

QUEENSLAND RECONSTRUCTION AUTHORITY

Monthly Report

March 2014

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 depth and movement.

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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 March 2014 Monthly Report – the 37th 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 2013 disaster event period, provide the Authority with a stronger focus on community resilience and extend the term of the Authority until 30 June 2015.

With the deadline of 30 June 2014 approaching to incur expenditure eligible for Natural Disaster Relief and Recovery Arrangements (NDRRA) on the bulk of works arising from the events of 2011 and 2012, the Authority is actively assisting delivery agents complete their remaining program of works from these significant events. Although disrupting delivery of some works, recent rain and floodwaters which extended through central and northern Queensland have brought welcome relief to some drought affected communities.

The Authority is also currently closing out completed works for acquittal to the Commonwealth whilst remaining prepared to respond should disaster strike in the current 'disaster season'.

The March report provides an update on the progress of the \$13.96 billion program of works managed by the Authority.

As at 3 March 2014:

- an additional \$100 million in submissions have been received by the Authority since last month
- an additional \$152 million has been processed by the Authority since last month
- a cumulative value of \$10.62 billion of the \$13.96 billion works program (2009 to 2013) has been reported to the Authority as being in progress or delivered by delivery agents as at 31 January 2014.

The March report also provides an update on the Betterment fund. The majority of the \$80 million Betterment Fund has been allocated with 220 projects approved with a Betterment component of \$78.5 million. The report also notes the progress of a number of betterment projects which have moved into the delivery phase, including the Upper Mount Bentley Road project on Palm Island which recently faced its first test, withstanding the force of Tropical Cyclone Dylan which passed over the island in early February 2014.

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 2013 and 2014 disaster event periods. 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.**

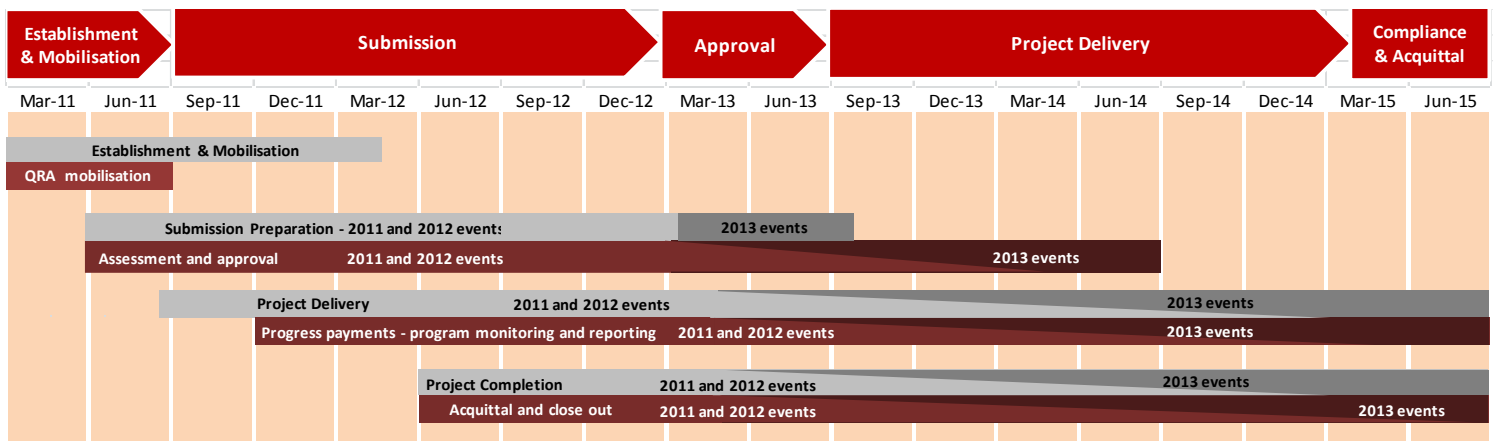
The Authority is charged with managing and coordinating the Government's program of infrastructure renewal and recovery within disaster-affected communities, with a focus on working with our State and local government partners to deliver best practice expenditure of public reconstruction funds.

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.

1.3 Timing

The Authority's priorities are currently assisting councils and State agencies to progress their remaining program of works from the 2011 and 2012 disaster periods, with the bulk of the reconstruction work occurring prior to June 2014. Concurrently, the Authority is assisting with the acceleration of the 2013 program of works into project delivery phase as soon as practicable.

With the period to deliver works for the 2010 disaster period now complete (at 30 June 2013), the Authority is currently closing out the balance of the program of works for the 2010 event and later events which have reached completion.



Section two:
Disaster Assistance

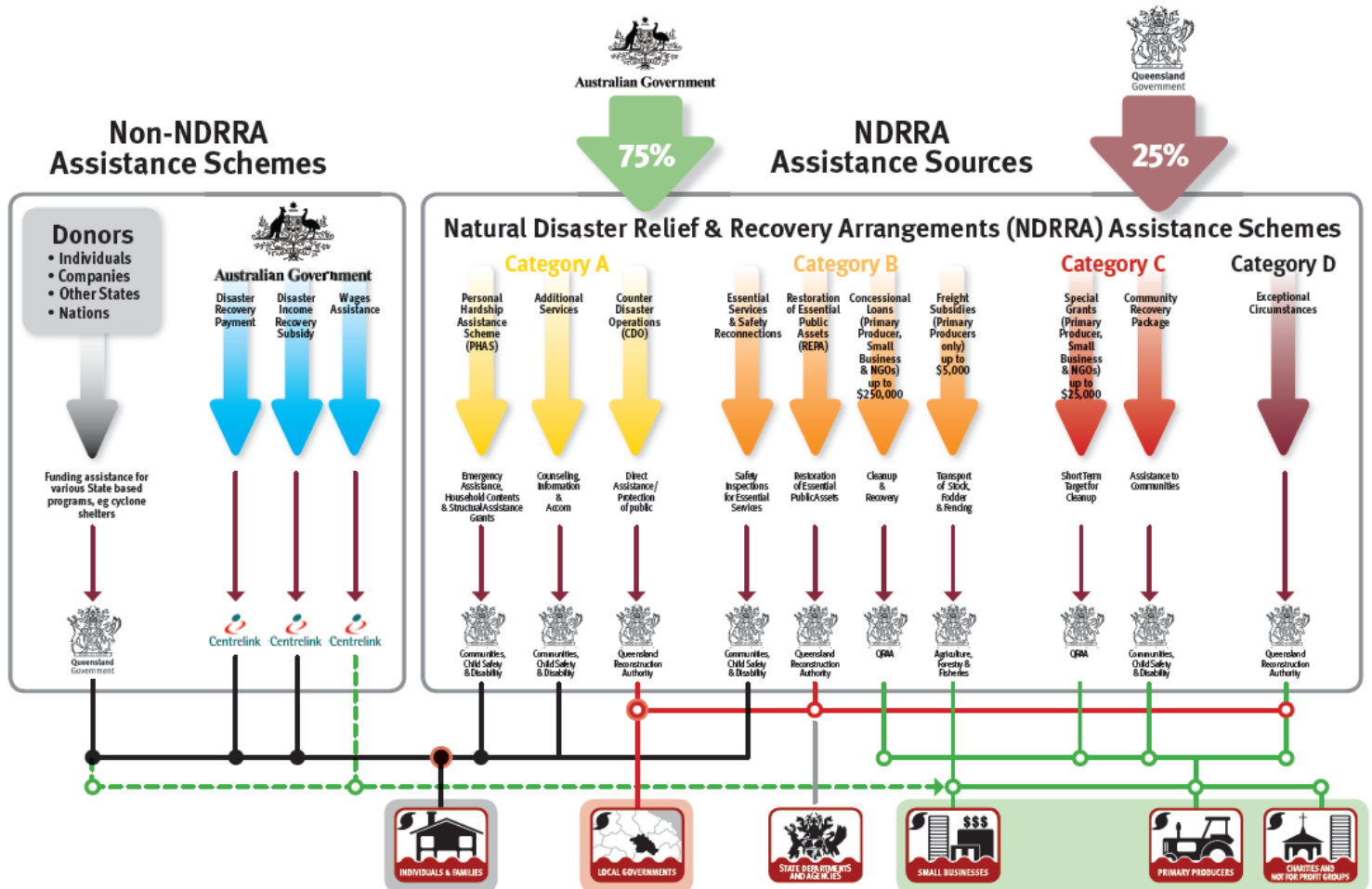


2.0 Disaster Assistance

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 2.3** and can also be found on www.disaster.qld.gov.au.

The maps opposite show the LGAs activated for relief measures under NDRRA for each event period under the Queensland Disaster Assistance Framework.

