



JANUARY 2013

MONTHLY REPORT

**Queensland Reconstruction
Authority**

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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 January 2013 Monthly Report – the twenty-third 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, and the Authority's role will focus on working with our state and local government partners to deliver best practice expenditure of public reconstruction funds.

On 26 September 2012, the State Government announced the extension of the term of the Authority's operations to June 2014. As such, the Authority will continue to monitor progress across the established lines of reconstruction as well as providing the resourcing and support necessary to build the momentum of reconstruction.

On 21 December 2012, two new activations were announced for NDRRA relief measures for communities affected by bushfires in Far Northern Queensland and a singular wildfire in South West Queensland. For reporting purposes, these new activations form part of a new disaster event period, 2012-2013, and are currently not included in this report.

The January report provides an update on progress and countdown to completion of the reconstruction program of works managed by the Authority along with progress of the implementation of the recommendations identified in the Queensland Floods Commission of Inquiry.

The Pipeline of works for all events actively managed by the Authority (2009 to 2012) has an estimated program value of \$12.2 billion. The State-wide Reconciliation indicates that over \$10.8 billion has now been administered in the program of works comprising:

- \$808.0 million of works is in 'Works under Assessment';
- \$3.5 billion of works is in 'Works in Market'; and
- \$6.5 billion of works is in 'Works in Progress or Delivered'.

At 7 January 2013, the pipeline of works indicates the breakdown by local government organisations and DTMR by region is:

- Far North Queensland - \$1,244.3 million;
- North Queensland - \$1,432.9 million;
- Central Queensland - \$3,086.9 million;
- Southern Queensland - \$2,644.5 million; and
- South East Queensland - \$1,650.0 million.

The feature iconic project in this report highlights the completion in December 2012 of Claytons Gully - the last of the sites reconstructed on the Cunningham Highway at Cunninghams Gap.

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 Queensland Reconstruction Authority

1.1 Background

Between November 2010 and April 2011, Queensland was struck by a series of natural disasters. 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 Queensland being declared as disaster affected.

On 21 February 2011 in response to the 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 extension of the term of the Authority's operations to June 2014.

1.2 Purpose

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

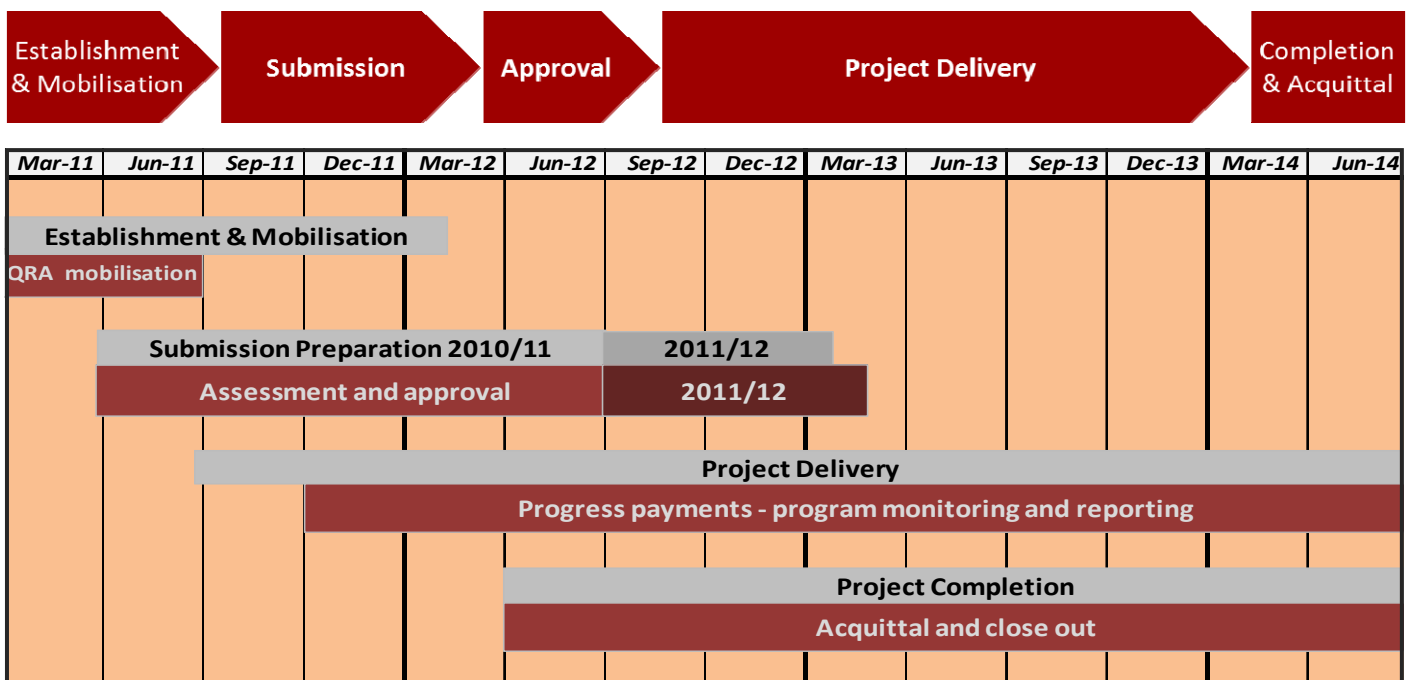
The Authority operates under the auspices of a comprehensive and integrated recovery and reconstruction plan for the State – *Operation Queensland* (the State Plan). This Plan outlines a "roadmap", based on six lines of reconstruction, that provides strategic level guidance for the recovery work that has already begun and a framework for rebuilding a more resilient Queensland:

1. Human and Social
2. Economic
3. Environment
4. Building Recovery
5. Roads and Transport
6. Community Liaison and Communication.

The Authority is responsible for providing central coordination, control, funding and reporting across these activities with decentralised responsibility for delivery across responsible agencies for each line of reconstruction.

1.3 Timing

The focus of the reconstruction effort is now shifting from approving submissions to ensuring project delivery, with the bulk of reconstruction work occurring over the next 18 months.



Source: the Authority at May 2012



Section two:
Disaster Assistance

2.0 Disaster Assistance

The values below represent all applications approved by the Authority and grants/loans assistance paid under the Queensland Disaster Assistance Framework described in **Appendix A**. Also described in **Appendix A** are the disaster event periods managed by the Authority.

2.1 Disaster Assistance by event period - 2010-2011

To date, the Authority has received 1,941 applications with a value of \$8.3 billion. This is an increase of 19 applications, worth approximately \$50.6 million since the last report. A total of \$6.1 billion has been processed, an increase of approximately \$167.9 million.

Total funding acquitted for individuals, small business, primary producers and charities and non-profit organisations amounts to \$387.4 million.

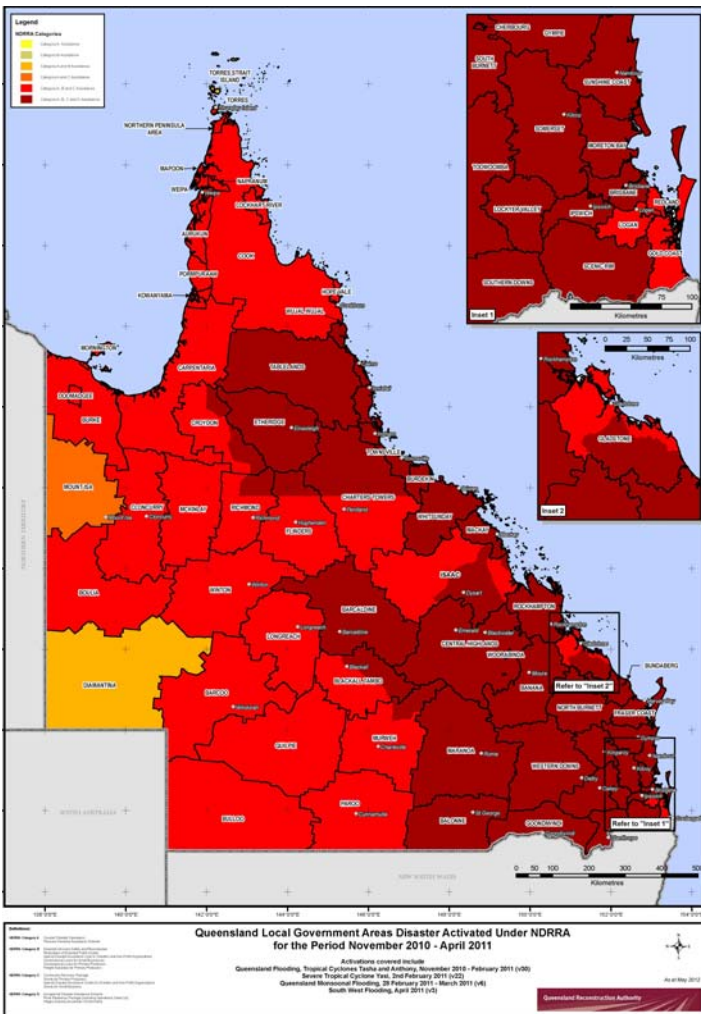
2.2 Disaster Assistance by event period - 2011-2012

The Authority will continue to receive applications for restoration/CDO/emergent works and grants/loans assistance for these events in the next few months*.

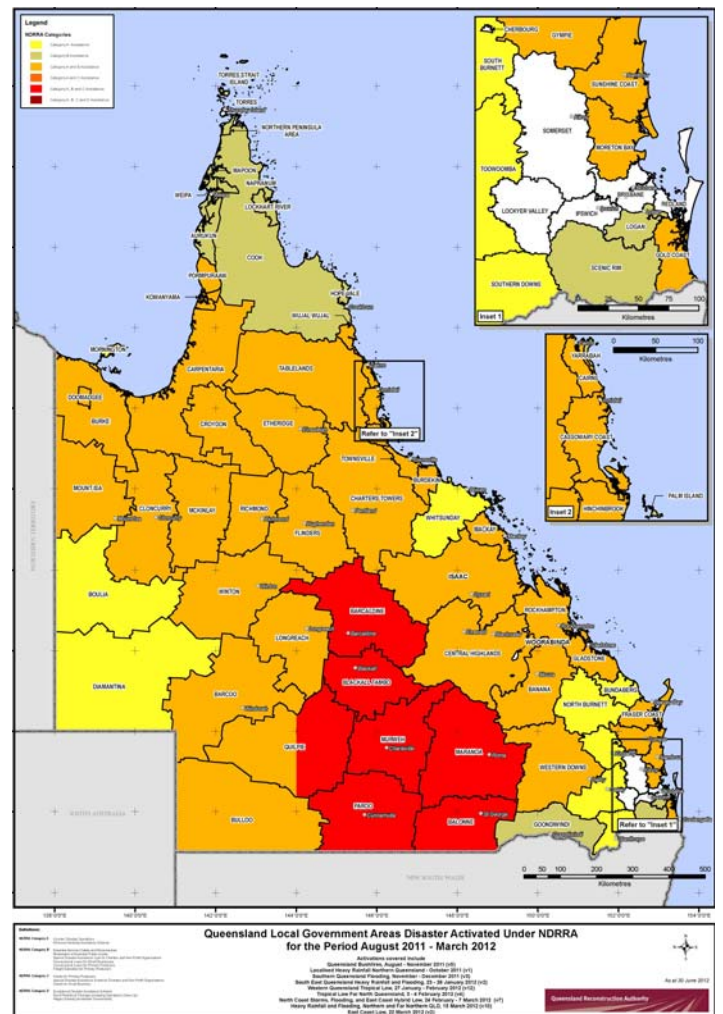
At 7 January 2013, the Authority had received 261 applications with a value of \$957.5 million.

Total funding acquitted for individuals, small business, primary producers and charities and non-profit organisations amounts to \$24.3 million.

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



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



* Different funding periods exist for each Category type.



Section three:
Countdown to Completion

3.0 Countdown to Completion

3.1 Recent Developments

The Authority's initial role was extended to cover historical and continuing disaster events in Queensland and, on 26 September 2012, the State Government announced the extension of the term of the Authority's operations to June 2014. Section 139 of the *Queensland Reconstruction Authority Act 2011* was subsequently amended to reflect 30 June 2014 as the new expiry date for the Authority.

3.2 Looking forward

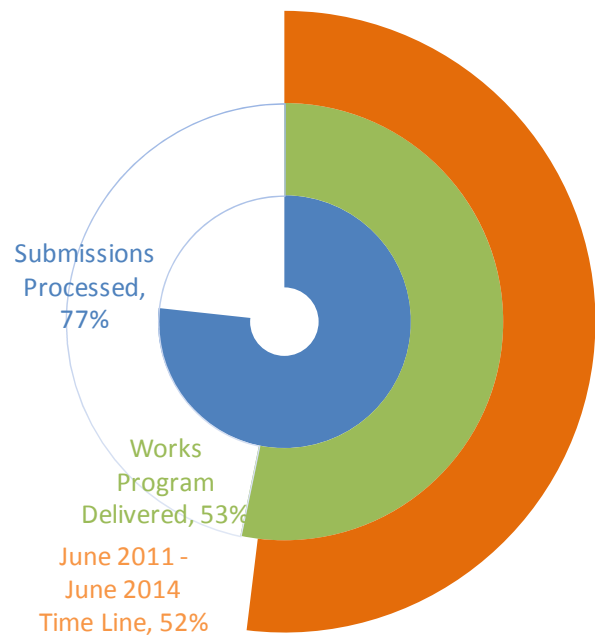
The primary focus of the Authority has shifted from the management of applications to program delivery with ongoing monitoring of progress and the countdown to completion of the reconstruction program of works, highlighting high performing areas and success stories.

