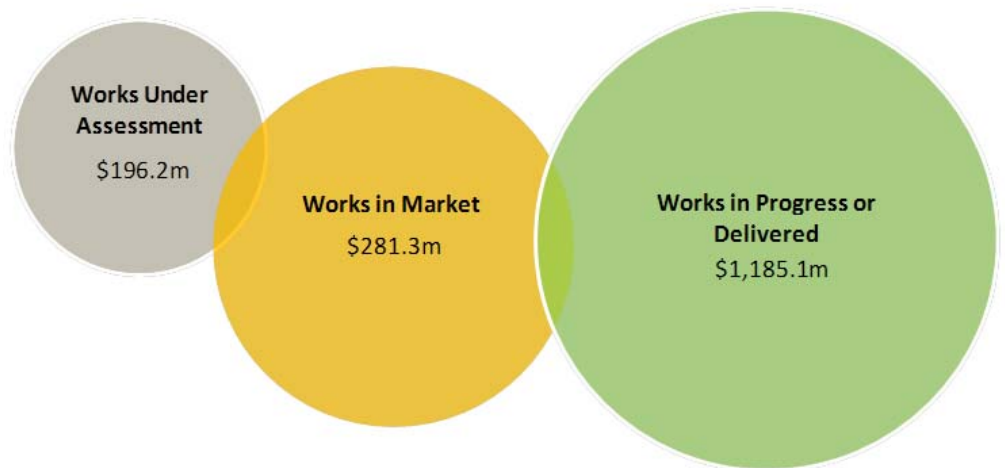
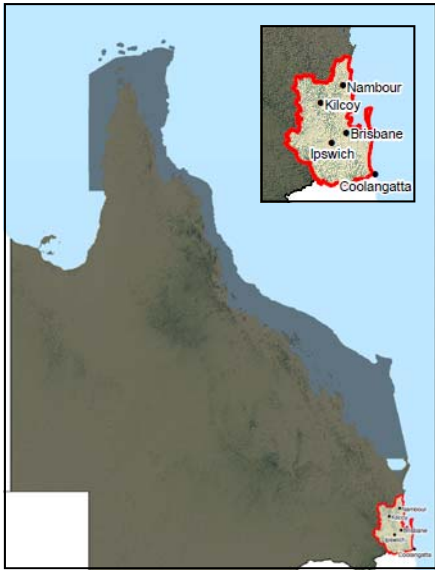


Diagram representing progress - South East Queensland

Case example: Somerset Regional Council

Project:	Esk Pedestrian Bridge
Location:	<p>The Esk Pedestrian Bridge over Redbank Creek in Pipeliner Park, Esk forms part of the Brisbane Valley Rail Trail - a walking/cycling/horse riding track that follows the old rail line through the Somerset region.</p> <p>Prior to its redesign in 2007 as a pedestrian walkway, the bridge was used as a rail line between 1886 and 1989. In 2007, Council made changes to the old timber rail bridge so it could be used as a vital link on the historic rail trail. From 2007 until the bridge was destroyed by floodwaters in January 2011, it was used by pedestrians, cyclists and horse riders.</p>
Type of works:	<p>Restoration works required the excavation of the approach to the bridge, the removal of the old structure and the complete replacement of the bridge with a 50 metre long double-span concrete bridge. Davbridge Constructions was the successful tenderer and work commenced in January 2013.</p> <p>The bridge was designed to incorporate the historical significance of the former rail link. Circular shapes formed in the bottom of the beams on the bridge represent the many wheels that have travelled the route. The concrete surface of the deck was constructed with sections of trowel finished bands spaced between the exposed aggregate surface to reference the rhythm of former railway sleepers.</p>
Estimated value:	Council received \$834,087 in NDRRA funding towards the cost of replacing the bridge.
Progress:	<p>Completed - May 2013.</p> <p>Somerset Regional Council and the Esk community celebrated the official opening of the Esk Pedestrian on Saturday 18 May 2013.</p>



Above : The former Esk pedestrian bridge - after the flood, January 2011



Below The new Esk Pedestrian Bridge

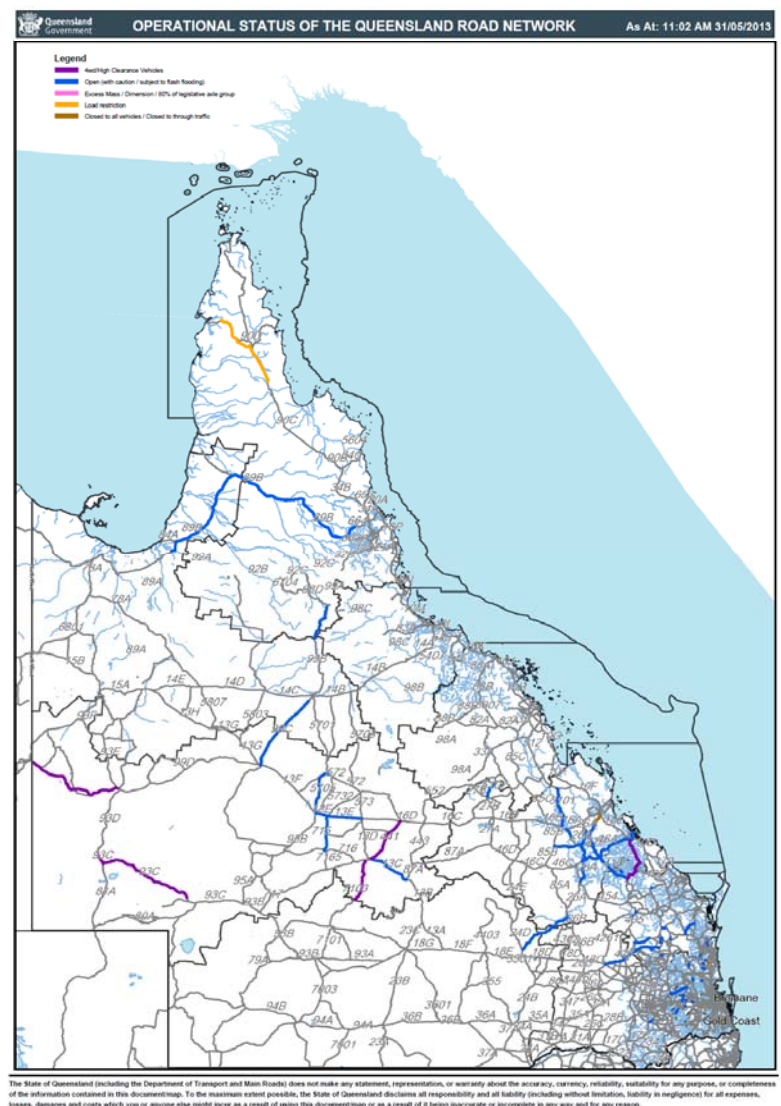
5.2 Progress of State-controlled roads and highways