This report includes references to event periods described as follows:

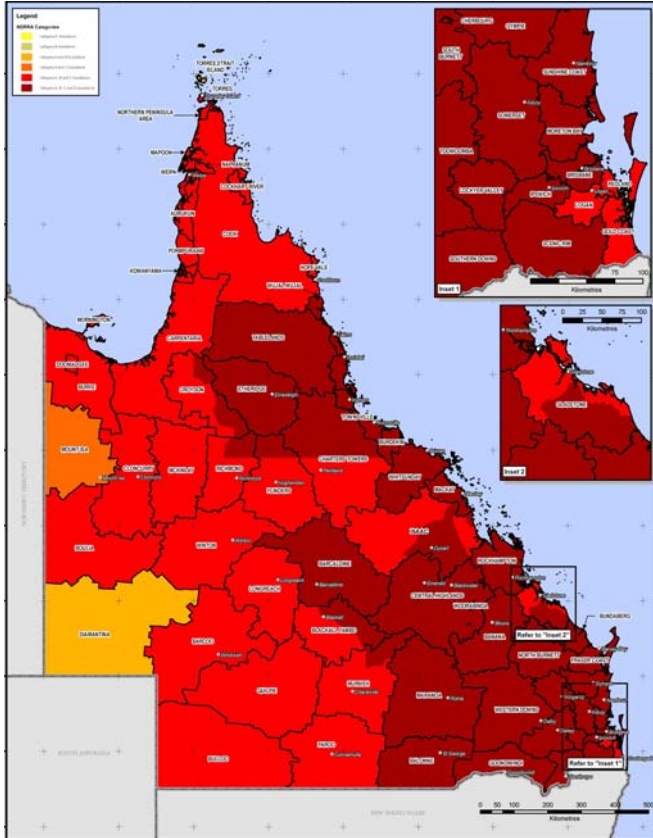
- **2014 events:** Activated disaster events managed by the Authority which occurred in the financial year ended **30 June 2014**
- **2013 events:** Activated disaster events managed by the Authority which occurred in the financial year ended **30 June 2013**, including Tropical Cyclone Oswald and associated rainfall and flooding (January 2013)
- **2012 events:** Activated disaster events managed by the Authority which occurred in the financial year ended **30 June 2012**
- **2011 events:** Activated disaster events managed by the Authority which occurred in the financial year ended **30 June 2011**, including Tropical Cyclone Yasi and Queensland flooding (November 2010 to February 2011)
- **2009-2010 events:** Activated disaster events managed by the Authority which occurred prior to 30 June 2010
- **Combined Program:** relates to all the activated disaster event programs managed by the Authority.

2.0 Disaster Assistance

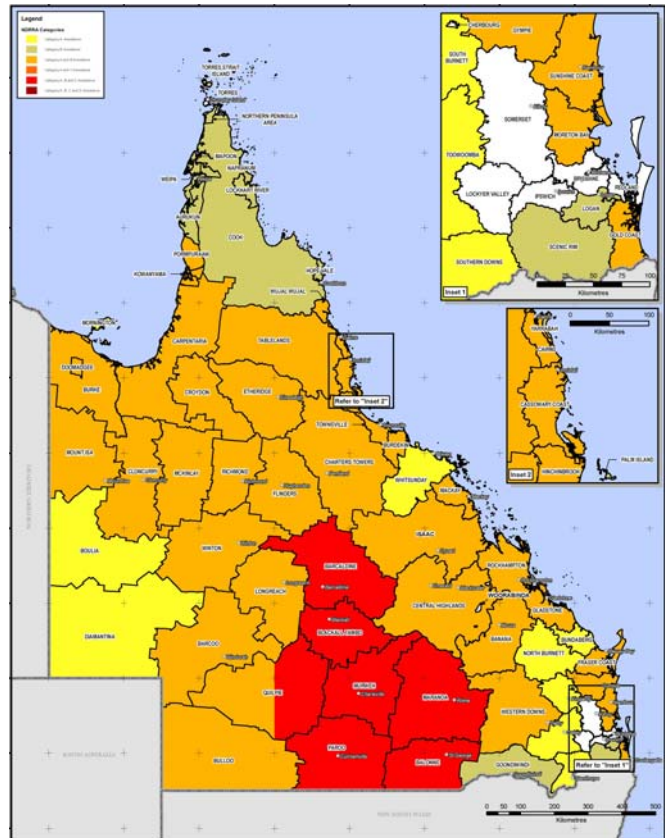
2.2 Disaster assistance by event period

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.

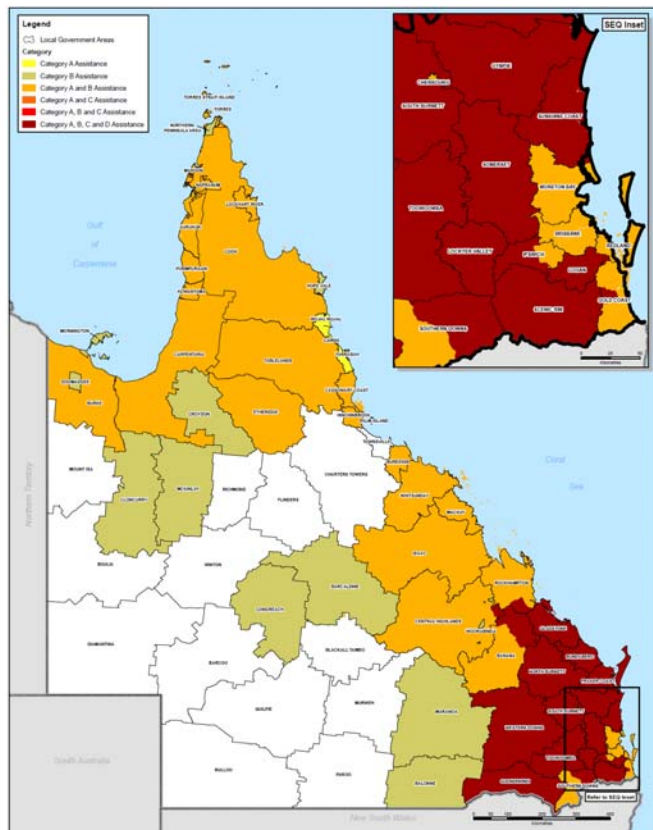
Map 1 - LGAs disaster activated under NDRRA for 2011 events



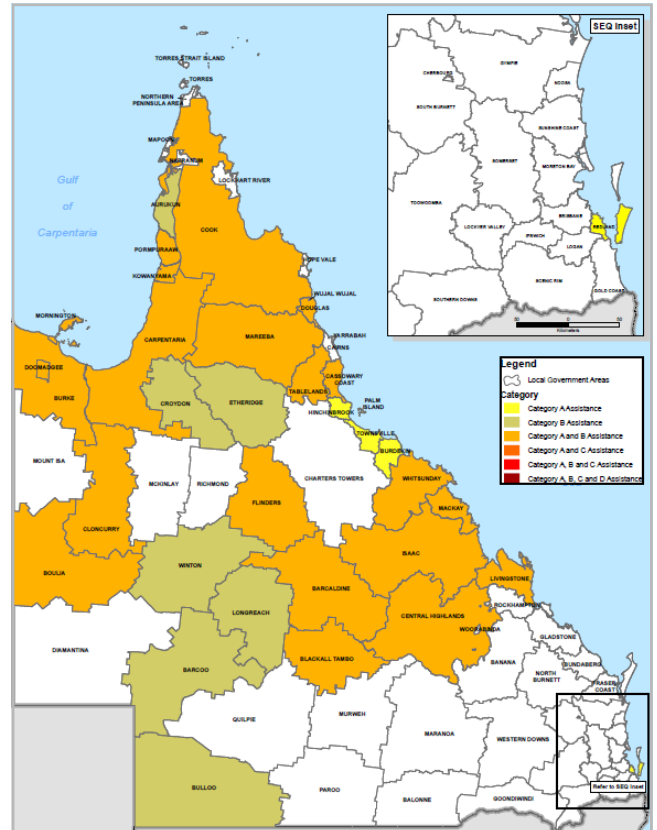
Map 2 - LGAs disaster activated under NDRRA for 2012 events



Map 3 - LGAs disaster activated under NDRRA for 2013 events



Map 4 - LGAs disaster activated under NDRRA for 2014 events



2.3 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 23 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.

Since the last report, there has been two new event activations for NDRRA financial assistance - *Central and Western Queensland Flooding & Rainfall, 18 to 28 February 2014* and *North East Queensland Monsoonal Rainfall and Flooding, 7 to 9 February 2014* - and additional activations for the Tropical Cyclone Dylan and Tropical Cyclone Fletcher events.

2014 events:

- Central and Western Queensland Flooding & Rainfall, 18 - 28 February 2014
- North East Queensland Monsoonal Rainfall and Flooding—7 to 9 February 2014
- Tropical Cyclone Fletcher, commencing 2 February 2014
- Tropical Cyclone Dylan, 31 January 2014
- North Stradbroke Island Fires, commencing 29 December 2013

2013 events:

- 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 - 5 March 2013 #

2012 events:

- 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 *

2011 events:

- 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, 8 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.

