

QUEENSLAND RECONSTRUCTION AUTHORITY

# Monthly Report

July 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 motion and depth.

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*Message from the Chief Executive Officer*

Major General Richard Wilson AO  
Chairman  
Queensland Reconstruction Authority

Dear Major General Wilson

It is with pleasure that I present the July 2014 Monthly Report – the 41st 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 2013 disaster events.

The July report is provided following the passing of the most significant date for the Authority since its establishment - 30 June 2014, the deadline for councils and state agencies to complete much of the works from the devastating floods and cyclones of early 2011 and the series of events which impacted the state in the summer of 2011-12. The Authority has worked closely with delivery agents over the past three years as they took on the biggest reconstruction effort in Australia's history. Whilst formal reporting of completion will occur over the coming months, councils and state agencies have consistently indicated that relevant works were completed on time. This is a major achievement as councils and state agencies collectively delivered around \$8.3 billion of recovery and reconstruction works from the 2011 and 2012 events over this time.

Since the last report, the Authority has also submitted the annual claim to the Commonwealth for acquittal of NDRRA works completed in the financial year ended 30 June 2013. The audited claim comprised approximately \$2.65 billion of eligible state expenditure on works from the 2010 to 2013 events.

Although much of the 2011 and 2012 program of works has now been delivered, the Authority's focus on delivery remains as there is still a considerable program of works from Tropical Cyclone Oswald and other events of 2013 and 2014 to manage through the damage assessment, submission preparation and approval and delivery phases. Concurrently, the Authority is tasked with closing out the massive volume of recently completed works for acquittal to the Commonwealth.

Inclusive of these tasks, the Authority is overseeing a program of works for events spanning from 2009 through to Tropical Cyclone Ita in 2014 with a total estimated value of \$13.84 billion. As at 1 July 2014:

- an additional \$226 million in submissions have been received by the Authority since last month
- an additional \$673 million has been processed by the Authority since last month
- a cumulative value of \$11.56 billion of the \$13.84 billion works program (2009 to 2014) has been reported to the Authority as being in progress or delivered by delivery agents as at 31 May 2014.

The July report program spotlights include Southern Downs Regional Council's recent completion of its 2011 program and Cassowary Coast Regional Council's use of day labour in delivering key projects. The report also updates progress of reconstruction works on the Dawson Highway and a number of betterment projects. In addition, the July report provides an update on the progress of recovery from Severe Tropical Cyclone Ita against the key metrics established in the Severe Tropical Cyclone Ita Recovery Plan. The Recovery Plan has recently been introduced to guide the recovery and reconstruction of communities affected by Tropical Cyclone Ita.

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.

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 the 2013 events.

## 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.

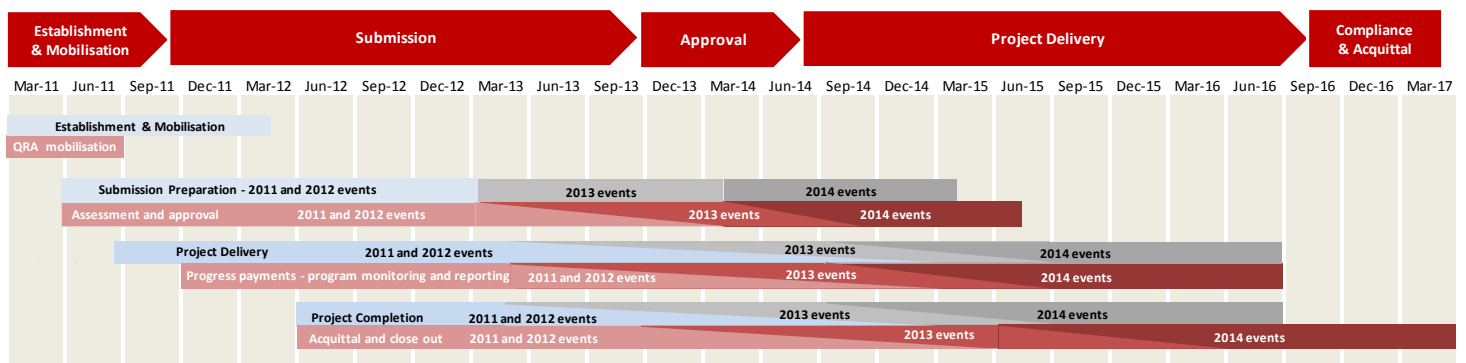
The Authority operates with reference to recovery and reconstruction plans established by the State in response to the 2011 disaster events and more recently following Tropical Cyclone Oswald in 2013 and Severe Tropical Cyclone Ita in 2014. Most recently, the Severe Tropical Cyclone Ita Recovery Plan (Recovery Plan), provides strategic guidance for the coordination and management of recovery, reconstruction and community resilience activities undertaken across the State after the flood and damage impacts of Severe Tropical Cyclone Ita.

An overview of the Recovery Plan, and update on the progress against key metrics is set out in Section 4.

## 1.3 Timing

The Authority's priorities are currently assisting councils and State agencies to complete their reporting and progress through the close out and acquittal phase of their program of works from the 2011 and 2012 disaster periods, with the bulk of the reconstruction work having occurred prior to 30 June 2014.

The Authority is also assisting with the damage assessments from the 2014 events and monitoring of the remaining 2012, 2013 and 2014 programs into, and through, the project delivery phase as soon as practicable.