3.3 Combined Program Progress

At 7 January 2013, the breakdown of progress for the combined program of works indicates:

- Submissions processed - 77%
- Works program delivered - 53%
- June 2011 - June 2014 timeline - 52%

Figure 3.3.1 Combined Program Progress



3.4 State-wide Pipeline of Works

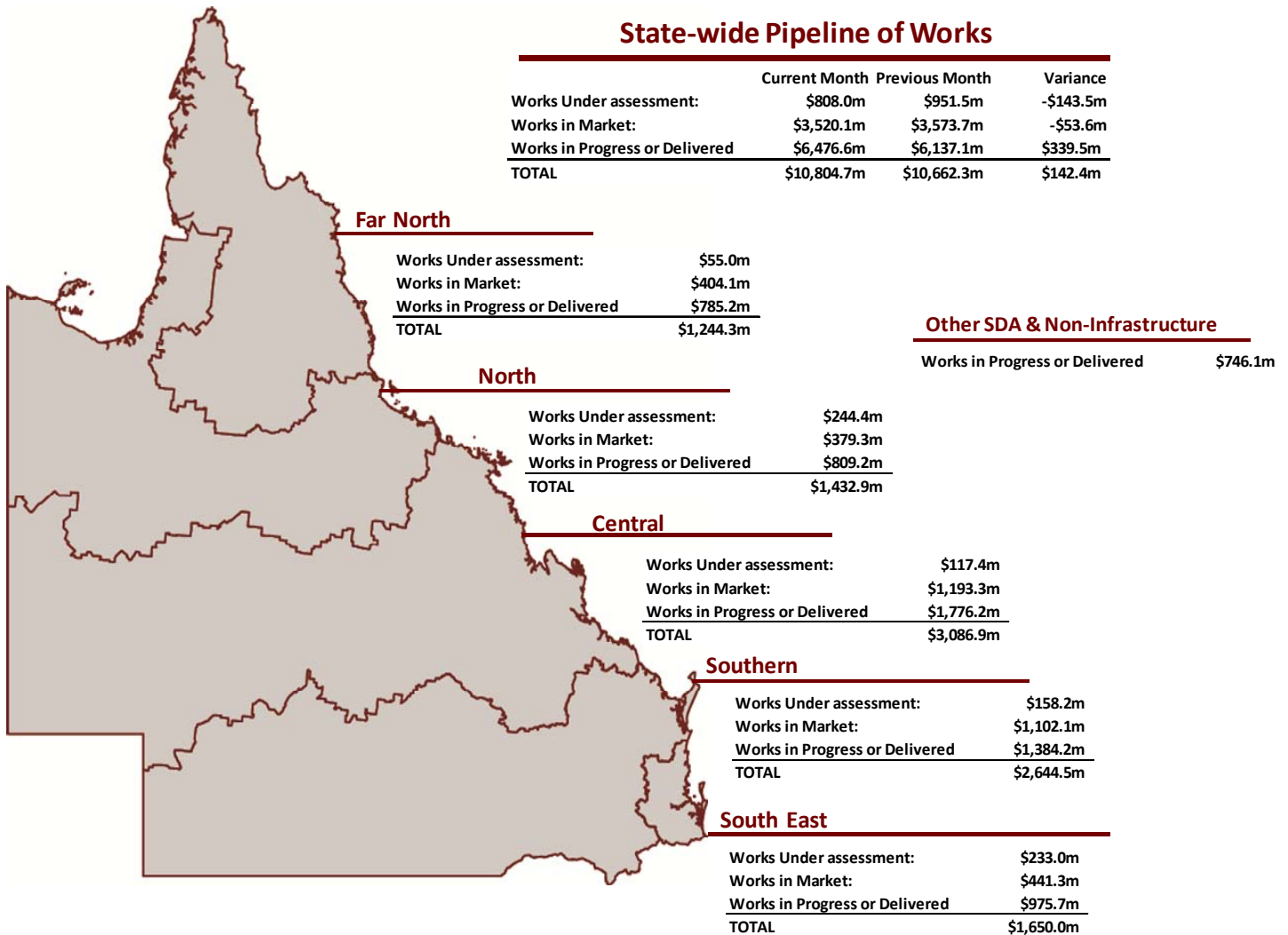
The Pipeline of works includes all events actively managed by the Authority (2009 to 2012) with an estimated program value of \$12.2 billion. Previous versions of the pipeline were based on 2010/11 events only (\$7.5 billion estimate).

The State-wide reconciliation indicates that:

- \$808.0 million of works is in 'Works under Assessment';
- \$3.5 billion of works is in 'Works in Market'; and
- \$6.5 billion of works is in 'Works in Progress or Delivered'.

State-wide Pipeline of Works

	Current Month	Previous Month	Variance
Works Under assessment:	\$808.0m	\$951.5m	-\$143.5m
Works in Market:	\$3,520.1m	\$3,573.7m	-\$53.6m
Works in Progress or Delivered	\$6,476.6m	\$6,137.1m	\$339.5m
TOTAL	\$10,804.7m	\$10,662.3m	\$142.4m



(Source: the Authority: 7 January 2013)

1. The pipeline now represents all open 2009-2012 events with a cumulative value of \$12.2 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 - Program Stage Description

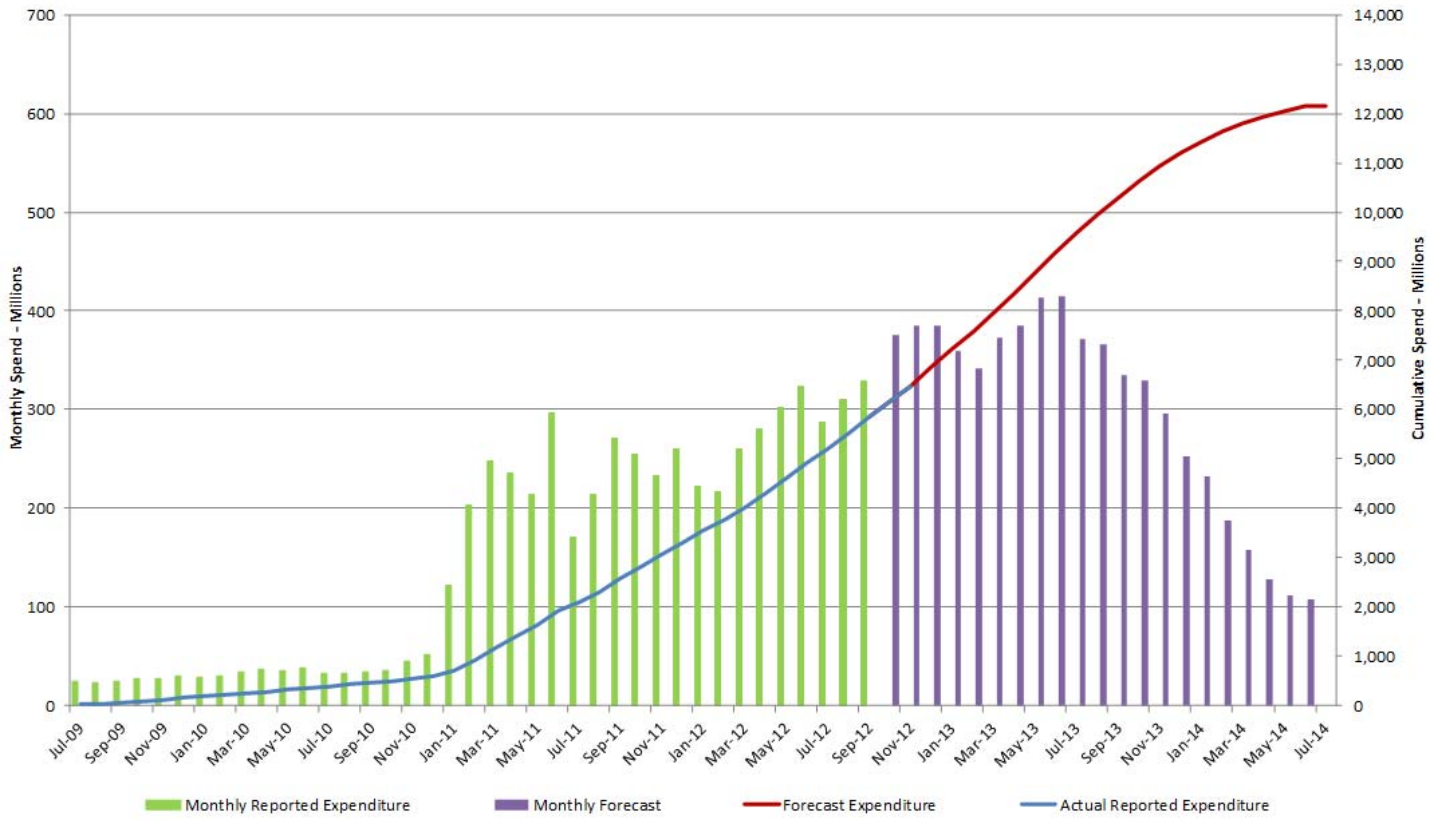
Stage	Description
Works under Assessment	Applications for packages which are currently under assessment by the Authority or are awaiting additional information from the applicant.
Works In Market	Applications for packages which have been approved by the Authority and are in the tender or contract process.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

3.5 Program of works

Combined Program of Works (Updated Quarterly)




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

Figure 3.5.1 Combined Program of Works



Source: the Authority - September 2012 Quarterly Review & 7 January 2013

3.6 Iconic projects* in reconstructing Queensland

Project	Value (\$m)	Description	Status
Colleges Crossing	\$11.0	<p>Colleges Crossing is an important regional park in the Ipswich City Council area which occupies approximately 23.5 ha of riverside land, a short distance of the city's CBD, that offers the public the opportunity to interact with the river and enjoy large expanses of open space.</p> <p>Colleges Crossing suffered extensive damage to lighting, shelters, boat ramps, picnic facilities, roadways, pathways, playgrounds and amenities when flood waters and floating debris tore through the area in January 2011.</p>	Colleges Crossing was reopened to the public in December 2012 and official opening celebrations are planned for late February or early March 2013.
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p><i>Above: Colleges Crossing devastated by the flood in 2011.</i></p> </div> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> </div> <p style="text-align: center;"><i>Above & right: Colleges Crossing recreation park now reopened to the public.</i></p>			
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 TC 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 the Natural Disaster Relief Arrangements (NDRRA). Works at Cardwell will include: the construction of protection for the road; foreshore; recreation; picnic; memorial; pedestrian facilities; a roundabout and formal parking.</p> <p>See Civil Pty Ltd has been awarded the contract for the Cardwell Esplanade and Marine Infrastructure Recovery (CEMIR) package.</p>	<p>Construction commenced in September 2012 and completion is expected by June 2013, subject to wet weather.</p> <p>A community information centre has been set up in Cardwell regarding the project.</p>
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>Work has now commenced on the new Clump Point jetty. Dunk Island jetty will be repaired and the deck rebuilt, with a new extension to reconnect it to a more stable location.</p>	<p>The reconstruction of the Clump Point and Dunk Island jetties has now begun.</p> <p>Works are expected to be completed between mid-late 2013.</p>

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

3.6 Iconic projects in reconstructing Queensland (Cont'd)

Project	Value (\$m)	Description	Status
Stokes Bridge, Kents Lagoon Scenic Rim	\$1.55	<p>Stokes Bridge crosses Warrill Creek on Kengoon Road, Silverdale. Located approximately 78km south-west of Brisbane, the bridge provides direct access to Cunningham Highway for the residents and businesses of Munbilla, Obum Obum and surrounding communities. It is an older timber bridge, believed to have been built in the 1950s. It represents many similar bridges throughout the State that were damaged in the flood event leaving them in unstable and unsafe conditions.</p> <p>Stokes Bridge suffered severe damage to its timber piers and significant soil erosion at its abutments, resulting in an embankment being undermined and collapsing.</p>	<p>Work commenced in late October 2012. The crossing is closed while being replaced with a new concrete bridge.</p> <p>Contractors are on program for completion of works by early May 2013. Piles at both abutments have been constructed and headwall construction is currently underway.</p>



Above: damage to Stokes Bridge



Above: removal of the damaged bridge



Above: construction of headwall and piles at abutments.



Callandoon Road, Goondiwindi	\$7.26	<p>Callandoon Road crossing is critical for access from properties on the flood plain of the Macintyre River and is an important access route for cotton and wheat crops to access the cotton gin and wheat depot in Goondiwindi.</p> <p>Callandoon Road, including a major culvert crossing of Callandoon Creek about 20km west of Goondiwindi, was damaged as a result of the Western Queensland 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.</p> <p>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>Council plans to complete works in advance of the cotton season harvest, starting in April 2013.</p>
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Above: damage and inspection of damage of Callandoon Road.



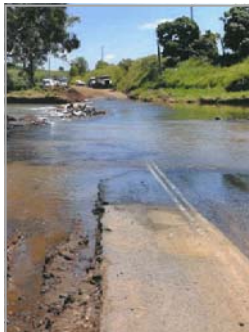
Images above showing damage and repair to the culvert on Callandoon Road.