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

* Events covered under the National Partnership Agreement for Natural Disaster Recovery and Reconstruction (NPA) between the State and Commonwealth Government signed 8 February 2013 (NPA Events).

Pending agreement to extend the NPA to include two additional 2013 events - Longreach Floods, 18 February 2013 and Central and Southern Queensland Low, 25 February - 5 March 2013.

2.4 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:

2.4.1 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.

In August 2013, the Betterment fund was extended beyond its original coverage of LGAs declared for NDRRA assistance for Tropical Cyclone Oswald to also cover LGAs declared for the two additional disaster events that occurred through to June 2013 (Longreach Flood (18 February 2013) and Central and Southern Queensland Low (25 February to 5 March 2013)). The Betterment fund is available 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 disaster events.

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 is set out in Section 3.7 of this report.

2.4.2 Other assistance measures

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.
- **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** - 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.
- **Environmental Recovery program - \$10 million*** - Program to fund existing programs to conduct flood specific clean up and soil conservation work following the 2013 flooding.
- **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.
- **Other measures - \$4.9 million** to fund dredging works to restore Bundaberg Port to its pre-2013 flood clearance depths; and **\$900,000** to assist Bundaberg Regional Council meet the cost of recovery works for community parks and gardens.

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.

* Non-NDRRA measures funded 50% by the State and 50% by the Commonwealth; Commonwealth share is being delivered directly through existing Commonwealth programs.

Section three:

Program Status



3.0 Program Status

3.1 Recent developments

Since the last report, there has been two new event activations for NDRRA financial assistance - *Central and Western Queensland Flooding & Rainfall, 18 to 28 February 2014* and *North East Queensland Monsoonal Rainfall and Flooding, 7 to 9 February 2014* - and additional activations for the Tropical Cyclone Dylan and Tropical Cyclone Fletcher events.

Although disrupting delivery of some works, recent rain and floodwaters which extended through central and northern Queensland have brought welcome relief to some drought affected communities.

The Authority is also currently progressing the close out of the balance of works from the 2010 event period and completed works from later event years for acquittal to the Commonwealth.

3.2 Combined program status

Following the Authority's regular review process at September 2013, the program of works for events actively managed by the Authority (2009 to 2013) is estimated to be \$13.96 billion.

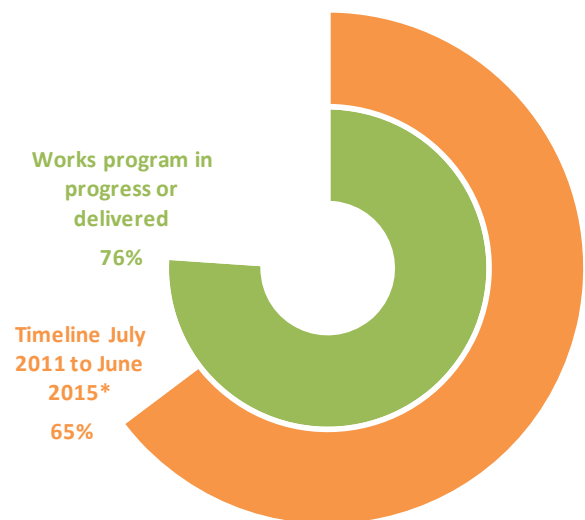
The estimated cost of the damage from the 2013 events is more than \$2.4 billion and the cost of the 2011 and 2012 events are estimated to be \$6.9 billion and \$1.9 billion respectively. Ahead of close out of the relevant programs, the final cost of works for the 2009 and 2010 events managed by the Authority is estimated to be \$2.7 billion.

In accordance with the regular review program, the February 2014 program review has recently commenced and will include the development of estimates for the five events which have occurred since the September 2013 review was undertaken as well as revised estimates for completion of the remaining 2011 to 2013 event works.

Since the last report, the combined program of works for all events managed by the Authority has progressed as follows:

- a cumulative value of \$16.4 billion in submissions have been received by the Authority to 3 March 2014, representing an increase of \$100 million since last month
- a cumulative total of \$14.5 billion has been processed by the Authority to 3 March 2014, representing an increase of \$152 million since last month
- a cumulative value of \$10.62 billion of the \$13.96 billion works program (2009 to 2013) has been reported to the Authority as being in progress or delivered by delivery agents as at 31 January 2014.

Figure 3.2.1 Combined program progress



3.3 Looking forward

The Authority's priorities are currently focused on both closing out the balance of 2010 event and other works completed in the 2012/13 financial year for acquittal to the Commonwealth, and actively assisting councils and State agencies to progress their remaining program of works.

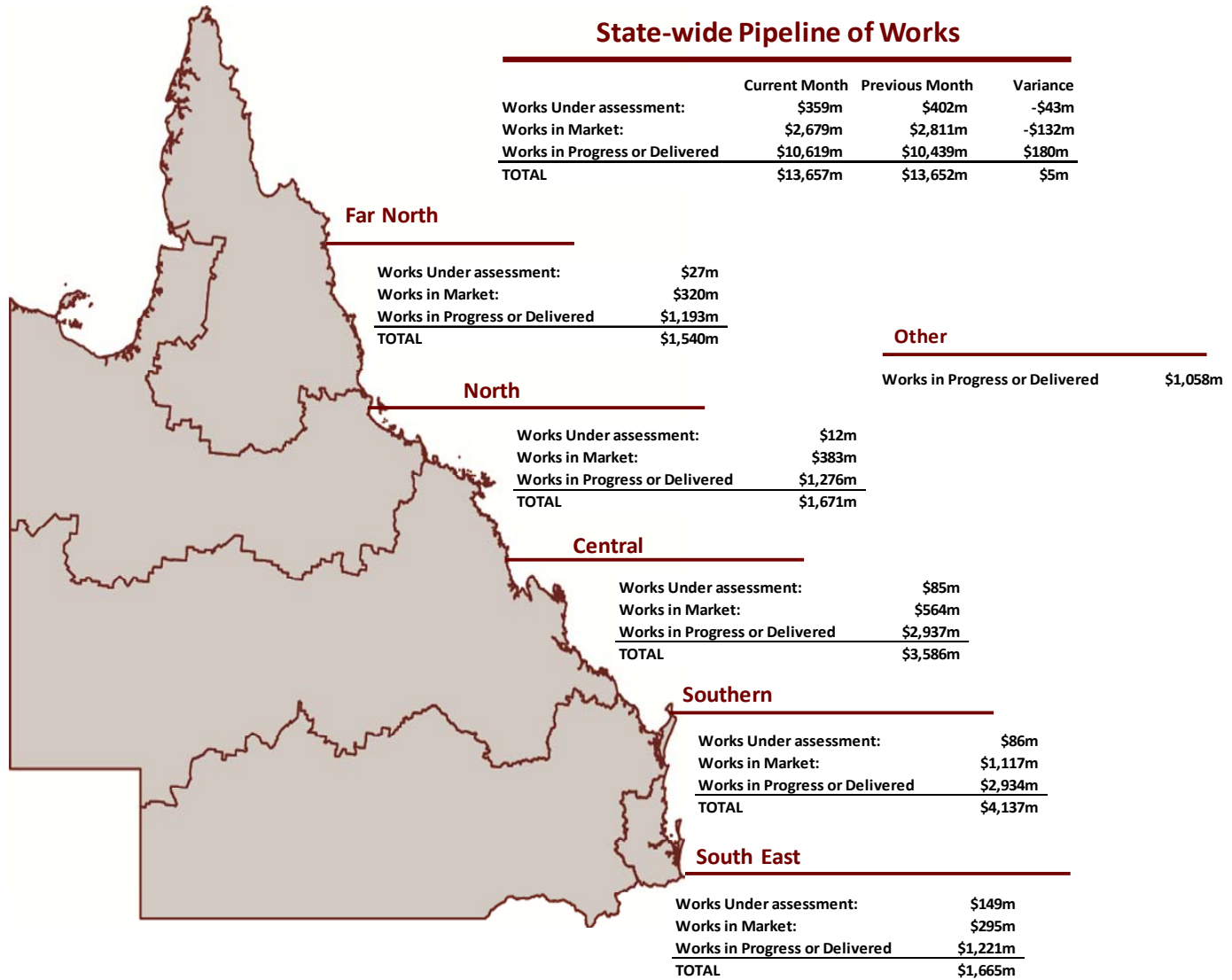
The deadline of 30 June 2014 is approaching for delivery agents to incur NDRRA-eligible expenditure on the bulk of works arising from the events of 2011 and 2012 and the Authority is actively assisting delivery agents complete their remaining program of works from these significant event years. Concurrently, the Authority is assisting the acceleration of the 2013 program of works through project delivery phase as soon as practicable.

* Proportion of allowable time passed for delivery of total program since 1 July 2011 (following Authority's establishment) to data reporting date

3.4 State-wide pipeline of works

The Pipeline of works for events actively managed by the Authority (2009 to 2013) has an estimated program value of \$13.96 billion, the status of which is set out below.