**Section two:**  
**Disaster Assistance**

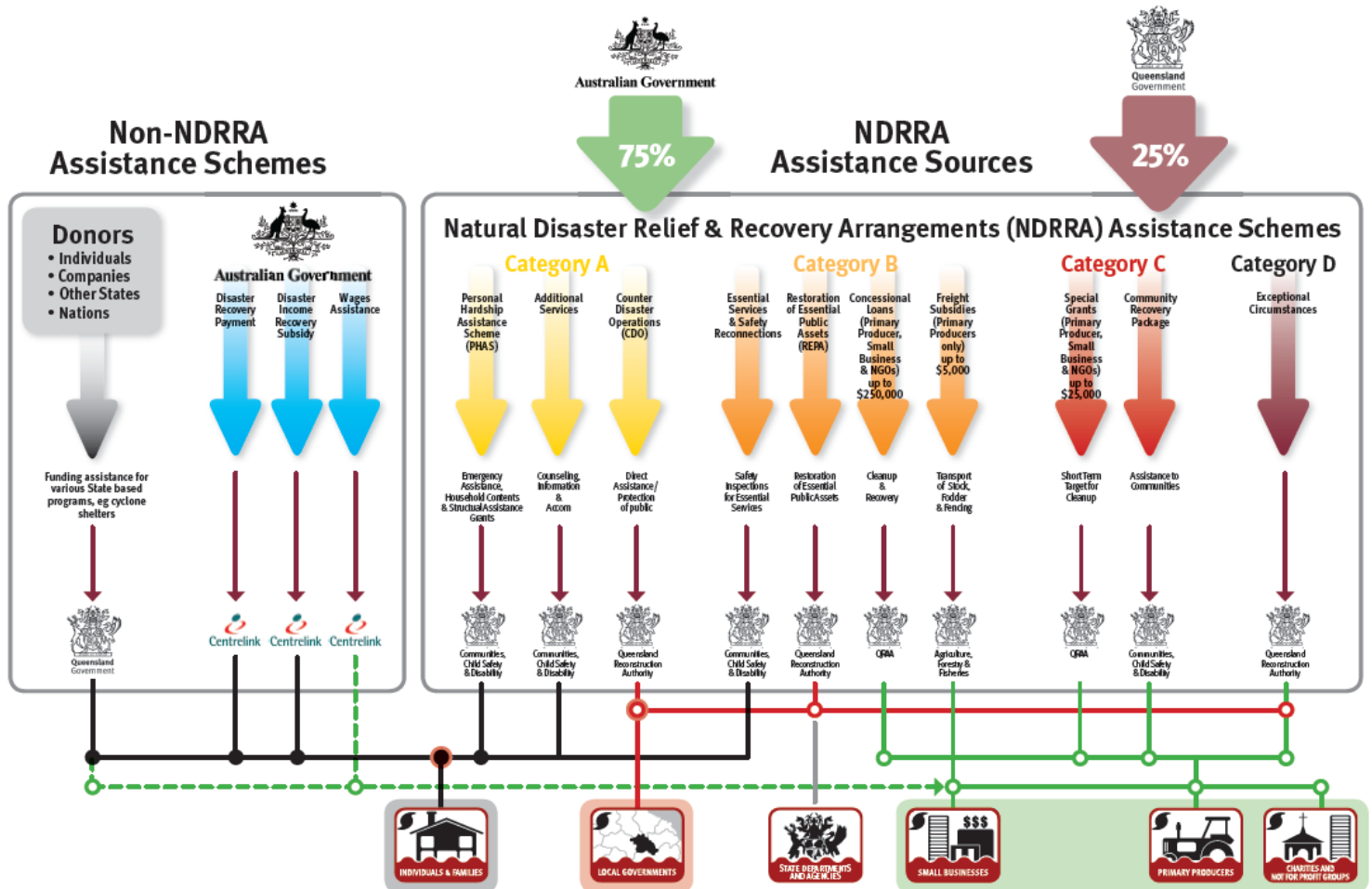


## 2.0 Disaster Assistance

### 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](http://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.

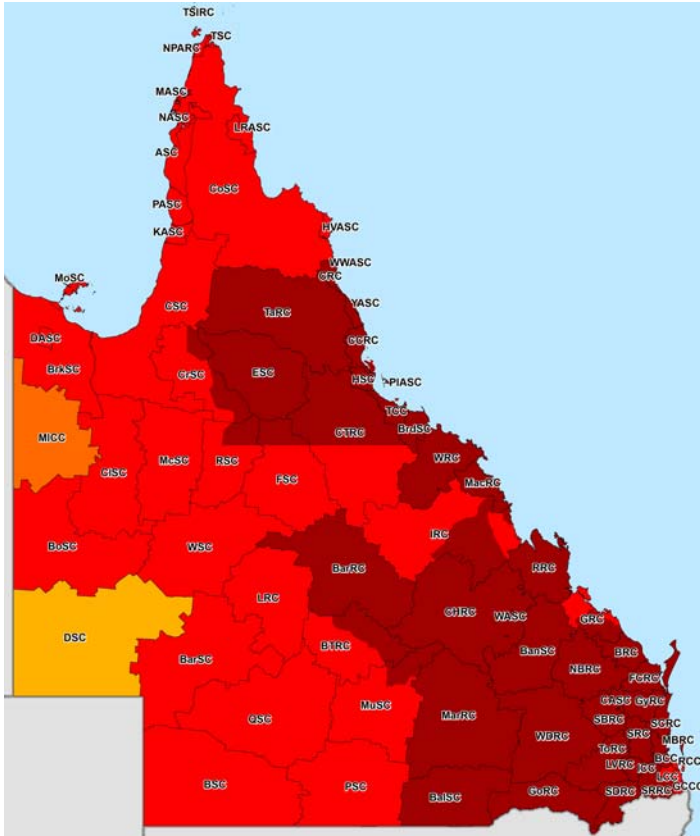


## 2.0 Disaster Assistance

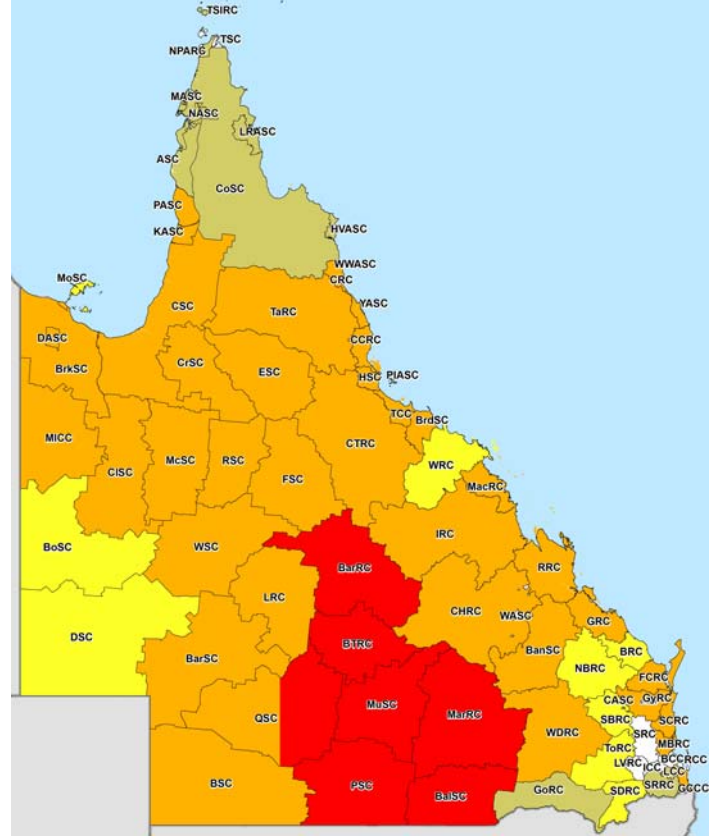
### 2.2 Disaster assistance by event period

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.

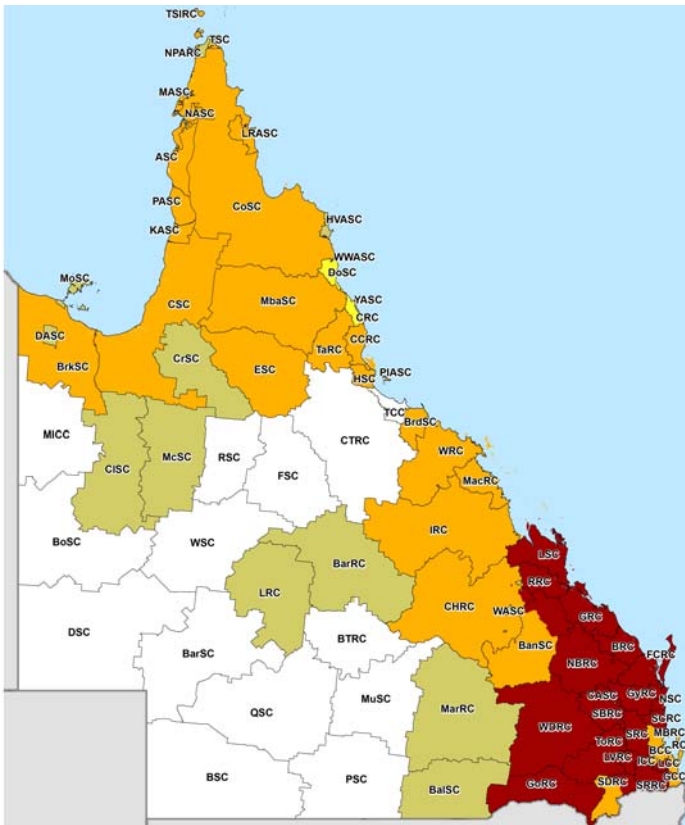