The current state of activity:

- **Roads** – TMR has now completed its road recovery phase, clearing, repairing and reopening roads affected by the two natural disaster events since January 2013. These events affected 7,452kms (22%) of the State's 33,383kms of state-controlled roads. At 31 May 2013, there was 706kms of state-controlled roads closed or with limited access as set out in the map below showing the Operational Status of the Road Network. Of this, 36kms (0.1% of the affected roads) remain closed. The current dry period is providing all Transport Network Reconstruction Program (TNRP) delivery agents with an opportunity to deliver reconstruction works with minimal impact by wet weather.
- **Rail** – 3,100km (43%) of Queensland Rail lines were closed due to the natural disaster events in early 2013, and all have been recovered and services resumed.
- **Maritime** – major repairs are required to boating infrastructure including jetties following Tropical Cyclone Yasi in 2011. Natural disasters during 2013 damaged or destroyed 339 aids to navigation of which 164 were recovered and 31 temporarily fixed by 30 April 2013.

Key achievements:

- Since the commencement of the TNRP, projects valued at \$5.277 billion have been sent out to market, contracts worth \$4.692 billion have been awarded and projects worth \$2.452 billion are now complete.
- At 30 April 2013, contracts for projects valued at \$178 million were being prepared to go to market in the next four weeks.
- The cumulative spend by the TNRP to 30 April 2013 is \$3.673 billion, consisting of \$548 million on recovery works and \$3.124 billion on reconstruction works.
- During April 2013, TMR expended \$154.7 million on reconstruction works in addition to delivering \$37.9 million in recovery works from the early 2013 natural disasters.
- During April, the Central Queensland Region awarded six contracts including reconstruction works on the Burnett and Dawson Highways (\$27.7 million); on the Dawson and Carnarvon Highways (\$27.5 million); and the Landsborough Highway valued (\$36.5 million).
- Other significant contracts awarded in April included \$42 million of works in the Metropolitan region and more than \$40 million of contracts awarded on the National Highway and Gregory Development Road in the North Queensland region.
- In April 2013, 17,454 stakeholders were notified about reconstruction works and 1,360 customer enquiries were responded to. The majority of information provided proactively related to delays, project updates and start of construction.
- A proactive approach to safety management has seen safety management teams conducting Safety Based Behaviour Presentation & Workshops with the aim of reducing the number of incidents, in addition to addressing site work level issues and improving the safety culture of all workers.



(Source: TMR 30 April 2013)

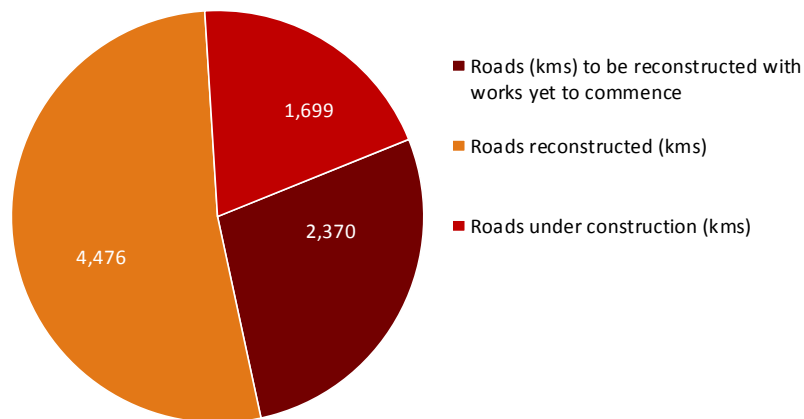
5.2 Progress of State-controlled roads and highways (continued)

Reconstruction of damage

TMR's reconstruction program as a result of the natural disasters of 2013 is currently being finalised. Reporting on scope and cost of reconstruction works from 2013 events will be provided in future reports.

TMR plans to reconstruct 8,545 kms of roads damaged as a result of natural disasters in 2010, 2011 and 2012. Of these roads, 4,476 kms had been reconstructed representing 52% of the total kilometres to be reconstructed. A further 1,699 kms of road is under construction on active works contracts. *See Figure 5.2.1 and TNRP Summary map.*

Fig.5.2.1 Roads Damaged/Reconstructed following natural disasters in 2010, 2011 & 2012



The status of road recovery and reconstruction contracts at 30 April 2013 is:

- \$2.452 billion of projects have been completed for both recovery and reconstruction works as follows:
 - \$548 million worth of projects are complete for recovery works;
 - \$1,904 million worth of projects are complete for reconstruction works;
- \$2,240 million of reconstruction works are currently underway;
- \$278 million in reconstruction works tenders are currently being assessed for approval;
- \$307 million of reconstruction works contracts are out to tender; and
- \$178 million of reconstruction works projects are being prepared to go to market in the next month.

Note: these values include costs to reconstruct works from damage caused by events in 2010, 2011 and 2012. Reporting on scope and cost of reconstruction works from 2013 events will be provided in future reports following finalisation of TMR's reconstruction program for 2013 events.