The Authority has recently commenced its regular program review process, following which the total program estimate will include estimates for the five events which have occurred in 2014 since the last review was undertaken in September 2013.



Note:

1. Works Under Assessment and Works in Market represents data as at 31 January 2014 (DTMR) and 3 March 2014 (LGAs and Other). Works in Progress or Delivered represents spend by delivery agents to 31 January 2014 as reported to the Authority at 3 March 2014. Additional works have been conducted but are yet to be reported to the Authority
2. Other encompasses SDAs other than DTMR as well as the 2011 and 2013 Other Assistance.

Pipeline of Works Definitions

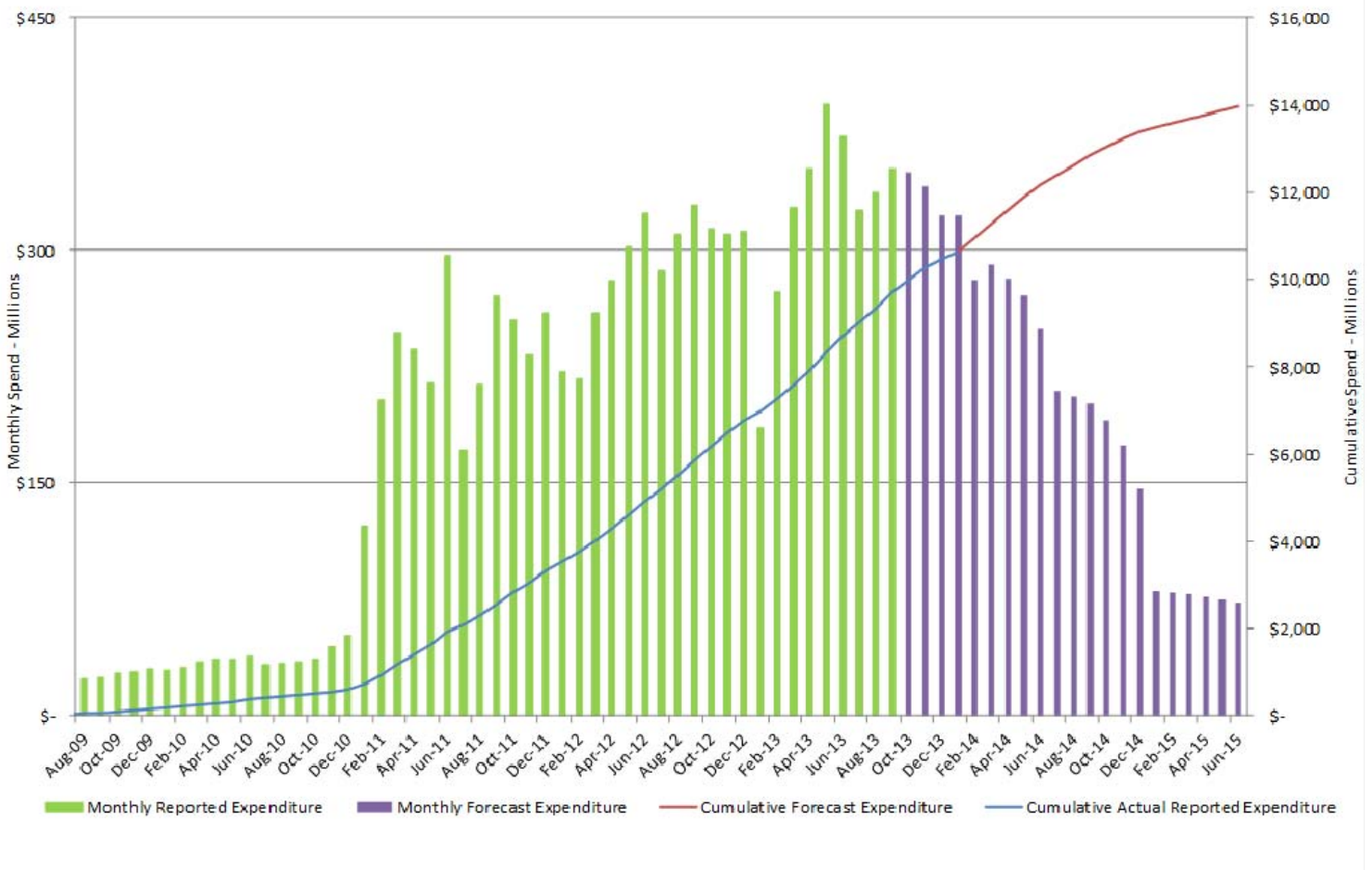
Stage	Description
Works under Assessment	Applications for packages which are currently under assessment by the Authority or are awaiting additional information from the applicant.
Works In Market	Estimate of spend remaining on works in progress and packages which have been approved by the Authority and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

Source: DTMR at 31 January 2014; and the Authority at 3 March 2014

3.5 Program of works expenditure

The figures below represents the monthly reported expenditure and estimated costs on a combined basis for events managed by the Authority (2009 to 2013).

Figure 3.5.1 Combined Program of Works—monthly expenditure



Source: the Authority - cumulative expenditure by delivery agents to 31 January 2014 as reported to the Authority at 3 March 2014; and program estimates per 30 September 2013 NDRRA Review

3.6 State-controlled roads and highways

DTMR's Transport Network Reconstruction Program (TNRP) manages the recovery and reconstruction of Queensland's integrated transport system to reconnect Queensland communities and economies following the damage from natural disaster events in 2010, 2011, 2012 and 2013. The transport system includes state-controlled roads, ports, navigation aids and the rail network.

The current state of activity:

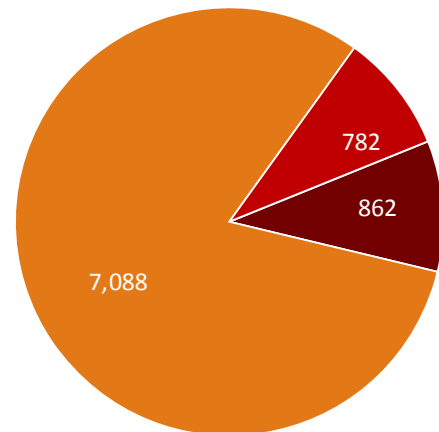
Roads – \$5.4 billion of projects have been completed for both recovery and reconstruction works (excluding maritime infrastructure) for works resulting from the disaster periods of 2010 to 2013 and \$1.5 billion of reconstruction works are currently underway. Of the 8,732km of roads which DTMR plans to reconstruct following damage from these natural disaster events, 7,088km had been reconstructed to 31 January 2014. A further 782km of road is under construction on active works contracts. *See Figure 3.6.1 and TNRP Summary map.*

- **Rail** – 3,100km (43%) of Queensland Rail lines were closed or had limited access due to the natural disaster events in early 2013, and all have been recovered and services resumed.
- **Maritime** – repairs have been required to navigation aids, jetties and other boating infrastructure following natural disasters from 2010 to 2013. The events of 2013 affected seven ports (all of which have since been reopened without restriction) and damaged or destroyed 348 aids to navigation, of which 347 have since been recovered and 1 temporarily fixed.

Key achievements:

- During January 2014, DTMR expended approximately \$100 million on reconstruction works across the State arising from natural disaster events between 2011 and 2013. The cumulative spend on reconstruction of the transport network to 31 January 2014 is \$5.4 billion for works resulting from the 2010 to 2013 disaster periods.
- There was 256km of damaged roads reconstructed in January 2014 bringing the total reconstructed since the program commenced to 7,088km of the total 8,732km (more than 80%) damaged roads which DTMR plans to reconstruct from the 2010 to 2013 events.
- Construction commenced on 19 projects valued at \$42 million in January 2014 including works on the Gregory Development Road, Warrego Highway, the Cloncurry-Dajarra Road, Barkly Highway and Flinders Highway in the North West, and nine projects in Far North Queensland region.
- Construction was completed on 19 projects valued at \$32.5 million in January 2014 including Castlereagh Highway (St George to Hebel) in South West Region, Wills Development Road (Julia Creek to Burketown) in the North West, Isis Highway (Bundaberg to Childers) in Wide Bay/Burnett and Mt Sylvia Road in the Lockyer Valley (Darling Downs region).
- In January, DTMR provided more than 10,000 stakeholder notifications about reconstruction works and 200 customer enquiries were responded to. The majority of information provided related to project updates, property access and requests for construction spoil.