Map 1 - LGAs disaster activated under NDRRA for 2011 events



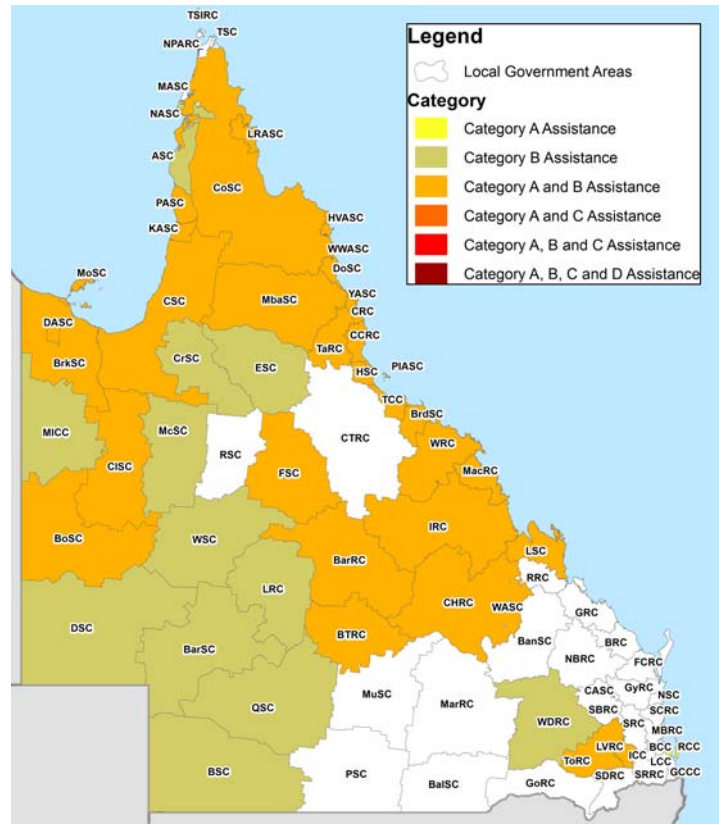
Map 2 - LGAs disaster activated under NDRRA for 2012 events



Map 3 - LGAs disaster activated under NDRRA for 2013 events



Map 4 - LGAs disaster activated under NDRRA for 2014 events



\* Refer Appendix A for glossary of LGA abbreviations

## 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 26 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.

There were no new or additional activations for NDRRA financial assistance in June 2014.