(Source: TMR 30 April 2013)

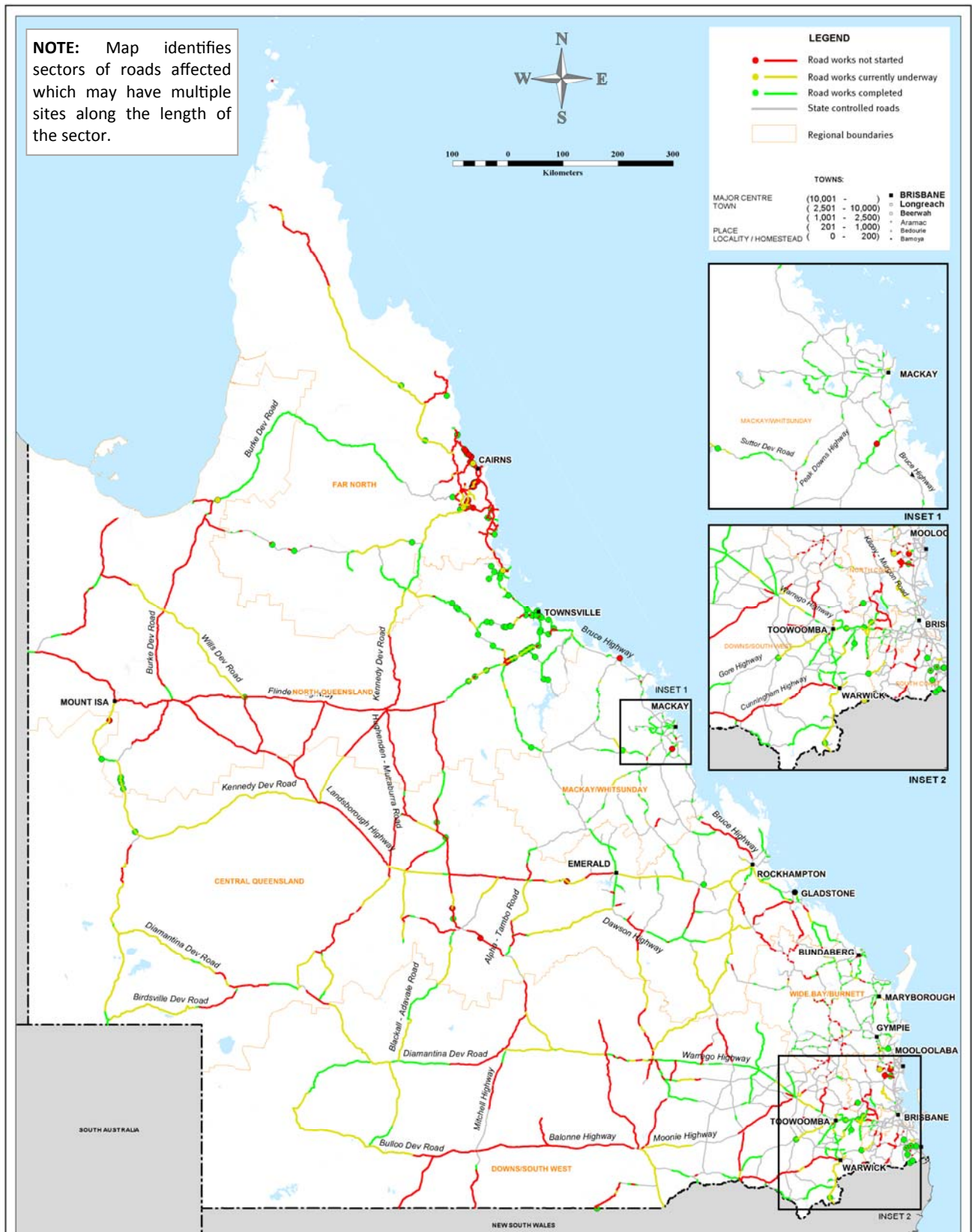


Above: Pouring stabilised sand on side-track drainage beside Landsborough Highway, April 2013.



Above: Bowen Development Road - Bowen River batters, right side awaiting hydro-seeding, April 2013.

**Transport Network Reconstruction Program
(TNRP - Summary of Reconstruction Works - April 2013
excluding impact of Tropical Cyclone Oswald and subsequent events)**



NOTE: Map identifies sectors of roads affected which may have multiple sites along the length of the sector.

LEGEND

- Road works not started
- Road works currently underway
- Road works completed
- State controlled roads
- Regional boundaries