3.6 Iconic projects in reconstructing Queensland (Cont'd)

Project	Value (\$m)	Description	Status
Diamantina Development Road, Boulia to Dajarra, Central Queensland	\$5.4	<p>Diamantina Developmental Road is located between Boulia to Dajarra - (80 kms of road), Central Queensland. Several sections of the road were damaged as a result of monsoonal conditions and torrential rain from natural disaster events, resulting in a high water table over the area for an extended period.</p> <p>Works to sections of the road including removal of surface debris, shoulder resheet/edge repair, repair/replace concrete batter drainage protection were completed in late December 2012 (as shown in the photos below).</p>	Further works on the road are scheduled to commence by April 2013 and are estimated to be completed by December 2013.
<p><i>Below: Completed works of part of Boulia to Dajarra section of Diamantina Development Road.</i></p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p><i>Right : new concrete batter on a section of the road</i></p> </div> <div style="text-align: center;">  <p><i>Left: completed culvert and concrete apron on another section of the road.</i></p> </div> </div>			
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.</p> <p>In early 2012, Palm Island Aboriginal Shire Council held discussions with the Authority on an application being prepared for submission. This value engineering process resulted in a decreased submission value from an initial estimate of over \$20 million to a \$12.3 million application for restoration of several segments of the Island's protective seawall which had been damaged during Tropical Cyclone Yasi.</p>	<p>Council has started the revised program of works.</p> <p>Concept plans are being developed for the sea wall and a designer will be appointed early 2013.</p> <p>Design consultant tender is currently open.</p> <p>Completion of construction is expected early 2014.</p>
BCC RiverWalk (Cat D)	\$70.0	<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. The floating infrastructure was destroyed by the January 2011 floods and the whole structure was subsequently removed.</p> <p>The Brisbane City Council conducted detailed public consultation and consequently decided to replace the previously floating walkway with a fixed structure with enhanced flood resilience. The detailed design was completed on 11 December 2012.</p>	<p>The construction tenderers have been shortlisted to five and the tender is due to be awarded in May 2013.</p> <p>The anticipated completion date is late 2014.</p>
<div style="display: flex; justify-content: space-around;">    </div> <p><i>Images showing damage to Brisbane RiverWalk during January 2011 floods.</i></p>			

3.6 Iconic projects in reconstructing Queensland (Cont'd)

Project	Value (\$m)	Description	Status
Mt Sylvania Road	\$10.0	<p>Several locations on Mt Sylvania Road were significantly damaged due to extreme flooding in 2010 and 2011, including eight creek crossings (7 floodways and 1 bridge). Reconstruction of the first creek crossing began in November 2011.</p> <p>The works included the replacement of temporary pipe culverts installed as an emergency measure immediately after the disaster. Hydraulic modelling was carried out to gain an understanding of the impact of flows on the crossings along Mt Sylvania Road.</p> <p>The Department of Transport and Main Roads has worked closely with the Lockyer Valley Regional Council and the Mt Sylvania community to implement a communication plan, which includes regular email updates about the reconstruction works as well as the use of emergency UHF radio broadcasts to alert the community in the event of a rainfall event with the potential to require road closures. This has assisted primary producers in the region to transport stock and produce to and from their properties in a timely manner.</p> <p>Mt Sylvania Road is a key piece of infrastructure for stakeholders in the area and it is important to minimise access restriction issues for the local community whilst essential flood reconstruction works are carried out. This has been achieved through the installation of temporary crossings prior to commencing reconstruction works.</p> <p>In addition to the floodway repairs, reconstruction works on Mt Sylvania Road also included the reinstatement of sections of flood damaged pavement.</p>	<p>Works in 2013 will include additional pavement works and the final three floodways</p> <p>The works are expected to be completed by mid-2013, weather permitting.</p>



Above: Damage and newly reconstructed floodway (location 3) - Mt Sylvania Road

3.6 Iconic projects Feature

Iconic project example: Cunningham Highway at Cunninghams Gap, Scenic Rim Regional Council area

Overview: The Cunningham Highway is a vital freight corridor linking Brisbane's industrial and transport hubs to Sydney and Melbourne. As part of the federally funded National Highway network, it carries up to 5,000 vehicles every day, including up to 1,100 heavy vehicles. Nearly 10% of the heavy vehicles using the Cunningham Highway are B-doubles or larger (Annual Average Daily Traffic Count 2011). Infrastructure Australia predicts that truck traffic in Australia will increase by 50% between 2010 and 2030.

With the Cunningham Highway playing an important role in interstate supply chain logistics and the region's growth, it is vital this corridor is safe and reliable.

Location: Cunninghams Gap is a steep sided pass over the Great Dividing Range between the Darling Downs and the Fassifern Valley. The Cunningham Highway crosses the Range at Cunninghams Gap and links a number of regional Queensland towns including Ipswich, Warwick and Goondiwindi.

Details: The Cunningham Highway through Cunninghams Gap was severely damaged during the floods and extreme wet weather events in 2010 and 2011.

Heavy rain events in February/March 2010 caused a significant land slippage near Gap Creek. In April/May 2010, the Department of Transport and Main Roads (DTMR) undertook disaster repair work at Cunninghams Gap to remove material from this slip face. Geotechnical investigations were then undertaken to assess other sites through the Gap.

In November 2010, 17 slopes above the Cunningham Highway at Cunninghams Gap were identified as having the potential to cause injury to motorists and/or damage to the road and Gap Creek Bridge.

On 7 December 2010, DTMR started urgent work to remove the highest risk rock fall areas and stabilise the adjacent slopes, while also installing a range of safety measures to protect road users. Between December 2010 and early March 2011, the Gap saw more than two metres of rain which caused an enormous amount of damage.

The highest risk slopes were adjacent to Gap Creek, where two large boulders in excess of 100 tonnes each were perched above the highway and at risk of falling and closing the Highway for an extended period.

Reconstruction work was required at 11 locations along a 7km stretch of the highway between the top of the Gap and east of the helipad. Work at the last of the 11 sites, Claytons Gully, was completed in December 2012, two years after the start of works to stabilise the Gap's slopes at Gap Creek.

Under the Natural Disaster Relief and Recovery Arrangements (NDRRA) the Australian and Queensland governments provided \$57m of funding to complete the 11 sites at Cunninghams Gap.



Above: Damage at Claytons Gully, Cunningham Highway



Above: Earthworks at Claytons Gully



Above: Gravel filled shipping containers at Gap Creek, Cunningham Highway.



Above: Completed works at Fig Trees, Cunningham Highway.



Above: Claytons Gully section of the Cunningham Highway, Cunninghams Gap, after the completion of works in December 2012.



Section four:
Progress Reports

4.1 Progress of LGAs and DTMR by Region (See Appendix B LGA by region map)

4.1.1 Far North Queensland

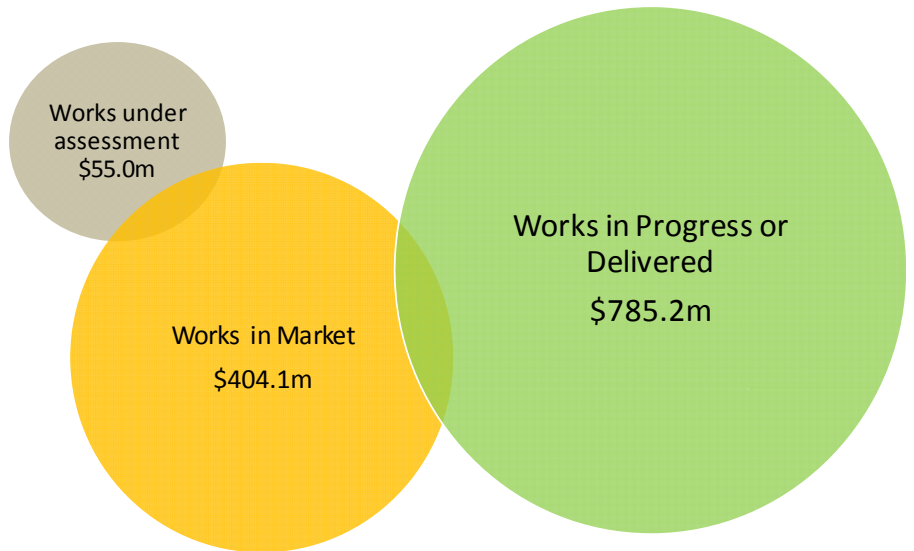


Diagram representing progress - FNQ

Case example: Cairns Regional Council

Project:	Lake Morris Road, Kanimbla
Location:	Lake Morris Road, Kanimbla, is approx. 10km from Cairns city and leads into a well-used tourist route to Lake Morris.
Type of works: (Cat D)	<p>Reinstatement/restoration of road and embankment affected by landslides during heavy rainfall in January 2011. One lane of traffic was kept open for most of the reconstruction period.</p> <p>Council utilized soil nailing and micro piling technologies which provided significant cost benefits over a full reconstruction or reinstatement of a slope as it greatly reduced the requirement for bulk earthworks. Utilising such techniques also lessens the footprint of the construction works meaning traffic flow was maintained throughout the site. By using these technologies to fix the embankment slump, Council was able to restore the road in less time than traditional methods.</p>
Estimated value:	\$2.57 million
Estimated completion:	August 2012
Progress at December 2012:	Complete.



Above showing damage

Below: restoration work on Lake Morris Road



Images above: Lake Morris Road during restoration work.

Above: completed section on Lake Morris

4.1 Progress of LGAs and DTMR by Region

4.1.2 North Queensland

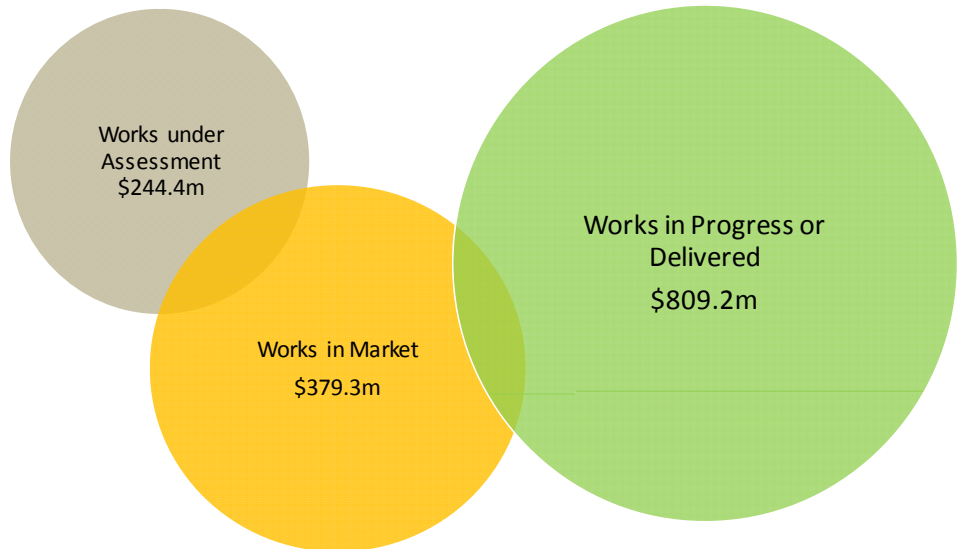


Diagram representing progress - NQ

Case example: Burke Shire Council

Project:	Floraville Road, Gregory
Location:	Floraville Road is approximately 120km north-east of Gregory and 400km north of Mount Isa. Burke Shire lies on the southern coast of the Gulf of Carpentaria. Floraville Road is a major access for tourism and locals and is a connecting road between Normanton and Burke. Major cattle stations are also located on the road and the repair of the floodways represents a restoration of connectivity to their markets.
Type of works:	The Floraville Road projects were funded under the NDRRA following the Queensland flood events in 2010. Several locations, including floodways, on Floraville Road were affected with repairs including fixing washouts, reconstructing road formations, removing sand build-up and repairing damage to the concrete deck of a causeway. The works also included 3.45kms of detours.
Estimated value:	\$0.5 million
Progress at December 2012:	Completed in December 2012.



Above: damage on a section of Floraville Road.



Above: completed works on another section of Floraville Road.



Above: damage and completed works at various sections of Floraville Road.

4.1 Progress of LGAs and DTMR by Region

4.1.3 Central Queensland

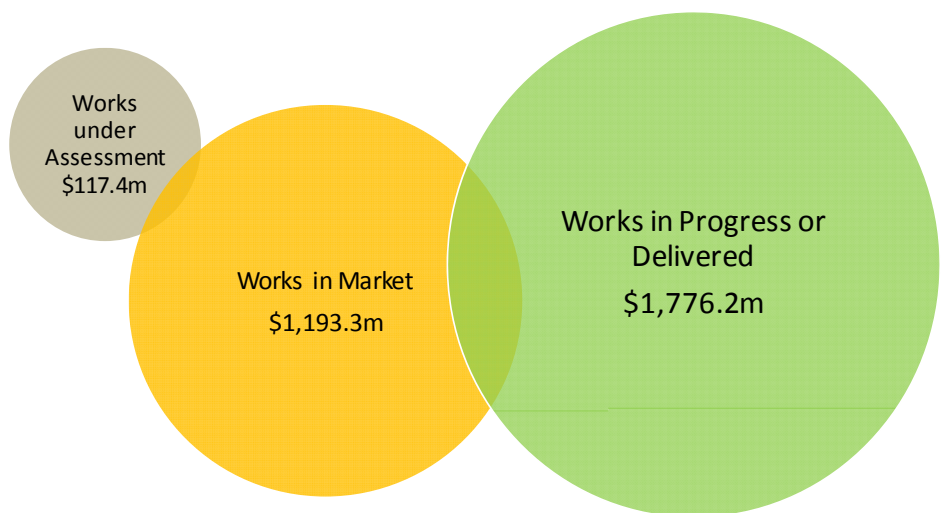


Diagram representing progress - CQ

Case example: Barcaldine Regional Council

Project:	Hobartville Road, Alpha near Barcaldine
Location:	<p>Barcaldine is a small town in Central West Queensland, approximately 520 kilometres west of Rockhampton. Hobartville Road in Barcaldine sustained significant flood damage over the period from September 2010 to February 2011.</p> <p>The road, which is used to transport up to 450,000 tonnes of coal to port from the mine sample pit located at the end of the road, was closed for around four weeks after 4WD high clearance vehicles continued to get bogged.</p> <p>Once vehicles were able to travel safely along the road, Hobartville Road was reopened to local traffic for approximately three months before work commenced.</p> <p>The flood damaged road meant local mine workers were required to travel to their worksite and camp via an alternative route of an extra 20 km.</p> <p>The importance of mining to the community of Alpha in the Barcaldine Regional Council is significant. Barcaldine Regional Council fast-tracked the reconstruction of the all-important Hobartville Road to ensure repairs were completed ahead of the commencement of coal haulage in July 2011.</p>
Type of works:	Work involved repairing and re-sheeting the road so that coal could continue to be transported and workers could get to the site.
Estimated value:	\$0.39 million
Progress at December 2012:	Complete.