### 2014 events:

- Tropical Cyclone Ita & Associated Rainfall & Flooding, 11-14 April 2014
- Tropical Cyclone Gillian—10 to 11 March 2014
- Central Coast & Southern Queensland Trough, 26-30 March 2014
- Central & 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 & 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, January - 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 \*

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.

### 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.

## 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

Following 30 June 2014, the timeframe for councils and state agencies to complete much of the works from the devastating floods and cyclones of early 2011 and the series of events which impacted the state in the summer of 2011-12 has now passed. Whilst formal reporting of completion will occur over the coming months, councils and state agencies have consistently indicated that relevant works were completed on time. This is a major achievement as councils and state agencies collectively delivered around \$8.3 billion of recovery and reconstruction works from the 2011 and 2012 events over this time.

The Authority has also recently submitted the State's annual claim to the Commonwealth for acquittal of NDRRA works completed in the financial year ended 30 June 2013. The audited claim comprised approximately \$2.65 billion of eligible state expenditure on works from the 2010 to 2013 events.

### 3.2 Combined program status

Taking into account initial estimates of the damage from Tropical Cyclone Ita and its impact on the remaining program, the February 2014 estimate of the program of works is \$13.84 billion for all events actively managed by the Authority (2009 to 2014).

The program estimate includes initial estimates for Tropical Cyclone Ita and five other 2014 events which occurred since the previous review was undertaken at September 2013, as well as revised estimates for completion of the remaining 2011 to 2013 event works.

Inclusive of Tropical Cyclone Ita, the preliminary cost of the damage from the 2014 events is estimated to be \$440 million, the damage from the 2013 events is estimated to be \$2.35 billion and the cost of the 2011 and 2012 events are estimated to be \$6.84 billion and \$1.70 billion respectively. Ahead of final acquittal of the relevant programs, the final cost of works for the 2009 and 2010 events managed by the Authority was estimated to be \$2.51 billion.

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

- a cumulative value of \$17.6 billion in submissions have been received by the Authority to 1 July 2014, representing an increase of \$226 million since last month
- a cumulative total of \$16.5 billion has been processed by the Authority to 1 July 2014, representing an increase of \$673 million since last month
- a cumulative value of \$11.56 billion of the February 2014 estimated \$13.84 billion works program (2009 to 2014) has been reported to the Authority as being in progress or delivered by delivery agents as at 31 May 2014.

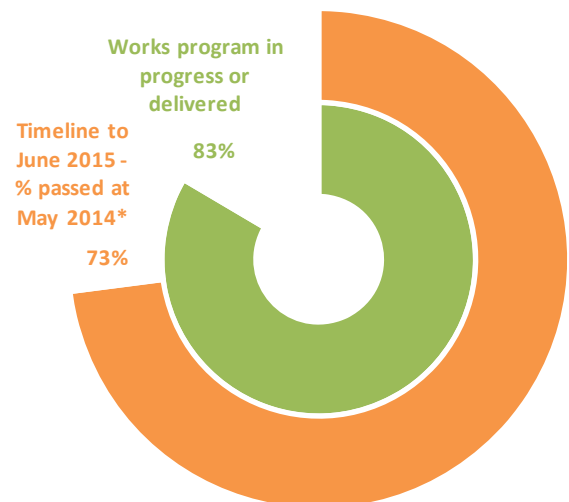
The data reporting date for this report is 31 May 2014, however the 30 June completion deadline for the 2011 and 2012 program has passed at the time the report was being prepared. As noted above, whilst formal reporting of completion will occur over the coming months, councils and state agencies have consistently indicated that relevant works were completed on time.

### 3.3 Looking forward

Whilst the delivery phase of much of the 2011 and 2012 program of works has now passed, the Authority's focus on delivery remains as there is still a considerable program of works from Tropical Cyclone Oswald and other events of 2013 and 2014 to manage through the damage assessment, submission preparation and approval and delivery phases.

Concurrently, the Authority has the considerable task to close out and acquit completed works. With the 2012-13 Commonwealth Claim recently submitted, work is now underway to close out the massive volume of works completed prior to 30 June 2014 on the 2011, 2012 and 2013 events for acquittal to the Commonwealth in the 2013-14 claim.

Figure 3.2.1 Combined program progress as at 31 May 2014



\* Proportion of allowable time passed for delivery of 2010 to 2013 program to data reporting date of 28 February 2014 since 1 July 2011 (following the Authority's establishment) based on final delivery date of 30 June 2015 for 2013 program. 2014 program will have additional 12 months to 30 June 2016 for completion of eligible works beyond reported timeline.

Source: the Authority - updated February 2014 NDRRA Estimates Review & 1 July 2014

### 3.4 State-wide pipeline of works

The Pipeline of works for events actively managed by the Authority (2009 to 2014) has an updated estimated program value of \$13.84 billion, the status of which is set out below. The program value includes Initial estimates of the impact of Tropical Cyclone Ita.