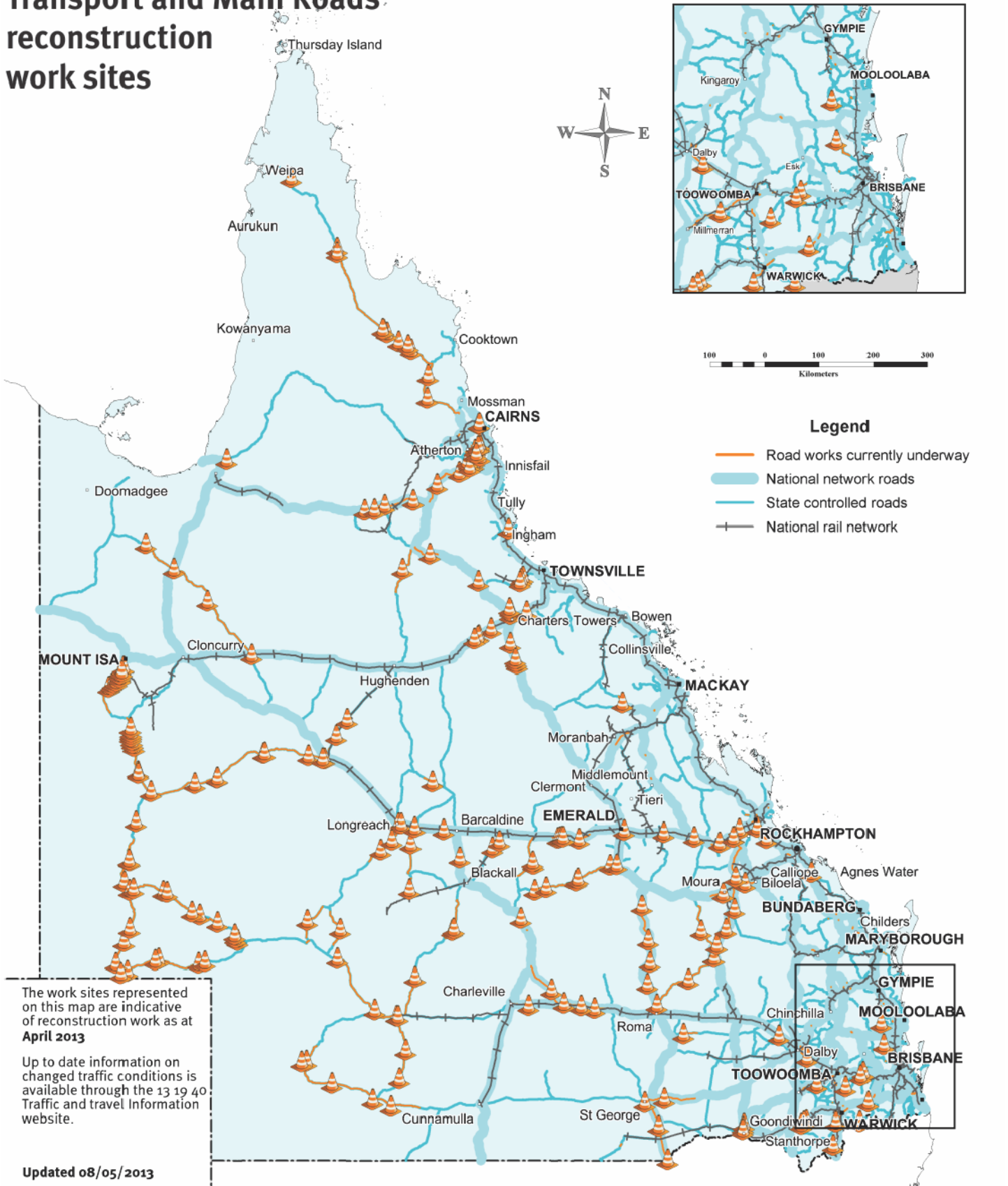
TOWNS:

MAJOR CENTRE	(10,001 -	■ BRISBANE
TOWN	(2,501 - 10,000)	○ Longreach
	(1,001 - 2,500)	○ Beerwah
PLACE	(201 - 1,000)	○ Aramac
LOCALITY / HOMESTEAD	(0 - 200)	○ Beaudine
		○ Bamnya

<p>Branch/Unit: TNRP Mapping Section</p> <p>Projection/ Datum: Geocentric Datum of Australia (GDA) 1994, Lat/Long</p> <p>File location: Q:\06 Field Implementation\06-04 GIS\TNRP_Mapping_Application\Monthly_Reports\IP6_Tables\Apr TNRP_QLD_SummaryofReconstructionWorks.wor</p>	<p>QUEENSLAND Transport Network Reconstruction Program (TNRP)</p> <p>Summary of Reconstruction Works April 2013</p>	<p>Transport and Main Roads</p> <p>Queensland Government</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Plan No/ Job No:</td> <td>Issue: A</td> <td>Date: 08/05/2013</td> </tr> <tr> <td>Drawn by: TNRP Automation</td> <td>Checked by:</td> <td></td> </tr> </table>	Plan No/ Job No:	Issue: A	Date: 08/05/2013	Drawn by: TNRP Automation	Checked by:	
Plan No/ Job No:	Issue: A	Date: 08/05/2013						
Drawn by: TNRP Automation	Checked by:							

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Transport and Main Roads reconstruction work sites



Roads and Transport Case example - South Coast Region

Important slope stabilisation works

A number of embankments and steep hill sites literally slipped away during the extreme wet weather events of 2010, 2011 and 2012. These landslips affected the Cunningham Highway, Mount Lindesay Highway, Pacific Motorway, Gold Coast-Springbrook Road and Beechmont Road within TMR's South Coast Region.

While work was taking place around the clock to clear away debris and re-open roads, TMR engineers were working on long term solutions to stabilise these slopes. Some of the landslips were on embankments that gave way below the road and others on slopes above the road.

A third of the funding allocated to repair flood related damage to state controlled roads across the South Coast Region is for slope remediation works.

Solutions to stabilise the slips have typically involved installing soil nails or rock bolts to pin slopes back into place. More than 1,000 soil nails have been used so far in slip repairs within the region.

Other techniques include the installation of rock mesh barriers to catch loose debris, drainage works and revegetation of slopes to bind the topsoil.

The Cunningham Highway through Cunningham's Gap was the worst affected road with reconstruction work needed at 11 sites over a 7km stretch of road in challenging and environmentally sensitive terrain, adjacent to a major interstate freight route.



Above: Cunningham's Gap damage January 2011.



Above: Cunningham's Gap – gravel filled containers and works November 2011.



Above: Beechmont Road – reconstruction of landslide, October 2012

The experience gained in managing the reconstruction work at the Gap has since been applied at other sites.

Gravel filled containers installed to catch loose debris have also been used at one of the landslip sites on Beechmont Road, while specialised equipment such as spider excavators and highly skilled teams working from ropes are being deployed to other sites.

Unlike the other slip sites located in rural or semi-rural areas, a landslip site at Tugun has been located immediately below a residential area, perched above the busy Tugun Bypass. Repair arrangements balance the impact of these repair works on the 50,000 vehicles that use the bypass daily and the residents of nearby apartment blocks.