Fig.3.6.1 Roads damaged/reconstructed - 2010 to 2013 events



- Roads (km) to be reconstructed - works yet to commence
- Roads reconstructed (km)
- Roads under construction (km)



Above: works underway on Tim Fischer Bridge, Bruce Highway to place rock fill and an external boulder armour following embankment slips during the 2013 events

(Source: DTMR 31 January 2014)

Fig.3.6.2 TNRP summary of reconstruction works to date - January 2014

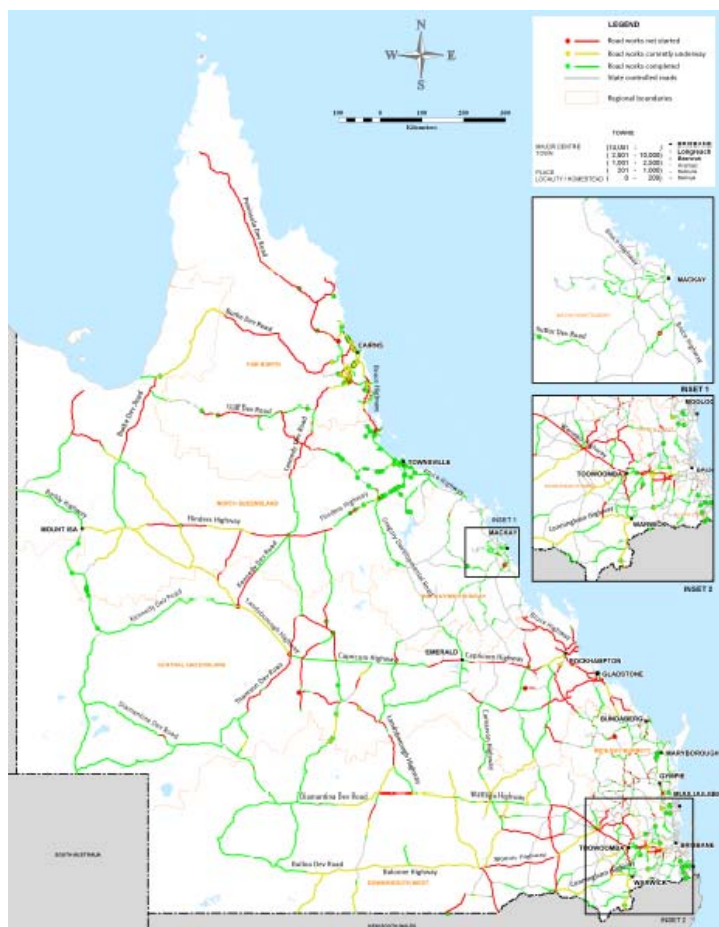
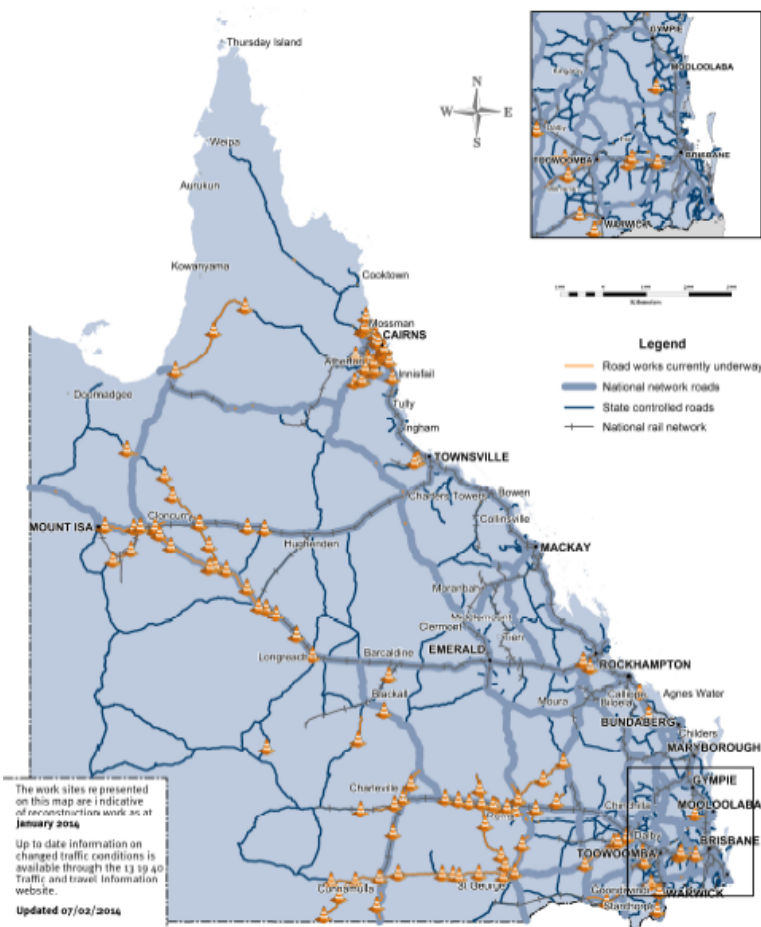


Fig 3.6.3 TNRP reconstruction work sites - January 2014



(Source: DTMR 31 January 2014)

3.7 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 the flood, storm and cyclone disaster events that occurred in Queensland in early 2013 for the restoration or replacement of essential public assets to a more disaster resilient standard than their pre-disaster standard.

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. Correspondence was received from the Commonwealth in August 2013 agreeing to an extension of the Betterment fund to also cover LGAs declared for the two additional disaster events that occurred after Oswald through to June 2013 - Longreach Flood (18 February 2013) and Central and Southern Queensland Low (25 February to 5 March 2013).

Status

Expressions of Interest (EOI) were received by the Authority from 48 councils with approximately \$1 billion worth of Betterment projects to improve the resilience of infrastructure to natural disasters. Under the Betterment Framework, in addition to the normal NDRRA submission assessment process, the Authority considered 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.

The majority of the Betterment Fund has now been allocated to approved projects. As at 28 February 2014, 220 projects with a betterment component have been approved. These projects have an estimated total cost of approximately \$152 million, which includes \$78.5 million in Betterment funding and Council contributions of \$12 million.

To date, works have commenced and are substantially progressed on a number of approved Betterment projects, including Round Hill Road (Gladstone Regional Council); Gayndah Water Intake plant (North Burnett Regional Council); Margate Foreshore, Pringle Road and Wirth Road (Moreton Bay Regional Council); and One Mile Bridge (Ipswich City Council). Projects have also commenced in the Bundaberg, Cherbourg, Hinchinbrook, Moreton Bay, South Burnett, North Burnett and Palm Island local government areas.

Progress reports on a number of Betterment projects are provided in Section 4.

Section four: Progress Reports



4.1 Iconic projects in reconstructing Queensland*

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's 37 piles will be anchored into the riverbed, providing the structure with a strong, more flood-resilient foundation. 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.</p> <p>Funding for the project is being provided through special (Category D) funding under NDRRA arrangements.</p>	<p>The tender to rebuild the Riverwalk was awarded to the John Holland Construction Group in April 2013.</p> <p>Piling works commenced in late July 2013 with a 55m-long barge mobilised in the Brisbane River carrying a 280-tonne crane and a piling rig. Since this time, two additional barges have been mobilised - a second piling barge commenced in February 2014 and a barge dedicated to installing the girders is also now operational.</p> <p>Since works commenced, 15 of the 37 piles have been poured and 11 of 30 concrete girders have been cast on-site at the works compound beneath the Story Bridge.</p> <p>During February, the walkway began to take shape with the first pre-cast concrete girders installed. By month end, three of the girders had been placed. The girders are placed with balustrades pre-installed.</p> <p>Construction of both the north abutment at the Howard Smith Wharf end and the south abutment at the Merthyr Road end is underway. Completion of the Riverwalk is expected in mid-2014, weather permitting.</p>





Riverwalk progress, including the installation of the first girder which will form the walkway

(Courtesy: Brisbane City Council)

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


4.1 Iconic projects in reconstructing Queensland (continued)

Project	Value (\$m)	Description	Status
Gore Highway, Toowoomba to Millmerran	\$66	<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 and road trains travelling interstate and also serves as an important link for the diverse agricultural sector in the area.</p> <p>Many 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 and early 2013.</p> <p>The reconstruction works include shoulder reinstatement, pavement repairs and rehabilitation and bitumen resurfacing along sections of the highway between Toowoomba and Millmerran, as well as repairs to culverts and roadside drainage.</p>	<p>FK Gardner and Sons were contracted to repair the damage on behalf of DTMR and commenced works in November 2012. Repairs from the 2010-2011 flood events are substantially complete with final seals being laid during February.</p> <p>Works to repair pavement damage resulting from the 2013 flooding events commenced in January 2014. To date, 6km of works have been delivered in two key locations on the Gore Highway: between Toowoomba and Millmerran - east of Southbrook and east of Millmerran.</p> <p>Favourable weather conditions and site planning have allowed the crews to work ahead of schedule, with works expected to be completed for mid-March 2014, completing the flood reconstruction project for the Gore Highway, between Toowoomba and Millmerran.</p>
			<p><i>Below: Grigor Bridge nearing completion, February 2014</i></p> 
Grigor Bridge, Conondale	\$4.5	<p>Grigor Bridge is a major crossing of the Mary River on the Maleny-Kenilworth Road near Conondale, in the Sunshine Coast hinterland. The original single-lane timber Grigor Bridge was built in 1929 and was extensively damaged during flooding in October 2010 and again in January 2011.</p> <p>The total project comprises \$4.5 million of NDRRA funding representing the estimated cost of replacing the original structure, and more than \$5 million complementary funding for an additional lane and raising the bridge plus embankments and culverts. The complementary works are intended to improve flood immunity, safety and traffic capacity.</p> <p>Construction activity in the river is scheduled to accommodate the breeding cycles of a number of iconic species found in the Mary River including the Mary River Turtle and Mary River Cod.</p>	<p>The new Grigor Bridge opened to traffic on 17 February 2014, 11 months after construction commenced.</p> <p>Prior to the opening, new "bat boxes" were installed on the bridge in early February to safely relocate the bat colony roosting in the original timber structure.</p> <p>Pavement and seal works on both approaches were also completed during the month.</p> <p>Demolition of the original timber bridge started after the new bridge was in operation, with the removal of the deck and girders. The project, including demolition of the existing bridge and removal of the side track used during construction, is on track for completion by June 2014.</p>