#### State-wide Pipeline of Works

	Current Month	Previous Month	Variance
Works Under assessment:	\$244m	\$272m	-\$28m
Works in Market:	\$1,844m	\$2,062m	-\$219m
Works in Progress or Delivered	\$11,559m	\$11,315m	\$244m
<b>TOTAL</b>	<b>\$13,647m</b>	<b>\$13,649m</b>	<b>-\$2m</b>

#### Far North

Works Under assessment:	\$16m
Works in Market:	\$250m
Works in Progress or Delivered	\$1,291m
<b>TOTAL</b>	<b>\$1,557m</b>

#### North

Works Under assessment:	\$22m
Works in Market:	\$302m
Works in Progress or Delivered	\$1,383m
<b>TOTAL</b>	<b>\$1,707m</b>

#### Central

Works Under assessment:	\$40m
Works in Market:	\$411m
Works in Progress or Delivered	\$3,083m
<b>TOTAL</b>	<b>\$3,534m</b>

#### Southern

Works Under assessment:	\$82m
Works in Market:	\$672m
Works in Progress or Delivered	\$3,381m
<b>TOTAL</b>	<b>\$4,135m</b>

#### South East

Works Under assessment:	\$84m
Works in Market:	\$209m
Works in Progress or Delivered	\$1,329m
<b>TOTAL</b>	<b>\$1,622m</b>

#### Other

Works in Progress or Delivered	\$1,092m
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Source: DTMR at 31 May 2014; & Authority at 1 July 2014

#### Note:

1. Works Under Assessment and Works in Market represents data as at 31 May 2014 (DTMR) and 1 July 2014 (LGAs and Other). Works in Progress or Delivered represents spend by delivery agents to 31 May 2014 as reported to the Authority at 1 July 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

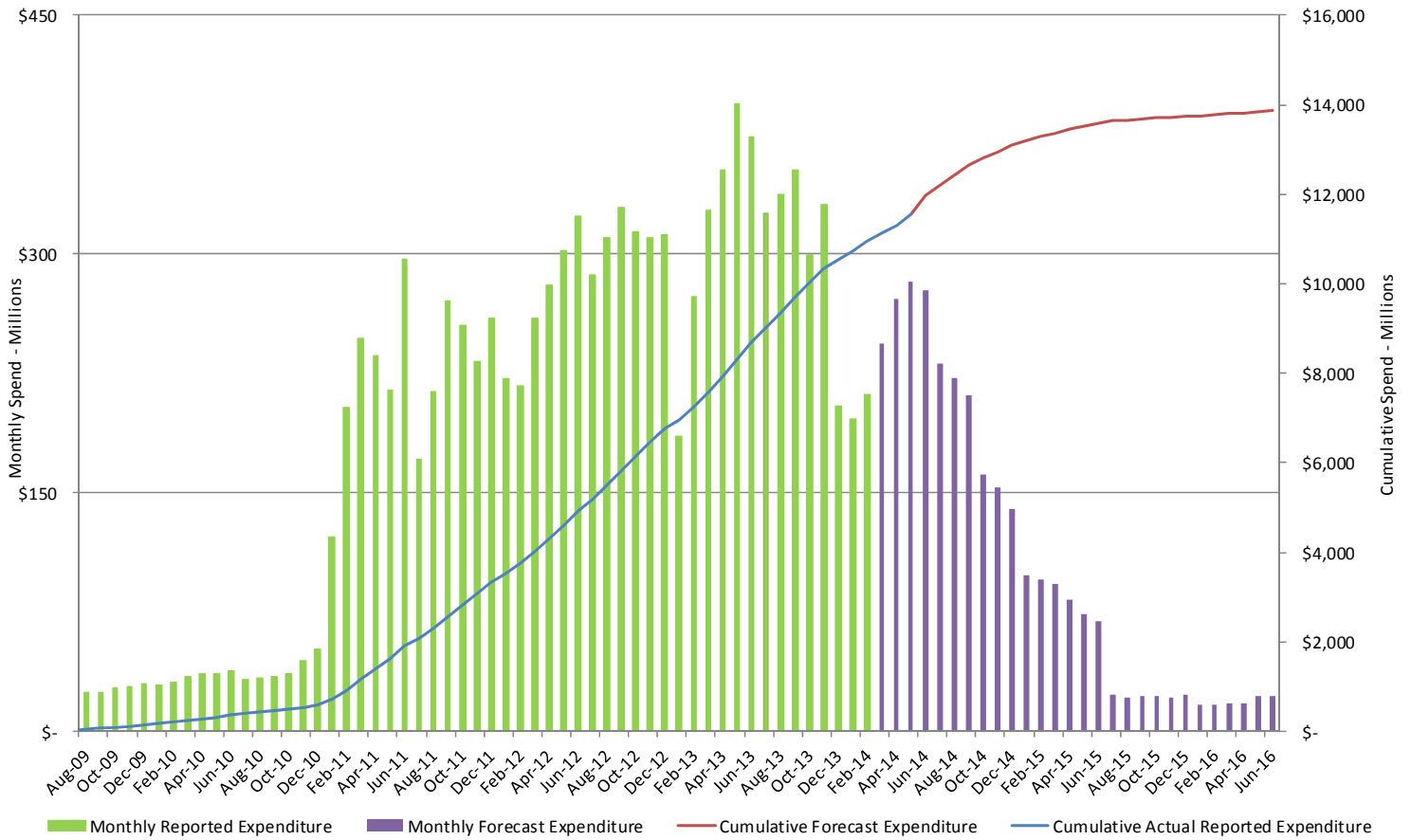
Stage	Description
Works under Assessment	Applications for packages which are currently under assessment by the Authority or are awaiting additional information from the applicant.
Works In Market	Estimate of spend remaining on works in progress and packages which have been approved by the Authority and 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 May 2014; and the Authority at 1 July 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 2014).

**Figure 3.5.1 Combined Program of Works - monthly expenditure**



Source: the Authority - cumulative expenditure by delivery agents to 31 May 2014 as reported to the Authority at 1 July 2014; and program estimates per Updated 28 February 2014 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.

DTMR's reconstruction program as a result of the natural disasters of 2014 is currently being scoped and will be provided in future reports.

The transport system includes state-controlled roads, ports, navigation aids and the rail network.