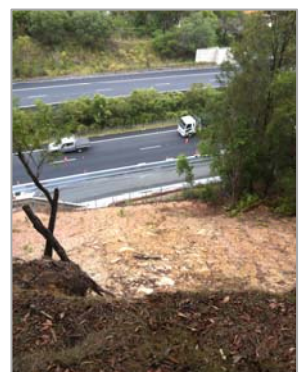
Slope stabilisation works to repair the damage caused prior to mid-2012 is planned to be finished by late-2013, weather and site conditions permitting.



Above: Beechmont Road – landslide below the road near Mirani Street, April 2012



Photos at left and right show Tugun Bypass with landslips above the road in 2011.



(Source: TMR 31 May 2013)

Roads and Transport Case example - Wide Bay/Burnett Region

Maryborough–Cooloola Road – translocation of protected plants

TMR were undertaking reconstruction works across a number of sites along Maryborough–Cooloola Road in March 2012 when additional rain and subsequent flooding resulted in an embankment slip near the Poona Creek crossing.

During an initial environmental survey, protected plants (Federal and State) were identified within TMR's road reserve in several locations along the Maryborough–Cooloola Road. The protected plants identified within the footprint of works included *Acacia attenuata*, *Boronia rivularis* and *Macrozamia pauli-guiliemi*.

Details of each species including numbers and GPS locations were recorded and an application for a Controlled Action under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) was lodged with the Department of Sustainability Environment Water Populations and Communities (SEWPaC).



Above: *Macrozamia pauli-guiliemi* 'Wild Pineapple'

In addition to this, an approval was also required to be obtained under the *Nature Conservation Act 1992* (NC Act). A Translocation Management Plan was written and an approval granted with conditions for the removal and translocation of the protected plants by SEWPaC and the Department of Environment and Heritage Protection (EHP).

Translocation of the protected species commenced under the guidance of the protection strategies included in the approved Management Plan and in accordance with all approval conditions. The taxon *Macrozamia pauli-guiliemi* (known locally as 'Wild Pineapple') was of particular interest, because of its population distribution and status – this species is known only to occur in a relatively small area of the Wide Bay/Burnett region and is listed under the EPBC Act and NC Act as 'Endangered'.



Above: The site from which protected plants were translocated.

Above: Successful translocation of the protected plants.

The translocation works took several weeks and involved:

- identifying, isolating, marking and gridding all individual plants;
- treating each individual plant with fungicides;
- recording the health of each plant;
- identifying suitable translocation recipient sites; and
- the translocation process itself – particularly as:
 - the plants were located in difficult areas including the bottom of a steep, two-metre embankment; and
 - the long colloidal, fragile root system of the plants.

All translocations went well and to ensure a successful outcome, the health of all plants will be monitored for a period of two years. To ensure the number and health of the translocated plants is maintained, seeds from the translocated population were collected and stored for propagation.

With the protected plants successfully translocated, the reconstruction works, which included slope remediation works, were completed during December 2012.



Above: Reconstruction works were able to start to remediate the slope and the pavement.

(Source: TMR 31 May 2013)

Roads and Transport Case example - Central Queensland Region

Civil Mining and Construction (CMC) supports Indigenous trainees

The TNRP is supporting Government policy to strengthen procurement to maximise Indigenous employment. In support of TMR's Reconciliation Action Plan and the Closing the Gap initiative, the TNRP committed to employ 100 Indigenous people throughout the life of the program. While this target was achieved by September 2012, TMR will continue to provide opportunities and the TNRP will track and report on Indigenous Employment outcomes generated as a result of the contract requirements.

Civil Mining and Construction (CMC) have been contracted since mid-2011 by TMR to undertake road reconstruction works in the Central Highlands. During the reconstruction projects CMC implemented an Indigenous Employment Program to support Indigenous people throughout the region by providing them with job specific training in addition to supported study and on-site training opportunities.



Above: Richard Fewquandie and Kathryn Lemon are currently completing formal training with CMC.

Kathryn Lemon and Richard Fewquandie were employed as trainees on the reconstruction project on the Gregory and Dawson Highways between Emerald and Moura.

Kathryn and Richard are completing their Certificate III in Business Administration and Certificate III in Construction (respectively) whilst being active members of the project team. Both are showing great promise in the construction industry and exhibiting abilities far beyond their level of experience.

CMC also employed Indigenous trainees on a reconstruction project on the Gregory Highway north of Emerald (Emerald to Clermont). At the 2012 Capricornia Training Company awards ceremony CMC Safety Trainee, Robyn Chilly was recognised for her outstanding efforts in providing the highest standard of service to their employer and client.

Robyn was awarded the 2012 Zonta Award which recognises women working in a traditionally male dominated role or industry and also nominated for the Most Outstanding Indigenous Apprentice or Trainee Award.

Robyn's supervisor Trevor Latta said "Robyn has excelled in her position as a Trainee Safety Officer due to her proven ability to work hard and think for herself. Robyn's innovations were introduced on reconstruction projects and also implemented on other CMC projects across the state."

Following the success of the Indigenous Employment Program which started in Central Queensland on road reconstruction projects, CMC has rolled the program out across the state and is implementing it on other projects.

CMC's program is in its second year and continues to support Indigenous employees to gain formal training and experience in the civil construction sector.



Above: Robyn Chilly was awarded the 2012 Zonta Award which recognises women working in a traditionally male dominated role or industry.

(Source: TMR 31 May 2013)

5.3 Communications

The Authority is focused on building stakeholder confidence in the reconstruction by ensuring consistent and regular communication of public information.

5.3.1 Communicating progress

Media analysis - There have been a total of 324 media items in May - 187 print (57%), 27 TV (8%) and 110 radio (34%). This coverage reached an estimated cumulative audience of 11.9 million people with the focus this month being on council recovery, flood recovery, flood levy speculation and betterment funding for those regions hardest hit by the 2013 event.