Above: damage to section of Hobartville Road, Barcaldine

Above: completed works to Hobartville Road

4.1 Progress of LGAs and DTMR by Region

4.1.4 Southern Queensland

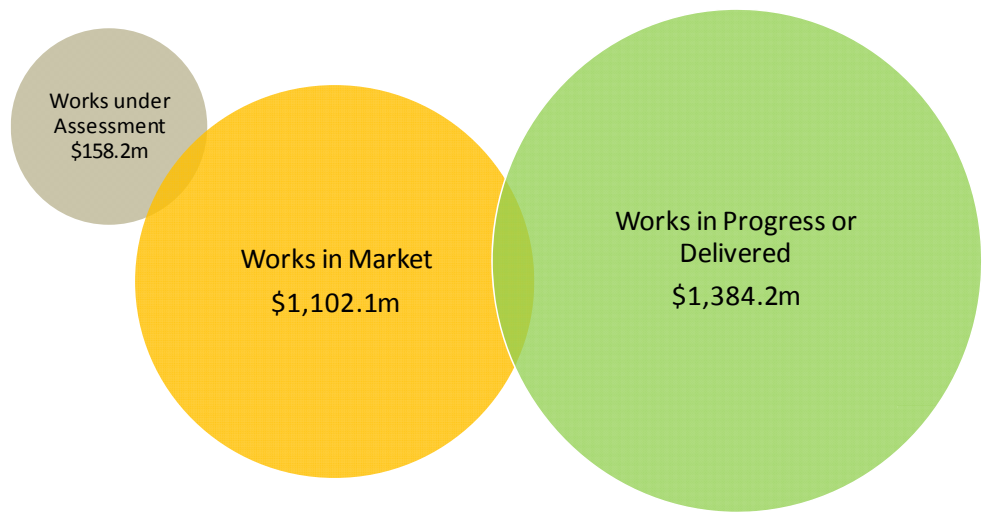


Diagram representing progress - SQ

Case example: Toowoomba Regional Council

Project:	Anduramba Range Road, Anduramba
Location:	Anduramba Range Road is about 12km north of Crows Nest and 52kms north of Toowoomba. The road is a school bus route for residents in the area.
Type of works:	The floods of December 2010 and January 2011 caused a localised land slip along Anduramba Range Road and a 30m section of the road slid down the hill. Reconstruction involves excavation of 280m of existing road and cutting into the mountainside to prevent future landslides, in addition to replacement of the damaged culvert structure to assist with drainage of the site.
Estimated value:	\$1.0 million
Estimated completion timeframe:	February 2013
Progress at December 2012:	Construction commenced in December 2012. It is anticipated that the works to remove and rebuild the embankment and the new road will take around 10 weeks.

Below: Progress of works on Anduramba Range Road .



Above: shows extent of land slip damage along Anduramba Range Road looking north.



December 2012



January 2013

4.1 Progress of LGAs and DTMR by Region

4.1.5 South East Queensland

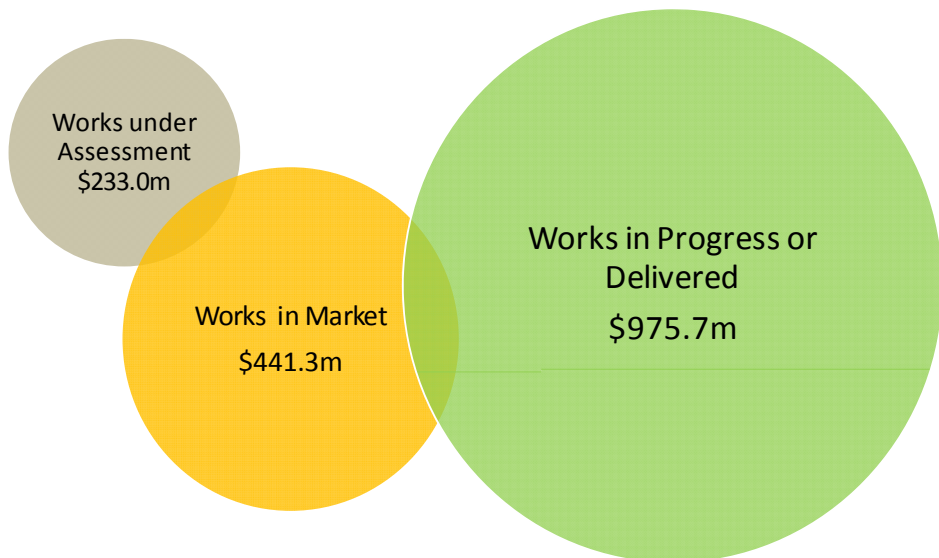


Diagram representing progress - SEQ

Case example: Somerset Regional Council

Project:	Savages Crossing restoration
Location:	Savages Crossing, at Banks Creek Road on the Brisbane River just north of Fernvale, is in the Somerset Local Government Area of South East Queensland, about 100 kms northwest of Brisbane and centred on the town of Esk. The community serviced by Banks Creek Road rely heavily on this crossing for access. During the 2011 flood, Banks Creek Road was cut for a long time and the community were completely isolated. Helicopter food drops were made and the SES dealt with several incidents requiring medication, medical attention, baby food etc. For the families who live on the other side of the river, access over Savages crossing is crucial.
Type of works:	Restoration - river gravel and debris blocked several spans of the bridge and approaches onto the bridge were compromised or washed away. Immediate emergent works were carried out to temporarily restore access, followed by permanent restoration works. The approaches onto Banks Creek Road were restored to ensure the crossing would withstand future flood events.
Estimated value:	\$0.33 million
Progress at December 2012:	Complete. Savages Crossing was one of 105 crossings in Somerset Regional Council severely damaged in the January 2011 floods. Works commenced in early November and were completed within the month.



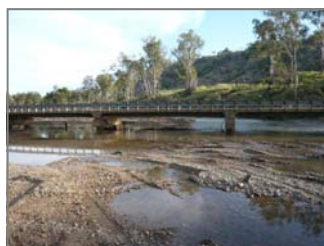
Above: Savages Crossing during the 2011 floods.



Above: showing damage to Banks Creek Road.



Above: Restoration works underway at Savages Crossing



Above: showing bridge after debris removal at Savages Crossing.



At right: showing restored access road at Savages Crossing.

4.2 Progress of State-controlled roads and highways

The Roads and Transport line of reconstruction is aimed at reconnecting people and enabling the re-supply of communities across the State. The official recovery/emergent works phase for the 2011/12 summer has ended. Future recovery reporting will occur following any newly activated natural disaster and activation of Restoration of Essential Public Assets (REPA) under NDRRA.

At 31 December 2012, 480kms of the 33,383kms of state-controlled roads were closed or with limited access. The continuing drier than normal weather is providing all Transport Network Reconstruction Program (TNRP) delivery agents with an excellent opportunity to maximise delivery of reconstruction works.

The current state of activity:

- Roads – The cumulative spend by the TNRP to 30 November 2012 was \$2.921 billion and consists of \$551 million on recovery works and \$2.370 billion on reconstruction works.
- Rail - All Queensland rail lines closed due to weather events in the 2011/12 summer are recovered and services have resumed.
- Maritime - The project to reinstate damaged aids to navigation (beacons and buoys) in Mackay reached practical completion in September 2012. The major repairs required to boating infrastructure include the jetty repairs at Brampton Island and Nelly Bay on Magnetic Island which are complete and Picnic Bay on Magnetic Island which is well underway.

Key achievements:

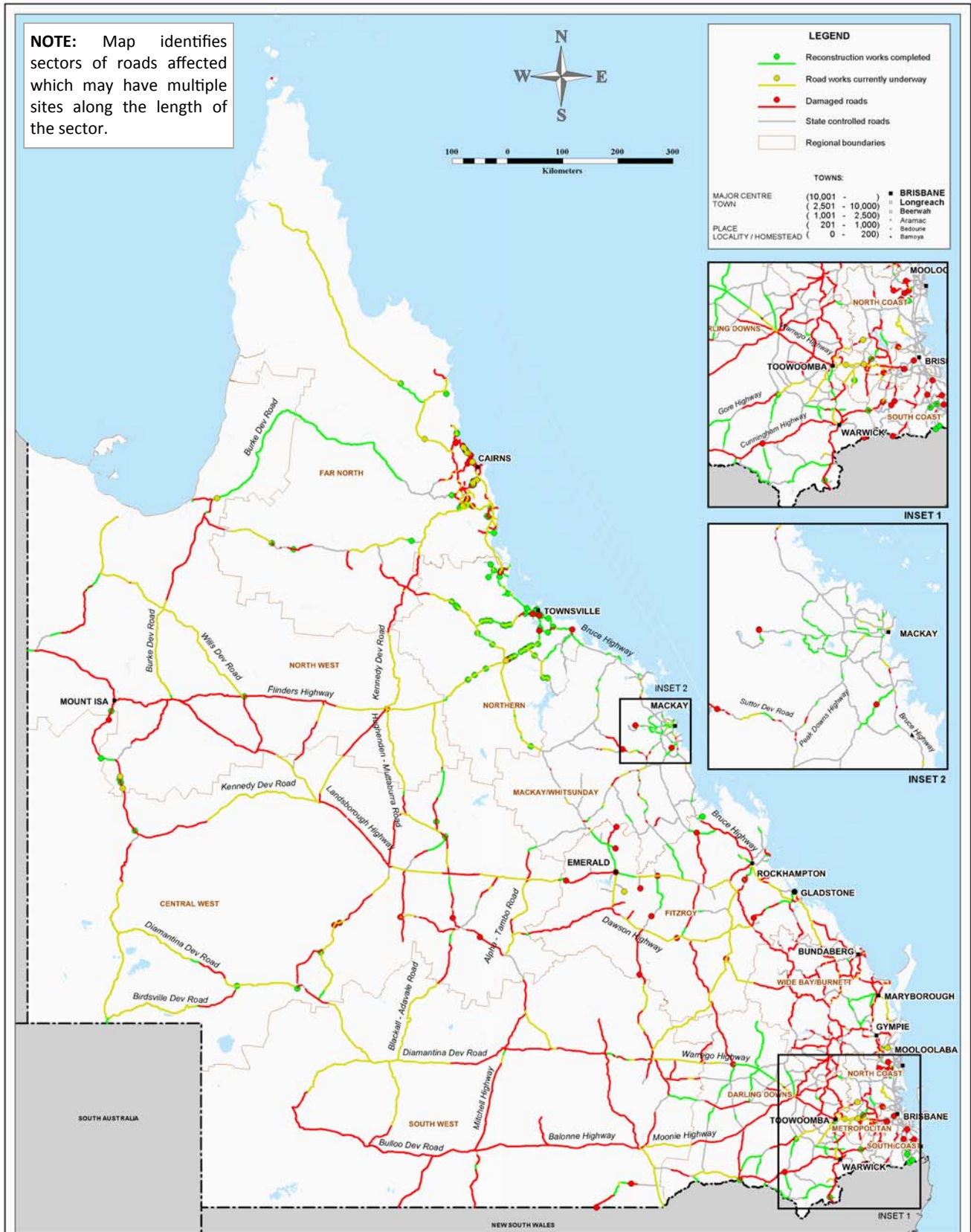
- The November 2012 expenditure was \$209.6 million. It is anticipated that this momentum in expenditure will slow during the December/January holiday period before increasing in 2013, wet weather permitting.
- Central Queensland region recorded a \$59.7 million spend, Downs/South West \$39.9 million spend and North Queensland recorded a \$25.2 million spend.
- A number of large contracts are in the pipeline ready for construction to start in early 2013, with \$221 million of contracts out to tender at 30 November 2012 and \$355 million of contracts being assessed and nearing contract award.
- Since the commencement of the Transport Network Reconstruction Program, 431 contracts worth over \$4.109 billion have been awarded.
- During November 2012 construction commenced on 38 road reconstruction projects valued at \$84.8 million. In the Central Queensland region packages valued at \$35.7 million commenced including one on the Landsborough Highway (Augathella – Tambo) and another on the Thomson Developmental Road (Jundah – Longreach). The South Coast region commenced a \$26.3 million package on southern sites along the Cunningham Highway. The NDRRA funded works north of Aratula have commenced and are valued at \$16.825 million. Complementary works valued at \$821,000 will be delivered with the reconstruction works.
- There was an increase in media coverage in November 2012, with local television, radio and newspapers all picking up information on reconstruction program works. The provision of information to stakeholders continued successfully through a number of low or no cost channels.
- There was a high level of productivity in the Mackay/Whitsunday region in November 2012 with all packages advancing well against plan, a further \$24 million spent towards the approved budget and another 29 km of network reaching primer-seal status.



Above: Bruce Highway (10G) paving of cement modified base.