#### The current state of activity\*:

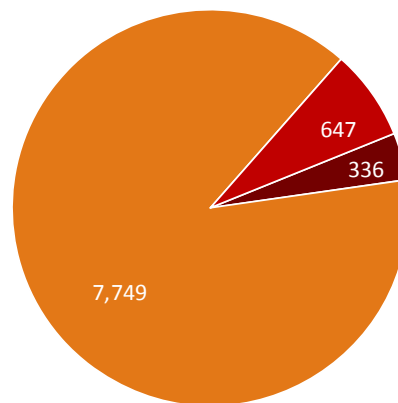
**Roads** – \$5.5 billion of projects have been completed for both recovery and reconstruction works (excluding maritime infrastructure) for works resulting from the disaster periods of 2010 to 2013 and \$977 million of reconstruction works are currently underway. Of the 8,732km of roads which DTMR plans to reconstruct following damage from the 2010 to 2013 natural disaster events, 7,749km had been reconstructed to 31 May 2014. A further 647km 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 May 2014, DTMR expended approximately \$108 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 May 2014 is \$5.9 billion for works resulting from the 2010 to 2013 disaster periods.
- There was 190km of damaged roads reconstructed in May 2014 bringing the total reconstructed since the program commenced to 7,749km (89%) of the total damaged roads which DTMR plans to reconstruct from the 2010 to 2013 events\*.
- Construction commenced on 49 projects valued at \$110 million in May 2014 including eight 2013 event projects on the New England, Bunya and Moonie Highways, and Dalby–Cooyar and Toowoomba–Karara Roads in Darling Downs Region; works on the Flinders Highway and Burke Developmental Road in North West Region; nine 2013 event projects in Metropolitan Region; and ten 2013 event projects in Wide Bay/Burnett Region.
- Construction was completed on 62 projects valued at \$159 million in May 2014 including 22 projects in Far North Queensland Region; works on Townsville Connection and Gregory Developmental Roads in Northern Region; works on the Warrego Highway (Roma to Mitchell) and Mitchell Highway (Barrington to Cunnamulla and Cunnamulla to Charleville) in South West Region; and works on the Burnett Highway (Gayndah to Monto) and Bruce Highway in Wide Bay/Burnett Region.

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)

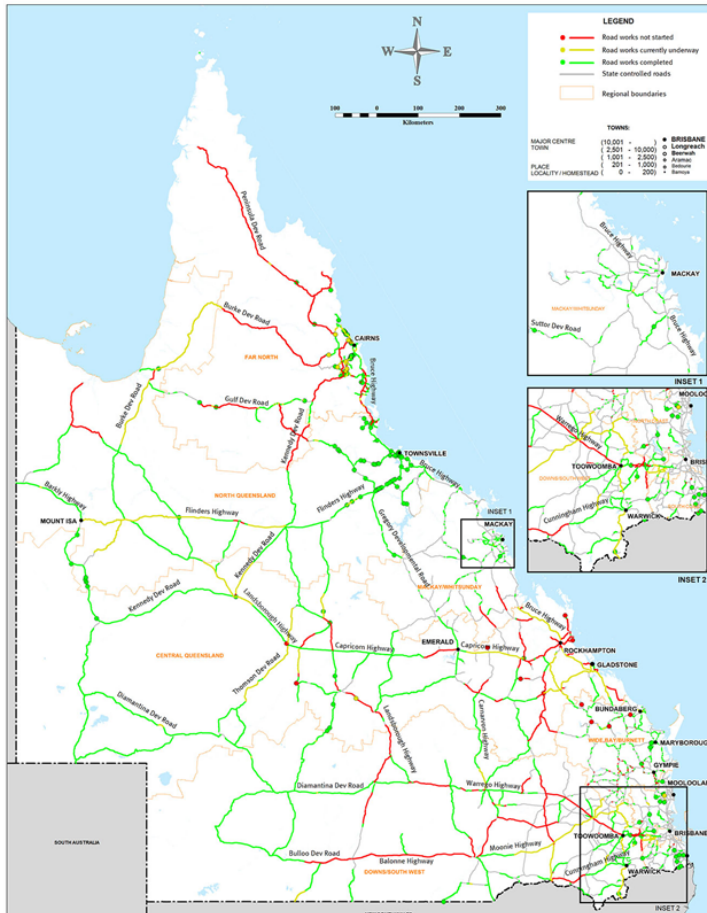


Above: Landsborough Highway (Longreach to Winton) stabilisation - May 2014

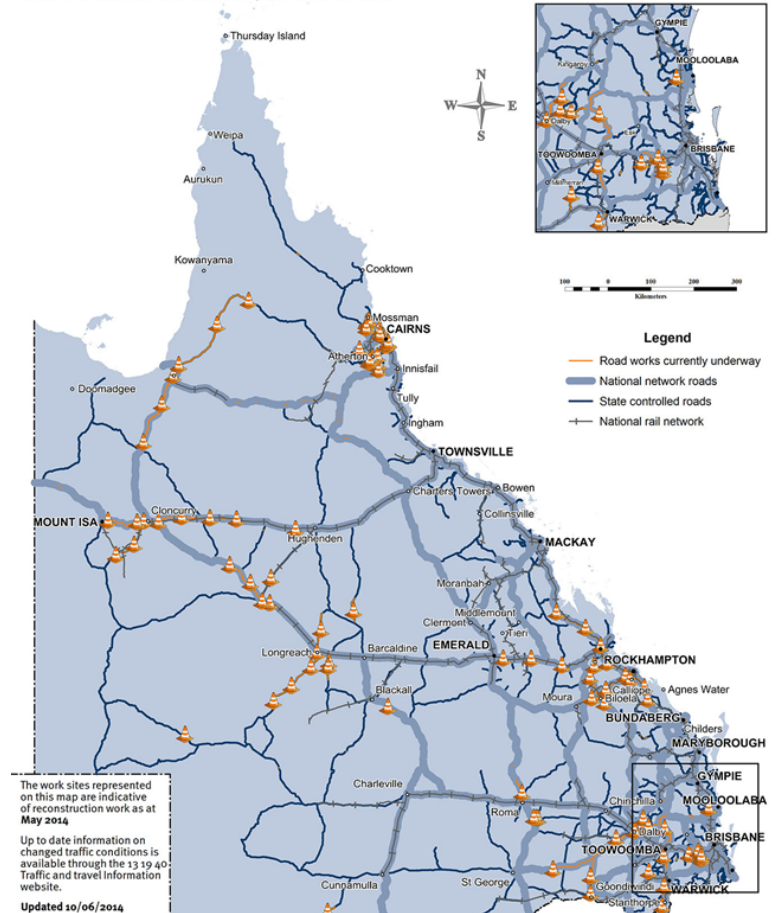
\* values include kms and costs to reconstruct works from damage caused by events in 2010, 2011, 2012 and 2013. Reporting on scope and cost of reconstruction works from 2014 events will be provided in future reports following finalisation of TMR's reconstruction program for 2014 events.