May media coverage saw mentions for those regions still recovering from the 2013 event, including coverage of successful Betterment fund projects in Gayndah and Bundaberg, as well as the opening of the Esk Pedestrian Bridge. There was also coverage of Betterment projects in regional media including the Gympie Times, Cairns Post and Bundaberg News Mail.

Engagement activities

- The **Federal Reconstruction Inspectorate** visited Cunningham's Gap on 22 May 2013 to monitor progress and inspect damage from the 2011 and 2013 events.
- **Somerset Regional Council** and the Esk community celebrated the official opening of the Esk Pedestrian Bridge and Pillars of Strength Flood Memorial on Saturday 18 May 2013.
- Authority CEO Graeme Newton inspected the reconstruction works well underway on the new Clump Point Jetty with **Cassowary Coast Regional Council** representatives.
- Minister for Local Government, Community Recovery and Resilience David Crisafulli visited Gayndah on 14 May 2013 to announce Betterment funding for **North Burnett Regional Council** to move their raw water intake to higher ground.
- In early May **Scenic Rim Regional Council** officially opened the new concrete Stokes Bridge at Silverdale, which replaced the old timber bridge damaged in the 2011 floods.
- Authority Chairman Major General Richard Wilson turned the first sod on the bridge across Amamoor Creek with the **Gympie Regional Council** in May 2013.

Communications - There are a number of methods available to the public to communicate with the Authority.

The Authority's website provides information to the public and continues to be enhanced with ongoing updates, including the launch of the public Flood Information Portal. There have been a large number of visits to the website since it was launched on 18 February 2011.

At 31 May 2013, total website visits amounted to 319,798 - an increase of 2.5% since last month. *(See Figure 5.3.1)*

In April, the Authority received an additional 78 calls to its dedicated hotline and 593 additional pieces of written correspondence were received. *(See Figure 5.3.2)*

Fig. 5.3.1 Website traffic

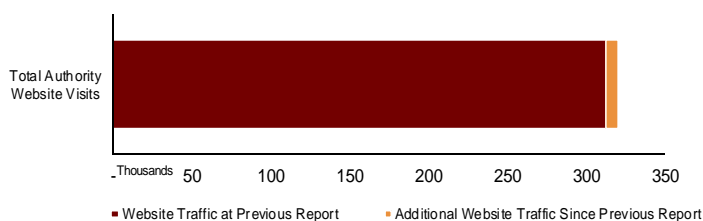
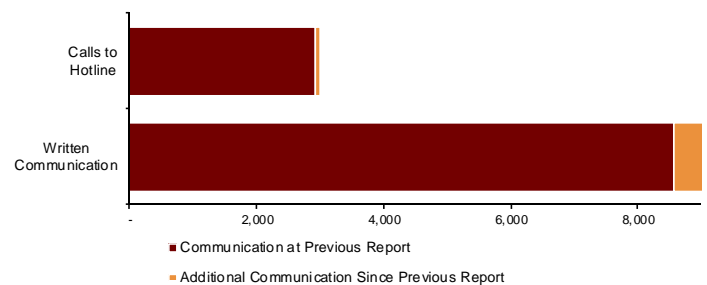


Fig. 5.3.2 Communications



(Source: the Authority at 31 May 2013)

5.3.2 Media reports

Kilcoy Sentinel,
23 May 2013

Esk Pedestrian Bridge reopened

A HISTORIC bridge that was completely destroyed during the 2011 floods has been replaced and was opened at the weekend. Dozens turned out for the opening of the Esk Pedestrian Bridge, an important link on the Brisbane Valley Rail Trail, on Saturday morning. The \$800,000 bridge was entirely funded by the Natural Disaster Relief and Recovery Arrangements program, a joint Federal and State government initiative.

The bridge prior to its redesign in 2007 as a pedestrian walkway, was used as a rail line between 1866 and 1938. In 2007 Council made changes to the bridge so it could be used as a vital link on the historic rail trail.

From 2007 until the bridge was destroyed in 2011 it was used by pedestrians, cyclists and horse riders. Somers Regional Council Mayor Graeme opened the bridge with Queensland Reconstruction Authority CEO Graeme Newton and Federal Member for Blair Shayne Neumann. Cr Lehmann said he was proud to be able to offer residents a replacement bridge that reflected historical aspects of the region. This bridge has been designed to incorporate the historical significance of the rail link. The circular shapes formed in the bottom of the beams on the bridge represent the many wheels that have travelled the route. The concrete surface of the deck has been constructed with sections of trowel finished bands spaced between the exposed aggregate surface to reference the rhythm of former railway sleepers. The latter vertical posts incorporate timber fence blades which reference the former trees logged from the area and transported via the rail system.

Cr Lehmann joined Mr Newton, Mr Neumann and Somerset residents in walking the new bridge for the first time after the opening.

News Mail Bundaberg,
23 May 2013

Roads to be flood resistant

THREE roadways devastated in the Bundaberg floods this year will be rebuilt to prevent the same problem in future natural disasters.

Community Recovery and Resilience Minister David Crisafulli told Queensland Parliament yesterday that Gentle Annie Bridge, Barratts Rd and Blacks Rd would receive funding from the Queensland Government's Betterment Fund.

"For a small investment up front, we can prevent what we have seen, which is over and over doing the same roads and the same bridges," he said during Question Time.

Mr Crisafulli said the Betterment Fund did not have as much funding as he had hoped, a dig at the Federal Government's contribution, but he said the close working relationship with councils was paying off.

"In 2011, it took Bundaberg council 18 months to get \$25 million worth of work to market," he said.

"In 2013, it has taken four months to get \$40 million worth of work to market."

Central & North Burnett Times, Kingaroy,
16 May 2013

Govt makes better decision for water

By Brandon Livesey

THE Government has made a better decision for the community to do better for the people of Gayndah, according to a Queensland minister. Queensland Community Recovery Minister David Crisafulli announced on Tuesday the infrastructure for the town's water pump would be relocated to Claude Wharston Weir as the first project approved under the government's Betterment Funding. The project to move the water intake's location from Simon St will cost \$2 million.