Queensland Reconstruction Authority

Transport Network Reconstruction Program (TNRP - Summary of Reconstruction Works (November 2012)



Branch/Unit:	TNRP Mapping Section
Projection/ Datum:	Geocentric Datum of Australia (GDA) 1994, Lat/Long
File location:	C:\06 Field Implementation\06-04 GIS\Map Projects\Works Program\20121211\Monique\TNRP_QLD_SummaryofReconstructionWorks.wor

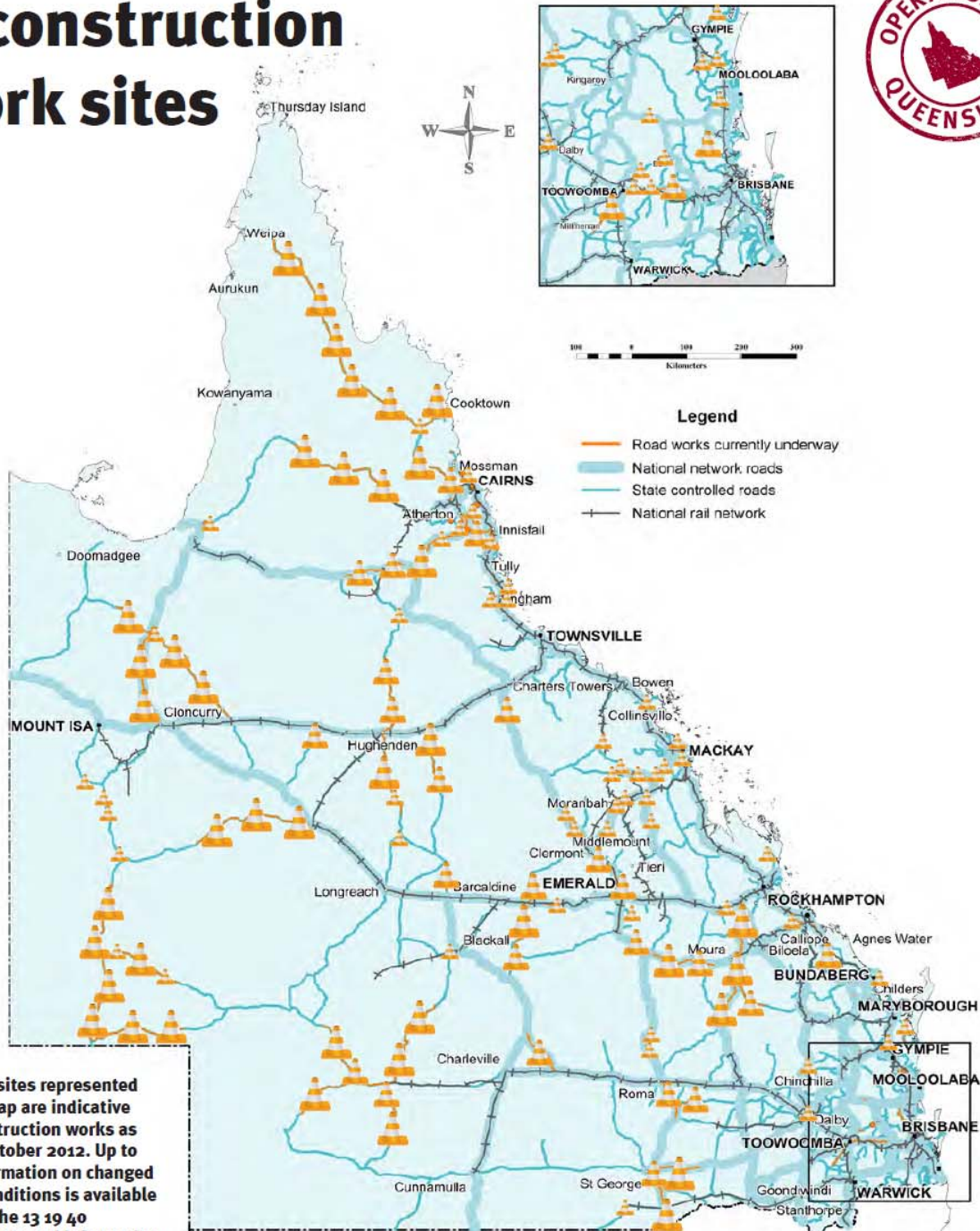
QUEENSLAND
Transport Network Reconstruction Program (TNRP)
Summary of Reconstruction Works
November

 Queensland Government		
Plan No:	Issue: A	Date: 11/12/2012
Job No:	Checked by:	
Drawn by: AL		

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(Updated November 2012)

Transport and Main Roads reconstruction work sites



The worksites represented on this map are indicative of reconstruction works as at late October 2012. Up to date information on changed traffic conditions is available through the 13 19 40 Traffic and Travel information website.

Updated November 2012



Australian Government



Queensland Government

Roads and Transport Line of Reconstruction Case example - media release

A J Wyllie Bridge Damage, Reconstruction and Reopening

The new northbound AJ Wyllie Bridge at Petrie opened to two lanes of traffic Saturday 8 December 2012, restoring an important connection across the North Pine River, missing since the 2011 floods.

The local community marked the opening with hundreds of people gathering in Wyllie Park for a community celebration organised by Trevor Ruthenberg MP, Seath Holswich MP and Peter Dutton MP.

Member for Kallangur Trevor Ruthenberg said the community would be pleased to see the northbound AJ Wyllie Bridge returning to full capacity for the first time in almost two years. "The opening of the bridge marks the culmination of almost two years of investigations, design work and construction," Mr Ruthenberg said.

"AJ Wyllie Bridge sustained significant damage during the floods and the northbound bridge was closed to traffic. The southbound bridge has been operating as one lane in each direction since that time."

Member for Pine Rivers Seath Holswich said the new northbound bridge had been designed to improve flood immunity. "The previous 78-year-old northbound bridge was 1.4 metres lower in height than the newer southbound bridge, which was built in 1987," Mr Holswich said.

"Rebuilding the northbound bridge to current engineering standards and raising it to the height level of the neighbouring southbound bridge will improve flood immunity and reduce potential damage in future flood events."

There are other minor works required for completion of the project, which will extend into early 2013. Work will continue on the southbound bridge, including the removal of the temporary pedestrian bridge.

The new pedestrian bridge is expected to be open for use in the coming weeks. In the meantime, pedestrians and cyclists will continue to use the temporary pedestrian facility on the southbound bridge.

The opening celebration also helped raise over \$2,400 for local State Emergency Services and Rural Fire Brigades. The \$25 million project is being jointly funded by the Queensland and Australian Governments, and includes a Natural Disaster Relief and Recovery Arrangement (NDRRA) funding component to the value of \$14.8 million.

For more information on the northbound bridge replacement project, visit www.tmr.qld.gov.au or phone 1800 459 366.



*Above: AJ Wyllie Bridge following January 2011 flood.
Photo: Stuart M Baker*



Above: AJ Wyllie Bridge pouring first span, 11 October 2012



Above: AJ Wyllie Northbound Bridge prior to reopening.

(Article from media release provided by DTMR 15 January 2013)

Roads and Transport Line of Reconstruction Case example - Darling Downs

Young professionals step up to lead in flood recovery

The floods of 2010-11 brought plenty of heartache and devastation, but they also brought unique opportunities for young professionals.

Work to rebuild Esk-Hampton Road began in July and will be finished by the end of 2012. But before the machines started work, specialists toiled amid the wreckage to decide the best solution for reconstruction.

Sarah Marsanich, a Graduate Geotechnical Engineer, thrived on the frontline of this challenging project, mapping slopes, supervising the digging of test pits and the drilling of boreholes to collect information about what is in the ground at the site, characterised by the distinctive bright red soil of the range escarpment.

Originally from NSW, Sarah is part of a team working with Transport and Main Roads to rebuild roads across the Darling Downs. A typical day for the Griffith University Civil Engineering graduate involves a combination of field work, office and design work to achieve value-for-money solutions.

“To meet the skills deficit we need a bigger pool of talented people choosing engineering as a career,” Sarah said. “Very low numbers of females apply in engineering, so the best way to meet the future skills shortage is to educate women about engineering.”



Above: Esk-Hampton Road showing the collapsed culvert immediately after the flood in January 2011



Above: Sarah Marsanich conducts a soil test at the Esk-Hampton Road construction site



Above: Jade Salmond on Oakey-Pittsworth Road overlooking the location of repairs

Another young professional stepping up to help in the recovery is Jade Salmond who is leading the charge in the project management and construction arenas of the TMR flood recovery program.

Jade is studying Civil and Construction Engineering at QUT in Brisbane and a typical day is a real mix of activities which could include scoping out a construction contract in the office, driving across the Toowoomba Range to assess the performance of a road being reconstructed, or hitting the books at home for her next exam.

“Variety is definitely the spice of life,” Jade said.

Jade also offered some words of encouragement to other women considering a professional career in engineering and construction.

“Only about five per cent of my class at QUT are women,” she said. “We are a bit under-represented.”

“Engineering is a great career and when you get the opportunity to use it in flood recovery and rebuilding your community, it makes it all the more worthwhile.”



Above: Esk-Hampton Road culvert replacement in progress in October 2012

(Article courtesy DTMR 3 December 2012)

4.3 Cyclone Shelter Project

In May 2011, a \$60 million fund was announced to construct 10 cyclone shelters and multi-purpose facilities in Central and North Queensland. The shelters are being funded by a gift of \$30 million from the Emirate of Abu Dhabi and a further \$30 million contribution by the Queensland Government. The new cyclone shelters will be active civic assets with multi-functional uses and capable of housing up to 800 people at a time in the event of a cyclone. The new cyclone shelter in Cairns incorporates a double basketball court in the facility and will be able to accommodate approximately 1,500 persons.

The Department of Housing and Public Works (DHPW) is facilitating management of the program over the two financial years of 2011-12 and 2012-13. The Authority is responsible for distributing and acquitting the funds against agreed milestones under the program and managing the ongoing liaison with the Emirate of Abu Dhabi.

The target completion date for the cyclone shelter projects was originally planned for November 2012, weather permitting, in time for the commencement of the cyclone

season. The extended wet weather conditions and unforeseen latent conditions on some sites have resulted in delays to several projects being managed by DHPW, in particular Proserpine, Port Douglas, Tully, Townsville, Ingham, Bowen and Weipa.

The Mackay cyclone shelter, being managed by the Department of Education, Training and Employment, achieved practical completion on 24 December 2012. The Cairns Regional Council is managing the delivery of the Edmonton Leisure Centre Cyclone Shelter and is anticipated to be completed in March 2013.

Table 4.3.1 Cyclone Shelter Progress Status

Cyclone shelter location	Delivery agency	Practical Completion Date	% Complete
Bowen SHS	DHPW	mid January 2013	98%
Heatley Secondary College, Townsville	DHPW	3 December 2012	100%
Ingham SHS	DHPW	19 December 2012	100%
Port Douglas SS	DHPW	21 December 2012	100%
Proserpine SHS	DHPW	20 December 2012	100%
Tully SS	DHPW	18 December 2012	98%*
Weipa	DHPW	late January 2013	95%
Yeppoon SHS	DHPW	14 November 2012	100%
Mackay, new SHS	DETE	24 December 2012	99%*
Edmonton Leisure Centre, Cairns	Cairns Regional Council	March 2013	65%

* Practical completion where the facility can be used in a disaster event, with minor works such as landscaping yet to be done.

The Ingham cyclone shelter was officially opened on 16 January 2013 by Premier Campbell Newman and Sultan Abdulla Alyammahi - Chargé d'Affaires a.i., Embassy of the United Arab Emirates (pictured right at the opening with Minister for Natural Resources and Mines Andrew Cripps and Minister for Public Works and Housing Tim Mander). The new building will provide emergency shelter for up to 800 people in the event of a cyclone, and will also be used as a multi-purpose sports facility for the school and local community.



Above: New cyclone shelter at Ingham State High School, completed on 19 December 2012 and officially opened on 16 January 2013.

DHPW has developed a communications strategy to inform affected communities and Local Disaster Management Groups of potential delays in completion of the remaining shelters. (See Table 4.3.1 for the status of progress)

(Source: DHPW 8 January 2013)

4.4 Queensland Floods Commission of Inquiry (QFCI) recommendations

On 21 May 2012, Cabinet agreed to the Government's response to the QFCI's final report. The Authority is the nominated lead agency to implement a number of the recommendations relating to the repository and display of flood information and the undertaking of flood investigations.

The recommendations have been grouped into three themes;

- Ensuring there is a flood study for every urban area in Queensland, identifying current gaps, prioritising areas in greatest need and working with councils to determine how studies/investigations will be undertaken (Recommendations 2.4, 2.5 and 2.6);
- Ensuring there is a repository of flood studies where information can be stored and accessed and for the Queensland Government to make available its flood mapping (Recommendations 2.11 and 2.16); and
- Making changes to the Temporary State Planning Policy 2/11 - *Planning for stronger, more resilient floodplains* to remove the possibility of councils using the base-level 'Interim Floodplain Assessment Overlay' as the only source of flood data in their planning schemes (Recommendation 4.5).

The Authority has made significant progress in response to these requirements. To date, the Authority has:

- developed the Queensland Flood Study Information Database, which will be a collation of existing flood information across the State - completed on 28 September 2012;
- launched its Flood Portal (FloodCheck) on 28 September 2012 - a secure website which draws information from the database and displays it in a GIS web-based application;
- drafted and implemented changes to the Temporary State Planning Policy - *Planning for stronger, more resilient floodplains*, which is being utilised by the Department of State Development, Infrastructure and Planning in the review of the State Planning Policy 1/03 which is scheduled for release in early 2013; and
- established the Queensland Flood Mapping Program, which will deliver level 2 flood mapping for up to 100 flood prone towns across the State (Recommendations 2.4, 2.5 and 2.6). A program of work has been developed ensuring that the key milestone of up to 100 towns are completed by 31 January 2013.

(Source: the Authority January 2013)

4.5 Communications

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

4.5.1 Communicating progress

Media analysis - There have been a total 186 reconstruction media items from 1 to 31 December (147 print, 9 TV and 28 radio) with the main focus leading up to Christmas being milestones in the delivery of the reconstruction programs - including the opening of Claytons Gully at Cunninghams Gap, completion of Mangrove Road in Mackay and the announcement of Western Downs Regional Council Operation Road Restore program.



Southern Queensland media featured predominately this month including high volumes of coverage in the Toowoomba Chronicle, Chinchilla and Murilla Times and Fassifern Guardian.

Engagement activities - In early December the Land Use Planning officers travelled to North West Queensland to visit councils as a part of the Floodplain Roadshow and to discuss the **Commission of Inquiry recommendations**. The Queensland Flood Mapping Program has been set up in response to the Commission of Inquiry – 29 more flood prone towns have now been mapped, and are awaiting final review. The project is on track to deliver mapping for more than 100 towns by February 2013.

Friday 7 December 2012 marked the completion of major reconstruction works on **Cunninghams Gap** – an iconic project and a crucial milestone in the reconstruction program. The \$57 million task of reconstruction at 11 sites along seven kilometres of highway has restored damage including major subsidence, landslips and rock falls. The final site of Claytons Gully was the most badly damaged with a massive landslip one to two metres down the slope, damaging three of the four traffic lanes. The reconstruction used more than 1,000 permanent soil nails, 50,000 cubic metres of rock and 20,000 tonnes of asphalt.