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



**Fig 3.6.3 TNRP reconstruction work sites - May 2014**



(Source: DTMR 31 May 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. 220 projects with a betterment component have been approved for 34 LGAs. As at January 2014, the date of the most recent allocation of Betterment funding, these projects had an estimated total cost of approximately \$152 million, which included \$78.5 million in Betterment funding and Council contributions of \$12 million.

Works have commenced and are substantially progressed on a number of approved Betterment projects. To date, all 34 LGAs have started to deliver more than 180 of the 220 approved projects. A number of betterment projects are reported as substantially progressed including Glenhaughton Road (Banana Shire Council), Upper Mount Bentley Road (Palm Island Aboriginal Shire Council), Old Wharf Road (Hinchinbrook Shire Council), Richmond Road (Croydon Shire Council), Bucca Road and Gentle Annie Road (Bundaberg Regional Council), One Mile Bridge (Ipswich City Council) and a suite of projects for Fraser Coast and South Burnett Regional Councils. All projects are intended to be delivered by 30 June 2015.

Progress reports on the Bongaree Seawall and Rafting Ground Road Betterment projects are provided in Section 4.

## **Section four: Progress Reports**



## 4.1 Iconic projects in reconstructing Queensland\*

Project	Value (\$m)	Description	Status
<b>BCC Riverwalk (Cat D)</b>	\$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. Following detailed public consultation, 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 deck will be approximately 3.4 metres above 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 construction of Riverwalk 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, a second piling barge and a third barge dedicated to installing the girders have also been mobilised. As all of the 37 piles have now been poured, the second piling rig was demobilised in May.</p> <p>All 30 concrete girders have now also been installed on the piers.</p> <p>Following completion of these works, demobilisation of the precast yard at the Howard Smith Wharves has commenced.</p> <p>Construction and installation of the opening span to allow for the passage of vessels to and from moorings located within the area of water bordered by the walkway has occurred through June.</p> <p>Riverwalk is being constructed by John Holland Construction Group.</p> <p>Brisbane City Council plan to officially open the Riverwalk in September 2014.</p>
			
<b>Palm Island Seawall</b>	\$14.2	<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.</p> <p>The reconstruction project involves reconstruction of 1.3km of seawall, comprising rockwall and a pre-cast concrete bulkhead sections.</p>	<p>During June, the final piers and panels for the concrete section of the seawall were installed with practical completion for the entire project reached in late June 2014.</p> <p>The project commenced in November 2013 with the transfer of equipment to site from Townsville and Cairns via barge. During construction, 141 piers and 140 panels were pre-cast in Townsville before being shipped to site for installation.</p> <p>The works were delivered by Koppen Developments, a Cairns-based construction company.</p>

(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
<b>Bongaree Seawall</b>  (Cat B and Cat D)	\$2.4	<p>The Bongaree Seawall protects the coastal community of Bongaree on the western side of Bribie Island in the Moreton Bay Region.</p> <p>Extreme storm surges as a result of Tropical Cyclone Oswald in January 2013 caused significant erosion of the sand at the base of the wall damaging the foundation and causing almost 200 metres of the wall to collapse. The damage undermined the adjacent footpath and road.</p> <p>The works include demolishing the existing wall and constructing a stepped concrete seawall in front of the existing shallow skirt, to protect the slab during erosion events. The stepped seawall design will also incorporate vinyl sheet piles at the toe of the wall to increase the wall's resilience.</p> <p>Rock from the demolished wall will be buried to form additional protection to the toe of the wall and wall drains and barriers will be included in the stepped seawall design to allow free drainage, which will help reduce pressure behind the wall and also reduce the risk of settlement and voids forming beneath the stepped wall.</p> <p>The estimated cost of the project is more than \$3 million, of which \$450,000 is eligible for NDRRA Category B funding, \$1.9 million is being funded from the Betterment Fund and Moreton Bay Regional Council contributing the remaining cost of the works.</p>	<p>The second stage of Moreton Bay Regional Council's \$3.3 million project to rebuild the Bongaree seawall on Bribie Island has started.</p> <p>The project is being delivered in two stages. The first stage, which is complete, involved reconstructing a 200 metre section of the collapsed seawall. Stage two, currently underway, involves the construction a new 240 metre section of the stepped concrete wall.</p> <p>The Bongaree seawall project is being delivered by Auzcon, a local Queensland based construction company, and is scheduled for completion by October 2014.</p> <p style="text-align: center;"><b>Seawall work continues</b></p>  <p><small>PROGRESS: Mayor Allan Sutherland, Member for Pumicestone Lisa France and Community Recovery and Resilience Minister David Crisafulli inspecting the \$3.3 million project to extend Bribie Island's Bongaree seawall and make The Esplanade more resilient. They have thanked residents for their patience and promise the area will be enhanced from the repairs, which come after the foundations and a 200-metre section of wall was damaged by a storm surge caused by ex-tropical cyclone Oswald last year. PHOTO: CONTRIBUTED</small></p> <p style="text-align: center;"><i>Tracking the progress of Bongaree Seawall - Minister David Crisafulli, State Member for Pumicestone Lisa France and Moreton Bay Regional Council Mayor Allan Sutherland.- Bribie Weekly, 6 June 2014</i></p>
<b>Rafting Ground Road</b>  (Cat B and Cat D)	\$0.3	<p>Rafting Ground Road, Brookfield is an essential connection for residents and road users to Brisbane's western suburbs and Ipswich. It is relied on to be a safe route for evacuation and emergency services during times of major rainfall and flooding, and is a school bus route and access route to Brookfield State School and local businesses.</p> <p>The betterment site over Moggill Creek is vulnerable to flooding in times of heavy rainfall and has suffered repeated damage from successive floods and inundation. The crossing sustained damage in January 2013 when high velocity flood waters washed away the asphalt and exposed the concrete culvert, causing multiple pavement failures on the road's surface.</p> <p>The road is being built back better with a more resilient and flood immune concrete surface to withstand floodwaters, mitigate safety risks, and reduce the road closure times and traffic interruptions associated with flood damage.</p> <p>The estimated cost of the project is approximately \$322,000, of which \$51,000 is eligible for NDRRA Category B funding, \$217,000 is being funded from the Betterment Fund and Brisbane City Council is contributing \$54,000 towards the works.</p>	<p>Construction took approximately eight weeks, during which time the existing asphalt surface was removed and replaced with a more durable concrete surface.</p> <p>Brisbane City Council has now completed the finishing touches and the completed road was reopened to traffic in late June 2014.</p>  <p style="text-align: center;"><i>Concrete pavement poured on Rafting Ground Road - June 2014</i></p>