Above: 2013 event works underway to Gore Highway north of Millmerran — February 2014

Below: Grigor Bridge nearing completion, February 2014

4.1 Iconic projects in reconstructing Queensland (continued)

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.</p> <p>The seawall in Challenger Bay protects the foreshore and Palm Island coastline through providing wave dissipation and erosion mitigation. Damage to the seawall occurred as a result of Cyclone Yasi in February 2011. The reconstruction project involves reconstruction of 1.3km of seawall.</p> 	<p>The project commenced in November 2013 with the transfer of equipment to site from Townsville and Cairns via barge. The works are being delivered by Koppen Developments, a Cairns-based construction company.</p> <p>To date, 380 metres of the rockwall has completed construction and 110 pre-cast concrete piers have been cast and painted in Townsville.</p> <p>The first batch of piers were delivered to site in February, and 14 piers were subsequently installed during the month.</p> <p>Completion is expected in mid 2014.</p> <p><i>Left: construction works underway on Palm Island seawall, February 2014</i></p>

4.2 Program spotlights



Damage to (top), and following repairs to Fiddes Street, Rockhampton

Rockhampton Regional Council Fiddes Street, Port Curtis

Fiddes Street is located between Port Curtis and Depot Hill and provides direct access between the two communities in South Rockhampton.

Fiddes Street is important to these two communities as the alternate access is via the Bruce Highway which is a much longer route in both time and distance. The road provides access to two local schools, a large machinery repair facility, as well as the residential areas of Depot Hill and Port Curtis.

The road suffered pavement failure as a result of flood inundation from Tropical Cyclones Tasha and Anthony in early 2011. Works to restore Fiddes Street included cement stabilisation of the existing pavement.

As the road passes through, and was originally built on swamp land, construction was deferred until the area had dried out sufficiently to carry out the works. To save on construction costs, it was also decided to retain the original pavement in the restoration and use it as a constructional platform. The original pavement was then overlaid with 150mm of gravel and then insitu cement stabilised.

Works to restore Fiddes Street commenced in October 2012 and were completed in November 2012 on time and under budget for a total cost of approximately \$500,000. Council also funded complementary works for the installation of traffic calming devices and lighting.

DTMR/Gold Coast City Council Moving bats to the new Coomera River crossing

Despite the constant traffic noise, it was the culverts under the old John Muntz causeway that a group of large-footed Myotis (*Myotis macropus*) bats decided to call home.

These are one of two species of 'fishing' bats deriving their food source from skimming bodies of water for insects and fish. The Coomera River provided a perfect spot for them. Between 200 and 400 bats moved into the culverts prior to the 2010-11 flooding events but moved on after the causeway crossing was submerged and damaged.



Large-footed Myotis bats under the culverts prior to their relocation

Two years later and construction on the new crossing is well underway and just as the old causeway was about to be demolished, the bats moved back to their old home in the culverts, in larger numbers than before.

Unable to stay in their adopted home, the delicate process of relocating the bats commenced. The first step taken to try and relocate the bats of their own accord was to install artificial bat boxes under the newly constructed crossing in a location which attempted to mimic their culvert micro-habitats. The new boxes were installed prior to the demolition of the culverts.

To encourage the bats to relocate an exclusion method was used, blocking the holes to roosting places while the bats were out feeding throughout the night. Prior to culvert demolition, a wildlife spotter catcher conducted a survey and manually removed any stragglers left in crevices. After being given the all clear, the old causeway culverts were removed and construction of the new crossing completed.

From recent observations it seems the bats have happily taken up residence under the newly constructed crossing.

4.2 Program spotlights (continued)

Palm Island Aboriginal Shire Council Betterment project passes first test

Upper Mount Bentley Road on Palm Island provides the only on-ground access to vital telecommunications infrastructure located at the peak of Mount Bentley. The telecommunications tower is an integral part of Palm Island's infrastructure; associated with the health, education and welfare of the community of 2,400 residents.

The road was unsealed prior to betterment and has been impacted by disaster events eight times between January 2008 and January 2013. In past disaster events, damage to the road has left the telecommunications tower inaccessible, causing severe disruption to the local community and impacting communications with essential services on the Island and the mainland. All weather 4WD access to the area is crucial to conduct repairs.

The Betterment project included the construction of concrete surfacing to the steepest or most vulnerable sections of the road, allowing vehicle access to the telecommunications tower after heavy rain periods. The total project cost is estimated at approximately \$800,000, with almost \$440,000 funded through the Betterment Fund.

Betterment works were substantially completed prior to the commencement of the Queensland cyclone season in December 2013 and the works recently faced their first significant test when Palm Island was impacted by Tropical Cyclone Dylan in February 2014.



Above: damage to Upper Mount Bentley Road from the 2013 event (top) and the completed Betterment works following Tropical Cyclone Dylan in February 2014 (bottom)



Above: flood damage to One Mile Bridge (top) and the Betterment works underway (bottom)

Ipswich City Council One Mile Bridge Betterment project approaches completion

One Mile Bridge across the Bremer River is a four span concrete bridge that provides critical community and social access for Ipswich City residents. The bridge has traffic volumes in excess of 20,000 vehicles per day and provides secondary access to the RAAF base at Amberley. It is the key transport link for the central to western areas of the city and when closed, has major flow-on impacts on local roads and the Warrego Highway.

The bridge was damaged by flood events in 2009, 2011 and again in 2013. The January 2013 event caused embankment scouring, undermining of the bridge's wing-walls, pavement scouring and damage to kerbs, barriers, and drainage systems.

Given its importance and susceptibility to damage, the bridge was approved for Category D Betterment funding. The betterment package includes the construction of new cross drainage culverts, replacing the existing bitumen with a concrete pavement, embankment protection, extension of rock pitching for the bridge's southern abutment and concrete protection for verges.

Abergeldie Contractors Pty Ltd were awarded the contract to undertake the works and started construction in mid-October 2013. Works are now substantially complete with only minor commissioning works outstanding.

Completion is expected in March 2014 and are being funded through a combination of Category B NDRRA funding (\$1.5 million), Betterment funding (\$1.9 million) and Council contribution (\$0.5 million).

4.2 Program spotlights (continued)

Toowoomba Regional Council Delivering savings through day labour

The scale of the disasters that have hit Toowoomba as a result of the Queensland Floods in January 2011 and the flooding brought on by Tropical Cyclone Oswald in January 2013, has meant that Toowoomba Regional Council's restoration program has had to use many different crews, contractors as well as Council's internal labour force, to repair the mountain of damage in the region.

Council's decision to use its internal labour force to carry out restoration works has seen the final expenditure on some of those projects reduced up to 45 per cent without any loss in the quality of the reconstruction.

"Our crews work for standard local government awards, not contractor rates. Being able to use our own workforce has certainly provided a great outcome for these projects and the community," said Mayor Paul Antonio.

"Our crews who know the area and do this sort of work every day were able to get in and deliver the work quicker and cheaper than if we'd used external contractors to do the work," he said.

Two projects that have achieved savings through the use of Council's day labour force are Gomoran Douglas Road and O'Donohue Road.

Gomoran Douglas Road just outside of Goombungee is a 4.2km partially sealed rural road servicing a community of primary producers approximately 30km north of Toowoomba. The road provides access for emergency services in times of natural disasters and is a school bus route.

Gomoran Douglas Road runs adjacent to Gomoran Creek which burst its banks during the events of 2011. High velocity overland flows caused damage to a causeway that crosses the creek and washouts to the road's surface resulting in deep scouring, with silt and debris left on the road. Toowoomba Regional Council was approved for restoration works such as gravel resheeting, debris removal and replacement of the concrete causeway's slab.

The project was delivered at a cost of approximately \$118,000, more than 20% below original estimates.

O'Donohue Road is a gravel rural road servicing a number of primary producers off the Gatton-Clifton Road in the Hirstglen district.