In December, the **Commonwealth Reconstruction Inspectorate** visited Ipswich City Council, Tablelands Regional Council and Cook Shire Council to inspect the reconstruction progress leading up to the January 2013 two year anniversary of the floods .

Major General Wilson addressed a meeting of the Chief Executive Officers of the **Western Queensland Councils**, giving an overview of reconstruction progress and outlining the actions required to complete the program by 2014.

The Authority continued to highlight the great work that Councils are doing towards their recovery and reconstruction program including the **Toowoomba Regional Council reaching the halfway mark** in its flood reconstruction – one of the largest flood recovery programs in Queensland. The Deputy Premier released a media statement congratulating Council on this achievement.

The Scenic Rim Regional Council published a disaster restoration newsletter which was delivered to all households in the Scenic Rim region to keep the community updated on the progress of flood recovery work, including a breakdown of the 2012 projects and the upcoming 2013 projects.

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 December 2012, total visits amounted to 250,509 - an increase of 2% since last month. **(See Figure 4.5.1)**

In December, the Authority received an additional 43 calls to its dedicated hotline and 223 additional pieces of written correspondence were received. **(See Figure 4.5.2)**

(Source: the Authority at 31 December 2012)

Fig. 4.5.1 Website traffic

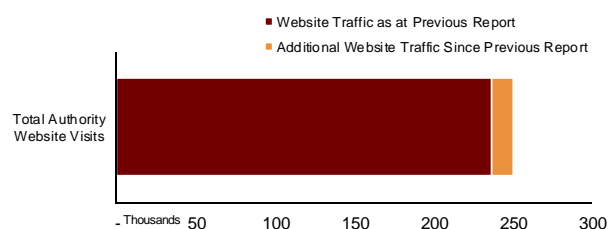
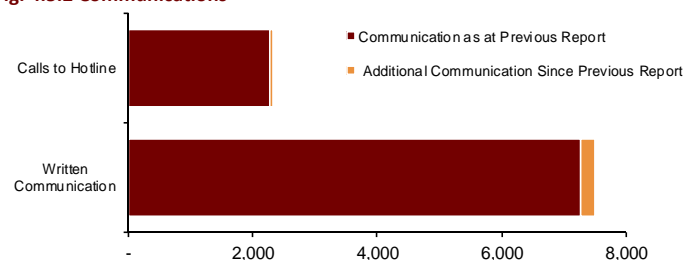


Fig. 4.5.2 Communications



4.5 Authority Communications (Cont'd)

4.5.2 Media Reports

Townsville Bulletin, 1 December 2012

Ipswich Advertiser, 11 December 2012

Repairs to Dunk Is jetty begin

WORK has begun on the cyclone-damaged jetty at Dunk Island, the Cassowary Coast Regional Council says. Mayor Bill Shannon said this week they were laying out the jetty and installing picnic tables and the individual ramp at the jetty under the flood-recovery program. Council's Tourism, heritage and State Government's Natural Disaster Relief and Recovery Arrangements. Shannon said a crew of seven contractors was working on the jetty. They were laying out the jetty and installing picnic tables and the individual ramp at the jetty under the flood-recovery program. Council's Tourism, heritage and State Government's Natural Disaster Relief and Recovery Arrangements. Shannon said a crew of seven contractors was working on the jetty. They were laying out the jetty and installing picnic tables and the individual ramp at the jetty under the flood-recovery program. Council's Tourism, heritage and State Government's Natural Disaster Relief and Recovery Arrangements.

Innisfail Advocate, 1 December 2012

Beaudesert Times, 5 December 2012

Another flood restoration contract is awarded

FLOOD restoration work is progressing across the Scenic Rim and a contract has just been granted for works at Munbilla and Roadvale.

Last Tuesday, the Scenic Rim Regional Council granted Pensar Civil Pty Ltd a \$3,732,713 contract to fix two roads in those communities.

Almost 6km of Munbilla Road will be repaired at Munbilla and more than 1km of flood damaged Roadvale Road at Roadvale will be restored.

The work will be delivered as Construction Package Eight of the Scenic Rim's disaster recovery program and will be funded under the joint Federal and State Government Natural Disaster Relief and Recovery Arrangements.

Scenic Rim Mayor John Brent said the construction phase of the flood recovery works was progressing at an increasing rate.

"The level of restoration works being carried out across the region is unprecedented and will deliver a more resilient transport network that will see us well into the future," Cr Brent said.

The contractor has indicated that they will start the majority of the work in early January.

Eroded beach repaired

Innisfail Advocate, 5 December 2012

SAND will be added to South Mission Beach to repair cyclone damage.

Cassowary Coast Regional Council's Natural Disaster Relief and Recovery Arrangements (NDRRA) funding for the work came from the Federal and State governments funding in the wake of Cyclone Yasi.

Sand replenishment work would begin this week. Cr Nolan said. Locally sourced sand would be distributed on the foreshore area of the eroded foreshore.

He said council surveyors had calculated Cyclone Yasi removed up to 30,000cu m of sand from the South Mission Beach foreshore.

Studies before Yasi had highlighted South Mission Beach's vulnerability to long-term erosion, and similar sand replenishment works had been done during the past seven years, in accordance with council's Coastal Erosion Investigation and Management Plan.

"South Mission Beach was eroding at a rate of about seven a year before the works began to slow down the process," he said. "Sand replenishment was identified as the most cost effective and environmentally sound way to manage this."

He said South Mission Beach was severely eroded by Cyclone Yasi. "Beach sand was deposited in wide shallow bars just offshore. Sand is being returned to the foreshore in calmer weather but it's a very slow process."

Mayor Bill Shannon said work would focus on the area between Jackey Jackey Street and Castarina Park. The sand would be strategically placed above the high tide line, out of the active beach system area but with little disturbance to vegetation. He said staff had made a strong case to the Queensland Reconstruction Authority for special funding for the project.

Beaudesert Times, 12 December 2012

Island jetty rebuild starts



WORK has begun on the cyclone-damaged jetty at Dunk Island, the Cassowary Coast Regional Council says. Mayor Bill Shannon said this week they were laying out the jetty and installing picnic tables and the individual ramp at the jetty under the flood-recovery program. Council's Tourism, heritage and State Government's Natural Disaster Relief and Recovery Arrangements. Shannon said a crew of seven contractors was working on the jetty. They were laying out the jetty and installing picnic tables and the individual ramp at the jetty under the flood-recovery program. Council's Tourism, heritage and State Government's Natural Disaster Relief and Recovery Arrangements.



WORK has begun on the cyclone-damaged jetty at Dunk Island.

Highway flood repairs done and dusted

THE Cunningham Highway between Ipswich and Warwick has been fully rebuilt with the final stage of the \$57 million project completed on Friday.

Between December 2010 and March 2011 the road was badly damaged by more than two metres of rain. Damage included

major subsidence, landslips and rock falls. Minister Assisting on Queensland Floods Recovery, Senator Joe Ludwig, said people who relied on this important arterial road for business, tourism, industry and general community travel could now do so comfortably and safely.

Anduramba roadwork under way

Flood recovery work on the Anduramba Range Road north of Crows Nest is under way.

Cr Carol Taylor said the project was expected to take 12 weeks to complete, weather permitting.

Contractors FK Gardner and Sons are due to start on the road and embankment restoration from this week.

Cr Taylor said work would include removing debris before extensive concrete works and road reconstruction started.

"The existing detour via Middle Road will remain in

place during the construction period. Motorists are asked to observe the traffic control directions during the construction phase.

"The council understands the inconvenience caused by the road closure and thanks residents for their patience and cooperation in the interim."

More than 1100 reconstruction sites have been identified across the region and contractors CMC, FK Gardner and Sons and Probuld Civil have been appointed to undertake the works.

The program is funded under NDRRA, a joint Federal and State initiative where the Federal Government provides 75 per cent of the funding. The record-breaking floods of December 2010 and January 2011 saw unprecedented damage to the council's 10,000km network of roads and bridges across the region.

Residents who have questions about this work or would like more information, are welcome to contact the council on 131 872 or email NDRRA@towoomba.qld.gov.au

High Country News, 4 December 2012

Checking progress of our flood rebuilding program

Queensland Times, 4 December 2012

MEMBERS of the Australian Government Reconstruction Inspectorate visited the city yesterday to meet members of the Ipswich City Council and study progress of the reconstruction effort following the 2011 floods.

Inspectorate chairman John Fisher and member Martin Albrecht met Mayor Paul Ptaszko and council representatives.

They were accompanied by Queensland Reconstruction Authority chairman, retired Major General Richard Wilson.

After the council briefing, they toured the Ipswich region inspecting finished and ongoing reconstruction works, including Colleges Crossing Recreational Reserve.

The council estimated the damage at more than \$98 million. Over the next two days the Inspectorate will visit the Atherton Tablelands and Cookdown in Far North Queensland to see the progress of reconstruction there.

Reconstruction under Natural Disaster Relief and Recovery Arrangements (NDRRA) funding is well underway. Under the NDRRA, the Australian Government funds up to 75% of reconstruction costs and the Queensland Government provides the remaining 25%.

The Inspectorate was established by the Australian Government last February to ensure Australians received value for money in the rebuilding of flood and cyclone-ravaged regions. Its role includes ensuring sites are meeting milestones and examining high-value projects prior to completion.

\$150m in flooding recovery

Townsville Chronicle, 5 December 2012

COUNCIL'S ongoing flood recovery has reached its halfway mark with the total repair bill estimated to reach \$150 million by its completion.

The figure has almost doubled council's annual capital and maintenance works program prior to last financial year. More than 1800 emergency

repair sites and 1100 reconstruction sites were identified, in addition to more than 200 million of emergency works undertaken by council.

Council's annual report states that the entire reconstruction program should be delivered by the end of June next year. The report identifies the June

opening of the new \$3.5 million Jelliffe St bridge as one of the most significant milestones of the last financial year. An outlay of more than \$700m on re-establishing creek embankments on Erns Creek Rd north of Crows Nest, is also listed as a major achievement.

MAJOR PROJECTS:

- Some of the largest flood works started in the last financial year:
- \$1.1 million replacement of concrete channel in Bath St, Toowoomba City.
- \$200,000 reconstruction of twin pedestrian bridges at Bullocky's Place on New England Hwy, Crows Nest.
- \$300,000 culvert reconstruction at Cockatoo Creek bridge.
- \$1.4 million restoring drain container large section of Eureka Rd, Jondaryan/MT Tyson.
- \$1.1m reconstruction of flood-damaged road and installation of new culverts to assist with drainage at Ridgehope.

Cunninghams Gap work done



Project manager Alan Black, Beaudesert MP Jon Krause and Main Roads south coast regional director Paul Noonan at the site of the Cunninghams Gap project.

A MULTI-million dollar reconstruction project to stabilise the Cunningham Highway at Cunninghams Gap was completed last week.

The two year project at Clayton's Gully south of Aratula cost more than \$57 million and started in 2010. The project was funded through the Natural Disaster Relief and Recovery Arrangements (NDRRA) fund for which the Australian Government provides three quarters and the Queensland Government provides one quarter of funding.

As part of the project, work was undertaken at a total of 11 sites affected by time wet weather in recent years. caudessert MP Jon Krause, who visited the site last week, said the completion

of the reconstruction project would boost the local economy, helping support tourism, agriculture, resource and construction industries.

"The Clayton's Gully area was hardest hit during the wild weather in 2011, with a new road design needed after three of the four traffic lanes were hit after a massive land slide," he said.

"This project is obviously extremely important to locals and motorists in this area."

Work will now start at other parts of the Cunningham Highway north and south of Aratula. Early works will start north of Aratula in December and construction will start at both sites in early 2013.

On Our selection News/Clifton Courier, Cambooya, 6 December 2012

Flood restoration work underway on NE Highway

Major restoration work started this week on a flood damaged stretch of the New England Highway at Eton Vale.

The section of carriageway between Eton Vale Bridge over Hodgson Creek and the junction of the Cambosca Connection Road sustained significant damage during the flood events of December 2010 and January 2011.

The stretch of road also has been heavily patched pursuant of the New England Highway over several years. Pavement repairs along the stretch will involve widening of the 19m carriageway to meet current safety standards.

Widening the road shoulders will also provide a level of protection for the section of road from tear and weather events.

After the main pavement work is completed, the intersection of Cambosca Connection Road and the New England Highway will be widened to include side lanes on the approaches.

The work is part of Operation Queensland, which is the largest reconstruction effort in the State's history, rebuilding communities, fixing infrastructure and restoring regional communities.

The project is being delivered under the Natural Disaster Relief and Recovery Arrangements (NDRRA), a joint Federal and State initiative.

Under these arrangements, the Australian Government provides 75 per cent of the funding, with 25 per cent from the Queensland Government.

The intersection works are funded under other State funding programs. The reconstruction project is expected to take five months to complete, and is scheduled to finish around early May.

The work will be carried out on a Monday to Friday basis during daylight hours between 8am and 4pm. The Department of Transport and Main Roads plans the use of traffic lights, traffic controllers, single lane closures and speed restrictions at the work sites.

It has reminded motorists to drive to the changed conditions and obey all signage for their own safety as well as for the safety of road workers.

Motorists should anticipate delays while the work is being undertaken and should plan their journeys accordingly.