ON THE MOVE: Minister David Crisafulli (centre) announced Betterment Funding in Gayndah with disaster recovery co-ordinator Brett Pointing and North Burnett Mayor Don Waugh.

"This government has made a better decision for the community to do better for the people of Gayndah, according to a Queensland minister. Queensland Community Recovery Minister David Crisafulli announced on Tuesday the infrastructure for the town's water pump would be relocated to Claude Wharston Weir as the first project approved under the government's Betterment Funding. The project to move the water intake's location from Simon St will cost \$2 million.

Minister Crisafulli said it was about to keep-making the same mistakes and rebuilding in the same location. "Other water intake had been destroyed during 2011," Mr Crisafulli said. "Despite the community saying we can do this better, they were told they had to put it back in the same location and then to see it destroyed less than two weeks after the major. We agreed here with the mayor and the deputy premier just after the Australia Day floods and all the projects that struck me as showing that we could do better, this one in my mind has been on the top of the list.

"Not only is it resilient against future disasters, but can produce a better quality water during dry times," Mr Crisafulli said. "We should be forcing council to replace it in the same location for \$2 million when it could disappear down the river again the next time there is a flood?"

"For an extra million we can do this and against future events." "For an extra million we can prevent people going through the pain that they have twice in two years," North Burnett Mayor Don Waugh said the announcement was a boost for rural communities. "We tend to be forgotten," Cr Waugh said. "For Minister Crisafulli to make this the first announcement, it recognises communities in country Queensland."

News Mail, 13 May 2013

\$100m flood repairs set to spark jobs boost for region

A \$100 million in flood repairs set to begin in the region is expected to create 1000 jobs. Further repairs are expected to be completed in the coming weeks as the Queensland Government's Betterment Fund continues to fund the repairs. The project will see the construction of a new intake at Claude Wharston Weir and the relocation of the existing intake from Simon St to the weir.

"This government has made a better decision for the community to do better for the people of Gayndah, according to a Queensland minister. Queensland Community Recovery Minister David Crisafulli announced on Tuesday the infrastructure for the town's water pump would be relocated to Claude Wharston Weir as the first project approved under the government's Betterment Funding. The project to move the water intake's location from Simon St will cost \$2 million.

Repairs to boost jobs

Tenders closed: A lot of red tape has been cut since last floods

CONTRACTS worth an estimated \$44 million to repair flood-damaged roads and infrastructure across the Bundaberg region were set to create a jobs boost for the area.

Minister Crisafulli said the government had been successful in cutting red tape since the last floods. "Council has been very successful in cutting red tape," he said. "It has a lot more to do with water and sewerage, millions of dollars worth."

"We've still working with the government to get the work done as fast as possible. It's a lot of work, but it's a lot of work that needs to be done. We've got to get the work done as fast as possible. It's a lot of work, but it's a lot of work that needs to be done."

Cairns Post, 27 May 2013

Deal of \$2.4m sealed to help improve roads

ROADS on Thursday Island have received a much-needed boost, with both the Federal and State Governments announcing a \$2.4 million upgrade package. Delivered through the Natural Disaster Relief and Recovery Arrangements scheme, the package includes \$1.7 million to repair road pavement damage

caused by Cyclone Yasi, along Thursday Island Road. A total of \$200,000 will also be spent on resalting a number of sections of the road, with works expected to start by early August. Drainage and road works on Hammond Island and barge ramps on several nearby islands will also be carried out.

Fraser Coast Chronicle, 15 May 2013

Cash trickling in to repair flood damaged areas

THE first flood-repair project to be approved under a joint government relief fund has been announced, with Gayndah's water pump to be rebuilt in a safer spot. A new subsurface pump station will be built at Claude Wharston Weir as well as a

the betterment program, an initiative jointly funded by the state and federal governments. The Fraser Coast Regional Council has applied for an estimated \$40 million worth of projects under the same fund, including flood-proofing Maryborough-Hervey Bay Rd and raising a section of Kent St near the Granville Bridge.

Minister Crisafulli could not give a timeline yesterday on when or if any projects on the Fraser Coast would be approved for funding. "I'll be announcing as soon as they're approved to help communities rebuild quickly," he said.

new pipeline to the water treatment plant. The existing pump was knocked out in the January floods, heavily impacting on Gayndah's clean water supply. Community Recovery Minister David Crisafulli was in Gayndah yesterday to make the announcement and said the new pump would be funded under

Isis Town & Country Newspaper,
Childers, 16 May 2013

Council optimistic on six-week timeline for Gentle Annie Rd repairs

Wait for bridge nears end

By BRANTLEY COOK

APPLE Tree Creek residents say only have to wait another five or six weeks before the damaged bridge on Gentle Annie Rd requires another repair. Bundaberg Regional Council chief engineer, Guy Wright said the project was being given a 60-to-65-week timeline. "In the second flooding event, the bridge sustained further damage and it was not so good," Mr Wright said. "He said the project had experienced further hold-up with wet weather conditions that had channelled excess water to

the site. "We've been there for a while longer than it was at the site," Mr Wright said. "The rain has caused more water to run down into the creek site, proceeding from behind the foundations for rock gullies."

"The rock gullies are rectangular gullies were soon blocked off with rock to create floodable areas," Mr Wright said. "The gullies were blocked off with rock to create floodable areas, which means the water can't get to the site. It's been a long time since the bridge was last repaired."



LEFT: Bundaberg Regional Council chief engineer, Guy Wright, Member for Burnett, Stephen Somers, Minister for Regional Development and Queensland State Development, Commissioner David Crisafulli, Bundaberg Regional Council Mayor Don Waugh, Bundaberg Regional Council Chief Executive Officer, Neil Taylor and Bundaberg Regional Council General Manager, Peter Burrows.