The road suffered damage over 1750 metres of its length from excessive runoff in 2013 that caused scouring and corrugation to the road's surface and shoulders, as well as siltation and scouring damage to its table drains. Toowoomba Regional Council was approved for restoration works, including clearing of silt from table drains, gravel resheeting of the road's surface and reshaping the table drains.

The final expenditure for the project of approximately \$62,000 was 45% below original estimates.



Above: damaged floodway on Gomoran Douglas Road (top) and following restoration (bottom)



Left: damage (far left) and following reconstruction works (left) to sections of O'Donohue Road

**Section five:
Communications**



5.0 Communications

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

5.1 Communicating progress

Media analysis

There has been a total of 177 media items in 28 February 2014 (120 print – 68%, 16 TV – 9%, 41 radio – 23%), which reached a cumulative audience of over 3.7 million people, with the focus this month being on council recovery, Betterment funding and the impact of recent rainfalls.

February media coverage saw mentions for regions recovering and rebuilding from natural disasters, including articles in the Caboolture News, Warwick Daily News, Innisfail Advocate, Queensland Times, South Burnett Times, Ipswich Advertiser, The Ayr Advocate, Toowoomba Chronicle, Home Hill Observer, Beaudesert Times, Gladstone Community Advocate, Central Queensland News, Gympie Times, Bundaberg News Mail and radio mentions on ABC Sunshine Coast.

The Betterment Fund received coverage for projects in Mareeba, North Burnett, Rockhampton and Scenic Rim with articles appearing in regional media including the Mareeba Express, Cairns Post, Fraser Coast Chronicle, Rockhampton Morning Bulletin, Queensland Times, Moreton Border News, Beaudesert Times and the Bundaberg News Mail.

The Authority and Australian Government Reconstruction Inspectorate visit to Somerset and South Burnett Regional Council saw press coverage in the Gatton Lockyer Brisbane Valley Star, The Queensland Times and The South Burnett Times. The reconstruction of Brisbane's iconic Riverwalk saw media coverage in The Courier-Mail and MX Brisbane, as well as TV coverage on Channels 7, 9 and 10.

Engagement activities

In February 2014, **Minister for Local Government, Community Recovery and Resilience David Crisafulli** met with the Mayors and Councillors of Queensland's four newest councils: Noosa, Livingstone, Mareeba and Douglas following their de-amalgamation on 1 January 2014. Ongoing flood recovery and betterment projects were among the topics discussed.

The Minister together with **Authority Chief Executive Officer, Graeme Newton**, also visited Tully for Community Cabinet during the month.

The Authority Chief Executive Officer, Authority Chief Financial Officer and the **Australian Government Reconstruction Inspectorate** visited Somerset Regional Council in conjunction with **DTMR** on 19 February 2014 as well as the South Burnett Regional Council on 20 February 2014 to monitor progress and inspect damage from the 2011 and 2013 events.

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 information about Betterment projects. There has been a large number of visits to the website since it was launched on 18 February 2011.

At 28 February 2014, total website visits amounted to 403,499 - an increase of 2.6% since last month. *(See Figure 5.1.1)*

In February, the Authority received an additional 44 calls to its dedicated hotline and 236 additional pieces of written correspondence were received. *(See Figure 5.1.2)*

Fig. 5.1.1 Website traffic

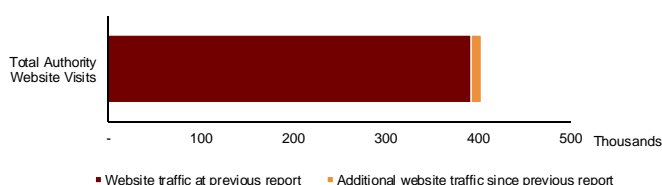
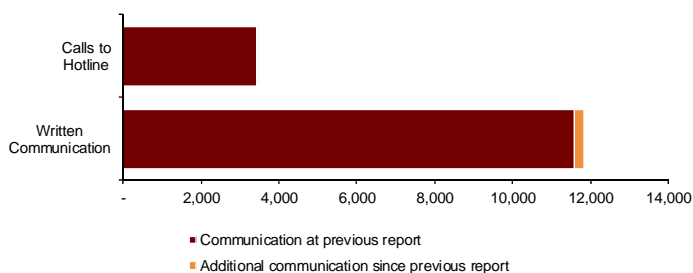


Fig. 5.1.2 Communications



(Source: the Authority at 28 February 2014)

5.2 Media reports

New footbridge for Peak Crossing

PEAK Crossing residents can look forward to a new pedestrian bridge across Purga Creek by mid-year. The footbridge was destroyed by floodwaters in the aftermath of ex-Tropical Cyclone Oswald in January 2013. The steel structure buckled under the weight of debris in the last moving floodwaters.

This week, the Seenic Rim Regional Council awarded a \$474,154 contract for the construction of a replacement footbridge to Davbridge Constructors. The money for the project comes from the Disaster Relief and Recovery Arrangements, funded jointly by the State and Federal government plus betterment funding approved through the Queensland Reconstruction Authority.

The replacement crossing is expected to take approximately 18 weeks to build and will be built to comply with current engineering standards.

Cr Duncan McInnes said the replacement footbridge would be welcomed by the Peak Crossing community.

"This project has been the subject of much anticipation in the community. The bridge is an important pedestrian thoroughfare, particularly for children making their way to and from Peak Crossing State School," he said.

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ROBT Debris hangs from the damaged footbridge a year after the event.



Moreton Border News, 7 February 2014

We rebuilt bridge after floods... and got over it

Delays can still be expected as works begin on minor road connection

Geoff Egan

CONSTRUCTION is winding down on the rebuilt Mile Bridge, but Ipswich City Council is warning of delays to repair work on the old Leeburn Bridge.

The Leeburn Bridge, which carries traffic from Leeburn to the bridge, will see work confined to repair washed-out areas and drainage.

City Infrastructure Committee chairwoman Catherine Cheryl Bromage said work on the Mile Bridge was close to finished, with contractors currently resurfacing work underneath the bridge and on the embankment of the bridge approach.

"At the moment all four lanes are open, but with work starting on the Leeburn Bridge this week, it is likely that lane closures will be required as part of these

completion works," she said.

"The contractor will undertake sewer protection to the bridge abutments which prevents the embankments from washing out when affected by rain or water flow from the river. The lane closures will only be a short duration while contractors tie equipment to access the embankment of the bridge deck, and will be done outside peak-hour traffic."

The bridge suffered massive damage during the 2011 and then the 2013 floods. The surface of the road was torn up by flood waters which eroded the bridge in both floods.

The road was cut due to the damage severing one of the major links between the central and western suburbs of Ipswich.

Cr Bromage said the ongoing work was seeing drainage repair work to occur in several areas of the bridge.

"More than 20,000 cars use the Old Mile Bridge every day with the road linking Ipswich's central and western suburbs," she said.

"Repairing and improving the Old Mile Bridge and surrounding infrastructure would not have been possible without funding from the Queensland Reconstruction Authority and it is fantastic to see the project nearing completion."

Cr Bromage said the repairs would be impossible to complete flood-proof, stronger assets will ensure the recovery but will be reduced the next time disaster strikes," she said.



EXTENSIVE damage to the bridge after flooding. PHOTO CONTINUED

Queensland Times, 21 February 2014

Big recovery effort tribute to council

SOMERSET Regional Council is to be congratulated for its work in reconstructing the devastating flood damage from the 2011 and 2013 floods. It is worth remembering that \$136 million in damage was done by the floods to infrastructure under the jurisdiction of the council.

People sometimes whinge about councils, but it is worth considering that in many foreign lands damage done decades ago by natural disasters remains in a state of disrepair.

The fact that almost all of the damage done by the 2011 flood has been repaired by Somerset Regional Council is a tribute to the planning, organisation and hard work of many of its employees and others working under its control.

The funding provided by various tiers of government to make this possible is also a timely reminder that our system of government in Australia works better than most.

The people of the Somerset are well looked after.

Queensland Times, 20 February 2014

Work going on at 80 sites: Trotter

CASSOWARY rectification work Coast Regional Council cyclone recovery and capital sealed section on works projects Hennon Road, Tully were under way at River Bridge repair more than 80 sites work and pumps across the region and pipework at the moment, an the Tully Sewerage officer said. Scheme's Mission The projects Beach transfer ranged from roads, station. He said bridges, footpaths \$146 million worth and walking tracks, work, funded by to water and the Federal and sewerage systems, State Government Works Director through their David Trotter said. Natural Disaster Flying Fish Point was underway Road and landslip across the region.

Innisfail Advocate, 22 February 2014

WORK BEGINS New, beaut Riverwalk

RECONSTRUCTION of Brisbane's Riverwalk is well underway.

Lord Mayor Graham Quirk inspected the first few metres of the 850m walkway this morning ahead of its official completion later this year.

The first deck girder is the first milestone in the \$72 million reconstruction of the walkway between Howard Smith Wharves and New Farm.