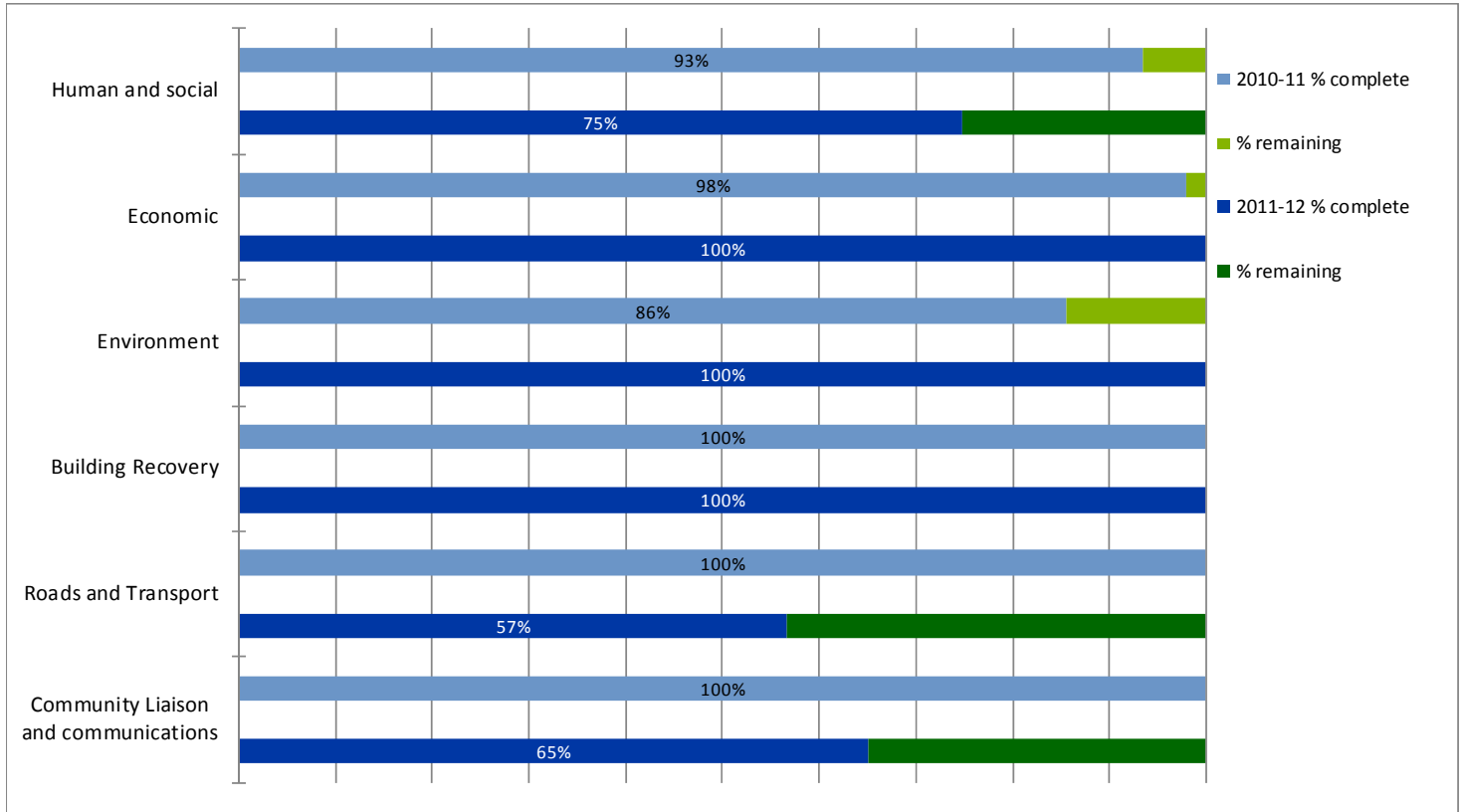
Pavement and shoulder repairs and clearing of roadside drains will be completed at various other locations along the length of the New England Highway between Toowoomba and the State border at Wallangarra.

Detailed information is available on the website www.131940.qld.gov.au

4.6 Progress of Lines of Reconstruction

The graph below represents progress to completion for all key tasks based on expected completion timeframes and weighted for key tasks completed. The graph shows the status for each event period indicated in light blue/green for 2010-11 events and dark blue/green for 2011-12 events.

Details of the progress of identified key tasks for all six Lines of Reconstruction are further outlined in **Appendix C: Lines of reconstruction - status of progress.**





Appendices

Appendix A: 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 allocation. For reporting purposes, the schemes are divided into the sections outlined below.

Grant Assistance Available for Queensland Disasters		
	NDRRA	Non-NDRRA
Individuals and families	Personal Hardship and Assistance Scheme (PHAS) Emergent Assistance Grants Essential Household Contents Grants Structural Assistance Grants Essential Services and Safety Reconnection (ESSR) Safety Inspections Repairs	Premier's Disaster Relief Appeal Australian Government Disaster Recovery Payments
Local Governments, State Departments and Agencies	Counter Disaster Operations Restoration of Essential Public Assets Queensland Local Council Package	
Small Businesses, Primary Producers and Charities and Non-Profit Groups	Concessional Loans Grants Freight Subsidies for Primary Producers Rural Resilience Fund Operation Clean-up Special Disaster Assistance Loans to Charities and Non-Profit Organisations Exceptional Concessional Loans	Disaster Income Recovery Subsidies Cyclone Yasi Wage Assistance Sport Flood Fight Back Scheme Tourism Industry Support Package Queensland Natural Disaster Jobs and Skills Package Racetrack Recovery Assistance Flood Recovery Program QLD Flood and Cyclone Legal Help

Disaster event periods managed by the Authority:

This report includes references to the event periods as listed above. Each event period has been described in the report as follows:

2011-2012: Activated disaster events managed by the Authority from **August 2011 to March 2012**.

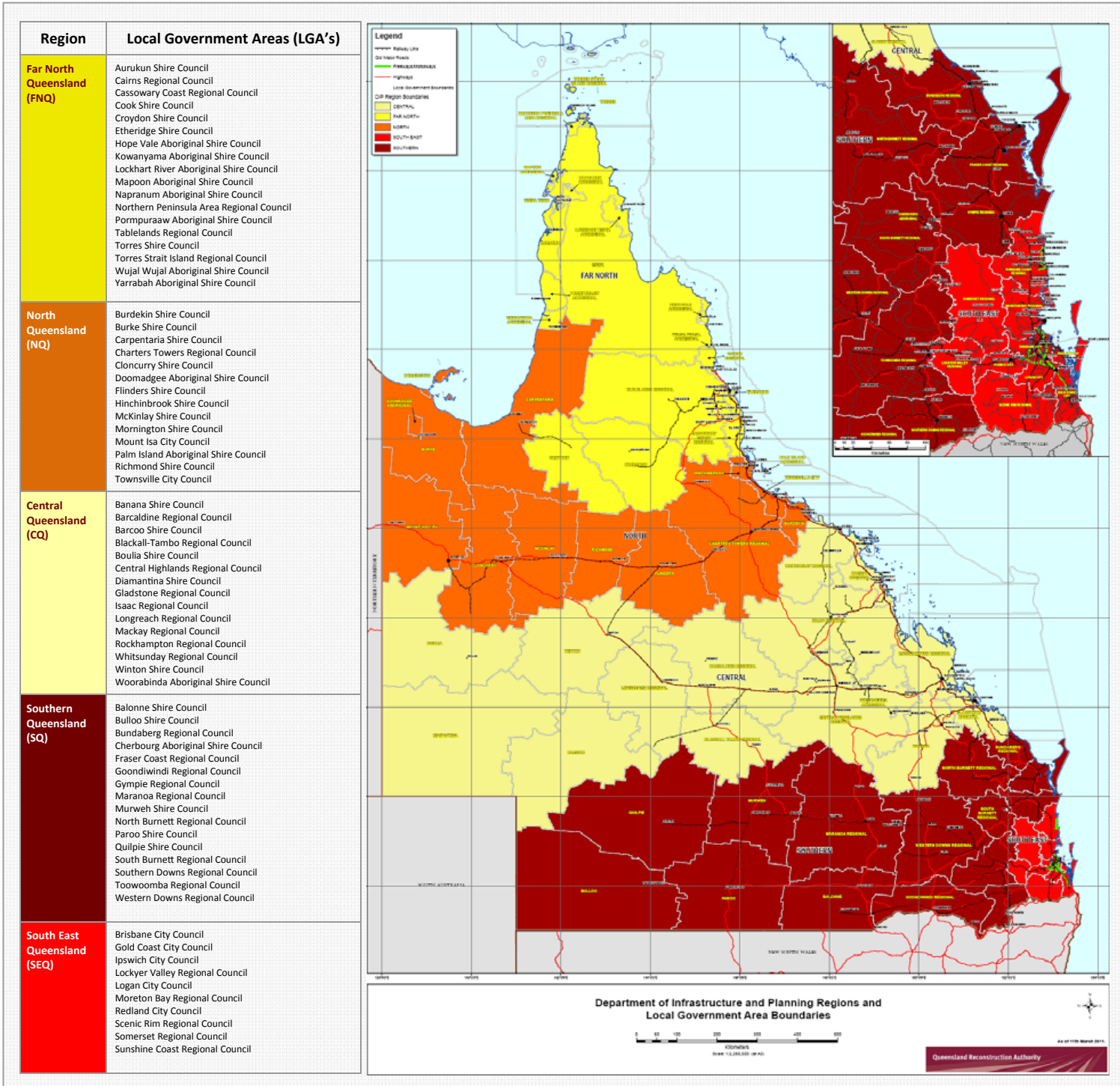
2010-2011: Activated disaster events managed by the Authority from **November 2010 to April 2011**
 including Tropical Cyclone Yasi and Queensland flooding (November 2010 to February 2011).

2009-2010: 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.

The list of the activated disaster events can be found on www.disaster.qld.gov.au.

Appendix B: Local Government Areas by Region

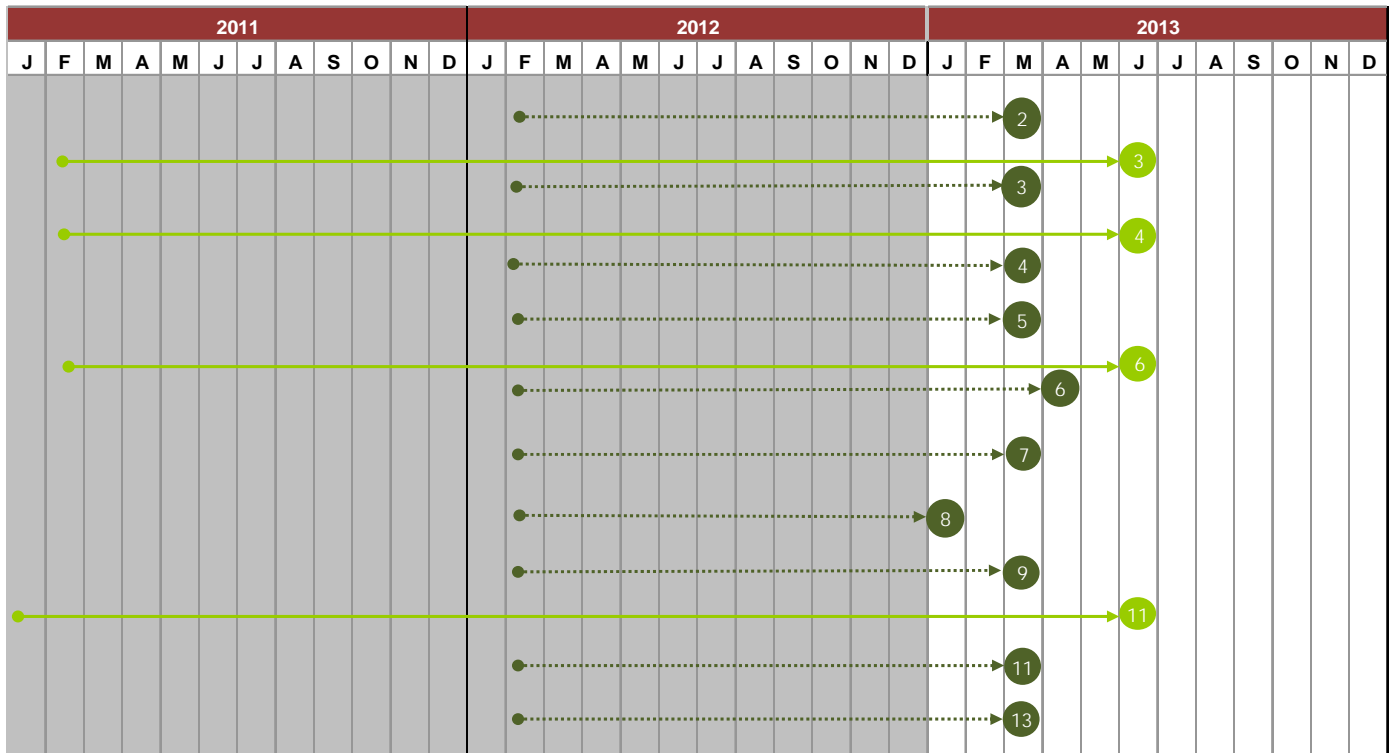


Appendix C: Lines of reconstruction - status of progress

Operation Queensland identified six lines of reconstruction and the key milestones against which reconstruction progress is measured. This section reports on progress to completion across these lines of reconstruction.

Human and social

Approximately 93% of the Human and Social Line of Reconstruction key tasks activated for the 2010-11 events are completed and 75% of the reactivated key tasks as a result of the 2011-12 events are also complete. The graph below shows progress of remaining key tasks for each event period - 2010/11 shown in light green and 2011/12 shown in dark green.