Mareeba Express, 15 May 2013

TRC disaster repair programs winding up

By Ryan Groube

AS two neo-negotiable deadlines loom, the Tablelands Regional Council (TRC) is confident of delivering a \$95 million roadwork program on time and under budget. Funded in partnership by the Federal and State governments under Natural Disaster Relief and Recovery Arrangements (NDRA), the money is allocated to fix roads damaged during winter events in 2010 and 2011.

Widespread destruction caused by Cyclone Yasi in 2011 saw the TRC general extension to complete the work. All work for the \$45 million 2010 NDRA program must be finished by June 30, while the TRC have until the end of the year to complete the \$50 million 2011 program. TRC general infrastructure and maintenance services Trevor Adl briefed council on the progress of the works on May 2.

Mr Adl said council could call on the man in Mareeba and Durbinvale were all: remain outstanding from the 2010 program with that expected to be finished by the end of the month. "Tenders for the 2011 program will be advertised this month and is on target to be completed by December 2013."

"Some work required to deliver those works within our financial years being granted the funding but we were given an extension because of the serious difficulties that arrived the Yasi," Mr Adl said. "The fire government have shortened up the extension for 2011 giving us only six months extra while we were expecting to be offered any extensions for 2012 and 2013."

The TRC was granted \$42,595,483 for the 2010 NDRA program but have seen able to deliver all works at an estimated \$24,104,190. The cost saving has been achieved by: breaking the work into small tenders to encourage local contractors to

bid for the work, a lower than expected cost of gravel, and internal management and supervision of the program. Queensland Reconstruction Authority (QRA) inspections of TRC works have confirmed council has delivered the program within the approved scope and that construction has been to the standard required under the NDRA. The money was "not available to fix any roads."

"At the end of the day this money was never ours," he said. "We've not had to get the work done and then we are reimbursed. That is how it works."

"We can't go around fixing any roads with this money." The works have come as a boon for local construction companies who have been hit by a downturn in the private sector in the first half of 2013.

Gregg Constructions owner Ken Gregg said the appreciated the TRC awarding tenders to local businesses and that the NDRA work had helped "keep the business going."

Mr Adl said following Yasi and recent major flooding events there was a huge construction boom and that local contractors would have "done well with the work in the state but instead have remained loyal to this region."

TRC Mayor Ross Lee Long said the poor weather had helped council catch up with the works program. "If we would have had a wet this year we would have been very busy with the work in this region."

Fortunately the poor wet has enabled us to get these roadworks, which we have long been waiting for. The TRC has also budgeted \$20 million for the 2013 NDRA program. Work for the 2012 NDRA program will continue into 2013. The TRC has also been included in the declared area for the 2013 NDRA program with submissions for funding to be prepared and lodged with the QRA during the next few months.

Townsville Sun, 15 May 2013

Work starts to repair creek bridge

EROSION rehabilitation works are being carried out at Three Mile Creek in Pallarenda to restore the creek banks and protect important road infrastructure. The project is part of the major package of Natural Disaster Relief and Recovery Arrangements work to repair damage caused in Townsville during the 2010 and 2011 wet seasons.

The project requires the creek to be temporarily bunded off on either side of the job site to lower water levels while the work is carried out.

Infrastructure Committee chair Cr Trevor Roberts said: "The banks of the creek have been damaged in close proximity to the bridge

that crosses the creek." "It is important the works are carried out to ensure the integrity of this infrastructure into the future as it is a vital link in and out of Pallarenda," Cr Roberts said. "The works to restore the bank include the construction of a new bank wall and rock fill to protect the banks under and around the bridge."

"The creek flow has been bunded off by installing a temporary earth and rock wall on both sides of the site to allow workers access in the creek bed to carry out the rehabilitation works," Cr Roberts said.

"The bund walls were installed earlier this week which requires significant preparation to install a silt boom and protection barrier

across the creek to avoid any disturbance to the area. "It was essential to stop the tide to carry out the works as there is significant work that needs to be done beneath the water level," he said.

The work beneath the water level will be completed first to ensure it is done within legislative time frames.

"Council has been provided environmental approvals to carry out the work and it is a state requirement that the tidal flow be restored within 21 days," Cr Roberts said. "The works within the waterway will be completed within the next two weeks."

The work is due to be completed by the end of June and will cost approximately \$900,000.



Cr Trevor Roberts at Three Mile Creek bridge.

Soil turned on bridge project

By CHRIS THOMPSON

Gympie Times, 14 May 2013

WITH some good weather and hard work the Gympie Creek bridge across Amamoor Creek could be open to Motorists this year. The first spot was started on the \$2.8 million job project by Gympie Mayor Ron Drey, Mayor General Richard Wilson and chairman from the Amamoor State School yesterday.

"All things going well, most of the work will be done and started in time for the Gympie Music Festival at the end of August and access much improved to what it is now," Cr Drey said.

He said the new bridge would be a lot safer for locals and the many thousands of

people who use the road to access the Gympie Music Festival each year. The upgrade turns a single lane wooden bridge into a dual lane concrete one.

The old wooden bridge was severely damaged in the 2012 flood when a large log got stuck under the structure as the water rose. It lifted the decking and damaged the pedestrian walkways, which had to be removed.

Council workers had to stabilize the structure and a limestone load limit was put in place.

Cr Drey said the project had been jointly funded by council, state and federal governments as part of the Natural Disaster Relief and Recovery Arrangements.

Council recently announced a \$1.5 million project to upgrade the Gympie Creek bridge and the Gympie Creek bridge. The project is part of the Gympie Creek bridge project. The project is part of the Gympie Creek bridge project. The project is part of the Gympie Creek bridge project. The project is part of the Gympie Creek bridge project.



2013 TRC: Mayor Ron Drey, Mayor General Richard Wilson, Gympie Mayor Ron Drey, Mayor General Richard Wilson and Chairman from the Amamoor State School yesterday.

Appendices



Appendix A: Local Government Areas by Region