The newly reconstructed walkway will feature pedestrian and cyclist paths, shaded rest and viewing areas and lighting.

The Riverwalk is due to open to the public later this year.

MX Brisbane, 19 February 2014

MINUTE WITH THE MAYOR We're on the road to recovery after floods

A LITTLE over a year on from the 2011 floods and recovery works continue throughout the region. Further indications of the success of the recovery are the amount of damage that was caused.

The floods caused about \$10 billion worth of damage to Queensland infrastructure, including roads, paths, playgrounds and positions, and completing the repairs is a huge task that necessarily lengthy process.

The related major contracts are in place with Gilling Construction repairing roads in the southern and eastern parts of the region and the McCooker R&D joint venture working on the complete Stage 2 of the project in the western and northern parts.

Both stages are due for completion in November.

An additional \$100 million of work, including betterment and emergency works, has either been completed, or will be completed, by council and its contractors.

Emergency works, those that must be addressed quickly, were completed within two months of the flooding and will be re-opened and allocated to contractors.

Immediate safety issues, fire, and all the works are about repairs with \$1.25 million State Government funding to help contractors.

Recovery works to reduce the impact of future flood events, with council also introducing council improvement works throughout the region.

So it will be patient at your travels throughout the region interrupted by roadworks. It is a minimal inconvenience in comparison to the range of flooding.

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Gal Sellers, Mayor Please be patient if your travels are interrupted.

A large number of roads throughout the Gladstone region were identified as a result of the Australia Day 2013

Gladstone Community Advocate, 11 February 2014

Vital link gets funding

By Ryan Groube

A CRITICAL transport link in the remote western reaches of the Mareeba Shire Council (MASC) ends year at a total cost to the taxpayer of \$1.4 million.

On February 13, Community Recovery and Resilience Minister David Conafid announced funding for a 280-metre concrete causeway to be built at the Mitchell River crossing at Stanbush Road, Gumbahla.

The existing crossing is a 200-metre gravel and rock causeway that is regularly washed away during the wet season and is impassable for up to eight months a year.

From 2004 to 2012, the cost of rebuilding the causeway has averaged \$170,000 a year at a total cost to the taxpayer of \$1.4 million.

In 2013, the causeways were closed for four months, with a further two months of traffic interruptions while a \$291.278 repair effort was completed.

The crossing provides access to the Banks Developmental Road to large cattle stations as well as about 2500 residents in Kowamba, Normanton, Coon and Laidley.

When the crossing is impassable an alternate access route through Laidley adds an extra 1.5 hours to the trip.

Gumbahla Station, a one million acre

cattle station which runs about 30,000 head on a property bordering Whatham Park, is intersected by the Mitchell River.

Station caretaker Peter White said about three-quarters of the property was on the northern side of the Mitchell River and relied heavily on the crossing at Stanbush Road.

Mr White said the upgrade of the crossing would be invaluable, not only in terms of transporting livestock but also in the everyday operation of the station.

"This crossing usually gets washed out in the first run of the river," he said.

cont. P7

Mareeba Express, 19 February 2014

Revitalising shire roads



DANNELLE DEPINTO NATURAL Disaster Relief and Recovery Arrangements are slowly revitalising the

region's roads and infrastructure, after the Burdekin's most recent destructive wet weather and flooding events.

Burdekin Shire Council operations manager Wayne Siddons has provided an update on the project status from 2000 to 2013, as road works continue around the shire to fix what was damaged.

continued page 2

Council on track to finish works program

from page 1

As of the start of February, the NDRRA works from the 2010 event were completed and the status on the 2011 events, including ex-Tropical Cyclone Yasi, were all but complete.

"The council has completed 98 per cent of the claim, including \$93 million," Mr Siddons said.

"Buntall and Middlevale Rd, they're the only two major roads that need to be completed by June 30 this year and that will bring completion of that event."

"The issue we have encountered is that there is currently a siding on Middlevale Rd and we've had to have discussions with Wilmar about improving the safety along this siding."

"We talked to Wilmar about relocating the siding further up the road, but there's only about \$5,000 to 20,000 tonnes that goes into that siding - its not economically viable."

"So the better outcome, we believe, is if the siding goes but it is an ongoing discussion."

Environment and operations director Trevor Williams said the increased speed once the roads were upgraded would make it dangerous to continue operations there.

"When we reconstruct the road, people are going to go faster. The road is rough now, so people are on 90 to 100km/h, but when the road is smoother and wider, people will go faster."

"The 2012 wet weather event dams are currently 42 per cent complete and the contractors are up and running on various roads, mostly in Home Hill, its emergency claim are complete by deadline."

Finally, the 2013 wet weather event from Cyclone Oswald has had the majority of submissions completed and an application has been made to construct a value for money study."

Mr Siddons said the council has had the majority of submissions completed and an application has been made to construct a value for money study."

The Ayr Advocate, 19 February 2014

Government assistance to follow Cyclone Dylan

THE Burdekin, Townsville, and Whitsunday local governments will receive assistance under the jointly-funded Commonwealth and State Natural Disaster Relief and Recovery Arrangements following Cyclone Dylan.

The announcement was made by Minister for Justice, Michael Keenan, as Federal Member for Dawson, George Christensen said north Queenslanders should be encouraged by the response to the cyclone. He said the Liberal National Government had established good lines of communication before Dylan made landfall and, after the crossing, had announced recovery assistance.

In addition, the Bureau of Meteorology has committed to issuing hourly cyclone warning updates for all cyclones crossing the coast in the wake of Dylan's last-minute change of direction in the early hours of Friday morning.

Mr Christensen said he was pleased to see the Bureau had responded to concerns and would issue hourly updates for all future cyclones crossing the coast, as opposed to the previous policy of only issuing three-hourly updates for category one or two cyclones. "This is a great win for north Queenslanders because the best decisions are made with the best information and we know from experience that cyclones can be very erratic in their behaviour."

Mr Christensen said the Commonwealth and Queensland Governments would continue to work with local councils to assess the damage caused by Cyclone Dylan and extend assistance to communities as required.

The Ayr Advocate, 5 February 2014

FLOOD REPAIR WORK BEGINS

\$28 million work begins on roads

Helen Speltis

helen.speltis@southburrettimes.com.au

MAIN Roads has finally arrived in the South Burnett to fix flood-affected roads.

An army of trucks and tradesmen were seen in Kingaroy on Tuesday morning ahead of the start of reconstruction work to the cost of about \$28 million.

A team of 25 locally-contracted workers are expected to complete the work before the end of the year and 21 different roads will receive attention.

Representatives from the state and federal governments were also in the region this week to meet with the council responsible for executing the works.

A group of four individuals known as "the inspectorate" is touring the state for a first-hand understanding of flood-damaged roads.

Chairman of the inspectorate and former premier of New South Wales John Fahey said the South Burnett had suffered more than \$100 million in damage since the beginning of 2011.

Eligible reconstruction works under Natural Disaster Relief and Recovery Arrangements are funded up to 75% by the Australian Government and

25% from the Queensland Government.

Mr Fahey said part of the role of the inspectorate was to ensure the funding was maximised.

"We want to make sure the work is done in accordance with the rules and to make sure the Federal Government is getting value for money," he said.

In progress:

- Bumet Hwy (Nanango-Gayndah)
- Mundubberri-Dungung Rd
- Wide Bay Hwy
- Burya Hwy (Dalby-Kingaroy) and (Kingaroy-Goomeri)
- Kin Kin Rd
- Tin Can Bay Rd
- Rainbow Beach Rd
- Kingaroy-Cooyer Rd
- Chinchilla-Woodend Rd
- Kingaroy-Burandowan Rd
- Nanango-Tarong Rd
- Mundubberri-Dungung Rd
- Wurga-Proston Rd
- Mordon-Gayndah Rd
- Tuckehol Rd
- Gympie-Brooko Rd
- Kilkivan-Tansley Rd
- Bauple-Woolooga Rd
- Killooy-Murgon Rd
- Maidenwell-Bunya Mountains Rd
- Kingaroy-Barker's Creek Rd
- Byee Rd
- Proston-Boondooma Rd
- Byee Rd
- Gympie-Woolooga Rd
- Yabba Creek Rd

South Burnett Times 21 February 2014

Bargara's turn for flood damage fix

Signtos out: Three months of roadworks expected

Vanessa Marsh

vanessa.marsh@southburrettimes.com.au

BARGARA residents have been warned to expect roadworks at a number of sites over the coming months while contractors work on the damage caused during the 2011 floods.

Signs have been erected around Bargara warning about the works set to begin this month.

Burdekin Regional Council Crv Barnes said the works were expected to be completed around April.

"The work being done is the Natural Disaster Relief and Recovery Arrangements

NDRRA work," he said.

"It's the next round of road damage work that has been put out to tender and is expected to start in the next few weeks."

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Bundaberg News Mail, 11 February 2014

Appendices



Appendix A: Local Government Areas by Region