- Light green - key task that is progressing satisfactorily
- Dark green - reactivated key task or similar activity as a result of current or emerging events
- Hollow markers - timeframe by which a key task was previously expected to be completed
- Arrows indicate a key task is undertaken on an ongoing basis

2010/2011 events managed by the Authority

Remaining key tasks:	
3	Provide public information and advice on community and public health issues
4	Contribute to a reconstruction communication strategy to manage community expectation and inform communities
6	Provide community development support, including community engagement and capacity building activities
11	Provide additional services including counselling, personal support and specialised mental health services

2011/2012 events managed by the Authority (shown in dark green)

Remaining reactivated key tasks	
2	Activate and process emergency assistance payments, Natural Disaster Relief and Recovery Arrangements (NDRRA) grants and other relevant sources of relief
3	Provide public information and advice on community and public health issues
4	Contribute to a reconstruction communication strategy to manage community expectation and inform communities
5	In conjunction with Queensland Treasury, seek federal and state funding for additional costs associated with disaster related service delivery
6	Provide community development support, including community engagement and capacity building activities
7	Support the development and implementation of both cross-cutting planning and local community, economic and environmental recovery and reconstruction plans
8	Transition local health, social, education and community services to normal
9	Connect displaced householders to housing assistance and support mechanisms
11	Provide additional services including counselling, personal support and specialised mental health services
13	Develop subordinate implementation plans to achieve key tasks at project level

(Source: DCCSDS 14 January 2013)

Appendix C: Lines of reconstruction - status of progress (Cont'd)

Economic

Approximately 98% of the Economic Line of Reconstruction key tasks activated for the 2010-11 events are now complete with only one remaining; and all reactivated key tasks as a result of the 2011-12 events are complete. Ongoing work continues as part of core business. The graph below shows progress of remaining key tasks for each event period - 2010/11 shown in light green and 2011/12 shown in dark green.



(Source: DSDIP 14 January 2013)

2010/2011 events managed by the Authority

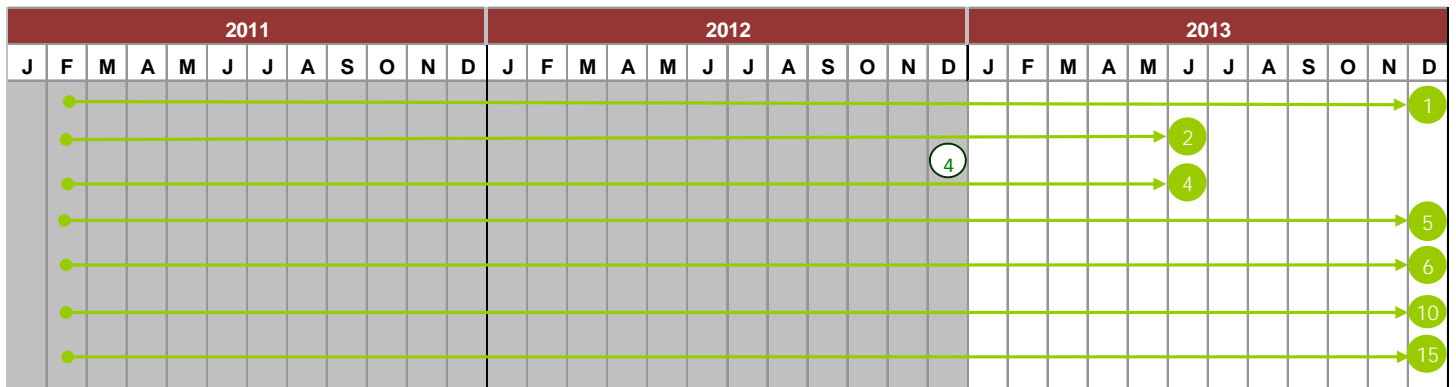
2011/2012 events managed by the Authority (shown in dark green)

Remaining key tasks:	Remaining reactivated key tasks
1 Rapid restoration of a competitive and sustainable Queensland economy	Nil

Environment

Approximately 86% of the Environment Line of Reconstruction key tasks activated for the 2010-11 events are now complete. All reactivated key tasks as a result of the 2011-12 events should now be completed. Key task 4 (2011-12 events) was due for completion in December 2012 and this will be confirmed at the next quarterly update from the Environment Line of Reconstruction due in March 2013.

The graph below shows progress of remaining key tasks for each event period - 2010/11 shown in light green and 2011/12 shown in dark green.



1 Light green - key task that is progressing satisfactorily
 1 Dark green - reactivated key task or similar activity as a result of current or emerging events
 Hollow markers - timeframe by which a key task was previously expected to be completed
 Arrows indicate a key task is undertaken on an ongoing basis

2010/2011 events managed by the Authority

2011/2012 events managed by the Authority (shown in dark green)

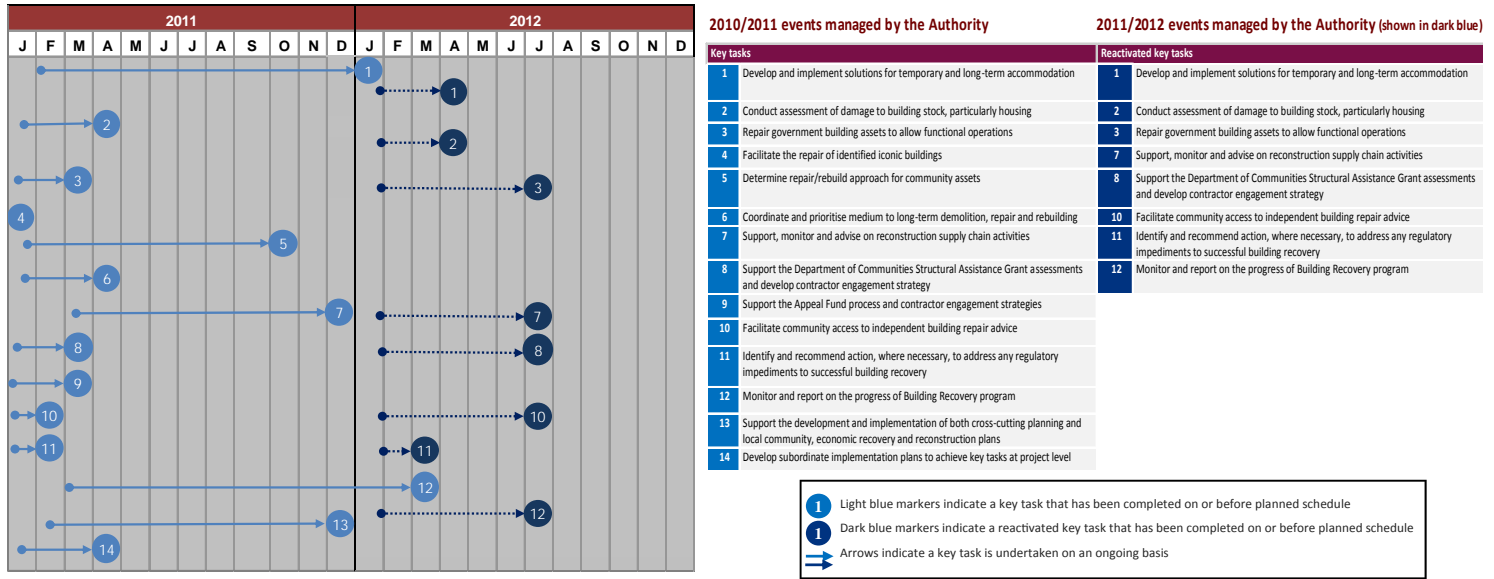
Remaining key tasks:	Remaining reactivated key tasks
1 Coordinate and prioritise rehabilitation of the natural environment and community assets including reserves, parks, waterways and wildlife	Nil
2 Implement through planning, monitoring, assessment and advice, strategies to reduce future impacts on the natural environment in both urban and rural landscapes, focusing on long-term resilience and sustainability	
4 Restore damaged infrastructure on State protected areas	
5 Conduct ecological assessment and restoration of protected areas, ecosystems and species	
6 Assess and reconstruct soil health and biodiversity in upland areas and flood plains	
10 Assess event impacts on the natural environment and natural resources	
15 Support the expeditious repair of water and sewerage infrastructure	

(Source: EHP 30 November 2012)

Appendix C: Lines of reconstruction - status of progress (Cont'd)

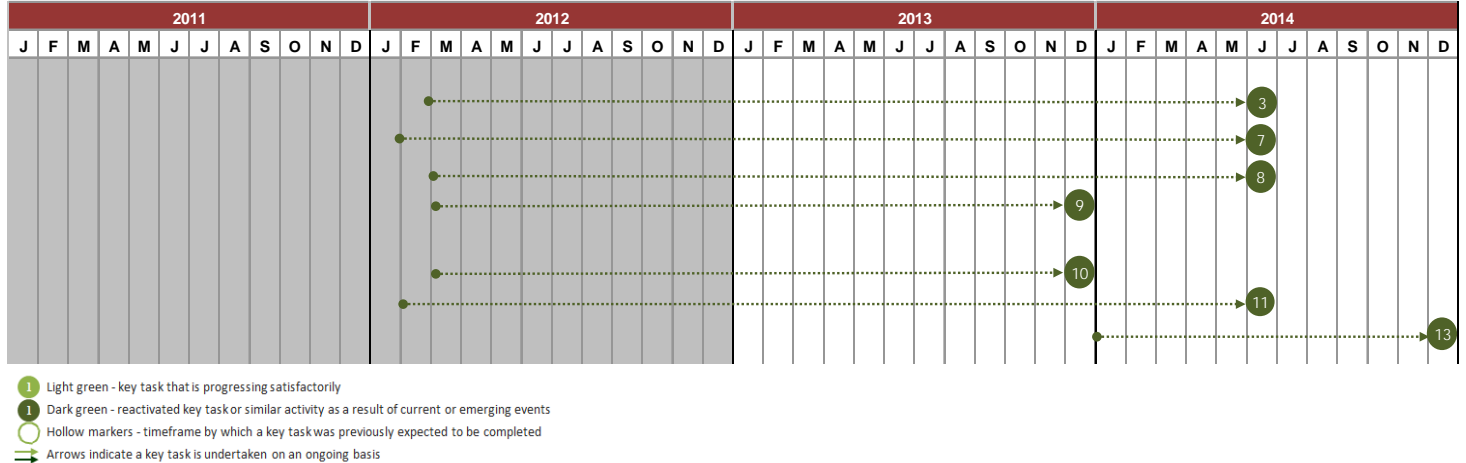
Building Recovery - completed

All key tasks for the Building Recovery line of reconstruction for both disaster event periods are now complete. The graph below shows **completed** timeframes of key tasks for each event period - 2010/11 (light blue) and 2011/12 (dark blue).



Roads and Transport

All of the Roads and Transport Line of Reconstruction key tasks activated for the 2010-11 events are now complete. Seven reactivated key tasks as a result of the 2011-12 events remains outstanding, meaning 57% have been completed. The graph below shows progress of remaining key tasks for each event period - 2010/11 in light green and 2011/12 in dark green.



2010/2011 events managed by the Authority

Remaining key tasks:
Nil

2011/2012 events managed by the Authority (shown in dark green)

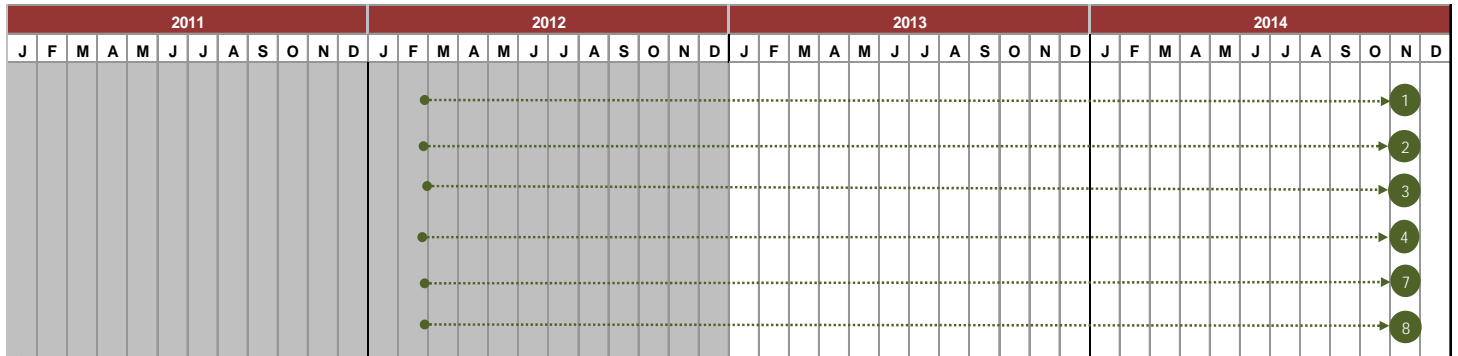
Remaining reactivated key tasks
3 Continue to implement, monitor and review the transport reconstruction plan
7 Develop regional reconstruction projects and activities accounting for regional reconstruction priorities and goals.
8 Moderate regional reconstruction projects within the state-wide reconstruction program and other roads and transport infrastructure programs
9 Prepare NDRRA submissions as required
10 Review existing Queensland Transport and Roads Investment Program (QTRIP) (capital works plans) to accommodate the NDRRA program
11 Support the development and implementation of both cross-cutting planning and local community economic and environmental recovery and reconstruction plans
13 Program closure

(Source: DTMR 14 January 2013)

Appendix C: Lines of reconstruction - status of progress (Cont'd)

Community Liaison and Communications

All of the Community Liaison and Communications Line of Reconstruction key tasks activated for the 2010-11 events are now complete. Only six reactivated key task as a result of the 2011-12 events remain outstanding, meaning 65% have been completed. The graph below shows progress of remaining key tasks for each event period - 2010/11 shown in light green and 2011/12 shown in dark green. Activities under this line of reconstruction are ongoing and part of normal business.



- 1 Light green - key task that is progressing satisfactorily
- 1 Dark green - reactivated key task or similar activity as a result of current or emerging events
- Hollow markers - timeframe by which a key task was previously expected to be completed
- ⇒ Arrows indicate a key task is undertaken on an ongoing basis

Combined 2010/11 and 2011/2012 events managed by the Authority (shown in dark green)

Remaining key tasks:

1	Reconnecting people and communities connected through the regular sharing of significant information, including cross-department coordination and local councils
2	Provide strategic communications and information advice to the Queensland Government and the Queensland Reconstruction Authority
3	Identify developing sentiments within communities and provide advice on the most appropriate reinforcement and response measures
4	Coordinate community liaison and communication activities
7	Engage media and communities engaged as key milestones are achieved
8	Monitor and report measures of progress and effectiveness

(Source: the Authority at 14 January 2013)