## 4.1 Iconic projects in reconstructing Queensland (continued)

Project	Value (\$m)	Description	Status
<p><b>Dawson Highway (Biloela to Banana)</b></p>	<p>\$5.6</p>	<p>Following Tropical Cyclone Oswald in January 2013, the Biloela area experienced 193mm of rainfall over a four-day period.</p> <p>The rainfall caused the pavements of the Dawson Highway, between Biloela and Banana, to become saturated and suffer a loss of strength. This resulted in subsequent extensive pavement failures at various locations including potholing, rutting, shoving and longitudinal and crocodile cracking. The fast-flowing waters caused considerable erosion of batters, scouring and damage to structures.</p> <p>Reconstruction works to be undertaken on the Dawson Highway will include pavement repairs and overlay, and repairs to existing drainage structures.</p>	<p>Detailed design of works arising from 2013 events was complete by the end of August 2013.</p> <p>The tender was awarded in January 2014, with construction expected to commence in July 2014 and be completed by October 2014, weather permitting.</p>  <p><i>Pavement damage on Dawson Highway (Biloela to Banana)</i></p>

## 4.2 Program spotlights

### Southern Downs Regional Council Completion of 2011 program of works

Southern Downs entire regional road network suffered greatly as a result of the 2010/2011 floods and then subsequently the 2013 event.

The complete 2011 Event restoration program was a massive project involving the repair of 289 roads, pavement repairs and culvert and drainage works at a cost of nearly \$40 million. While the works to complete the program extended throughout the region, the majority of the works were undertaken in the north eastern part of the council area, between Killarney and the New England Highway with the largest projects including:

- Top Swanfels Road (near Yangan) – repair works along 23km of road included gravel re-sheeting, pavement repairs to sealed sections, repairs to washouts at creek crossings and repair of culverts.
- Condamine River Road (near Killarney) - gravel re-sheeting, pavement repairs to sealed sections, repairs to washouts at creek crossings and repair of culverts at locations throughout the 20kms of this road.
- Gambubal Road (Mt Colliery) - works included gravel re-sheeting, repairs to washouts at creek crossings and repair of culverts.

Probuild conducted the repairs to these three roads as part of a package of works valued at approximately \$10 million. Council has indicated that 60% of the contract value stayed in local businesses through using local labour, accommodation and accessing gravel, other materials, plant hire, truck hire and fuel locally.

Council's final works from the 2011 events were completed mid-June 2014.



*Examples of damage to (top) and following reconstruction works on Top Swanfels Road*

### DTMR

#### Cultural heritage preserved on Bulloo Developmental Road



Reconstruction work on the Bulloo Developmental Road (Cunnamulla to Thargomindah) has been completed successfully, thanks to early engagement of environmental and Indigenous representatives with the project team.

Following damage caused by the 2012 events, work commenced on the project late in 2013.

Prior to the start of work, a site meeting was organised to investigate the viability of a proposed side track for a section of works just outside Eulo on the Paroo River floodplain. The side track would enable works to overlay two narrow culverts to be undertaken outside of traffic, which would allow for more rapid construction and get the road reopened sooner.

Given potential ecological, environmental and cultural heritage issues, the site meeting included the project designer and engineer, and environment, ecology and cultural heritage members of the project management team, as well as a local Indigenous representative.

A walk-through found numerous trees of significant habitat value, and not far along the proposed side track the first potential scar tree was identified. Before the group was half-way along the side track, they had identified up to six potential scar trees, numerous trees of significant habitat value and one large artefact scatter area. Dan, the local Indigenous representative, explained to the project team that the area was in fact an old corroboree ground and was not far from a billabong.

While on site, the team marked a preferred side track corridor that would suitably protect cultural heritage and ecological interests. In addition, exclusion zones were installed to ensure there were no impacts on significant cultural heritage areas or vegetation.

*Scatter site near Bulloo Developmental road (top); and a tree of significant habitat value identified near Bulloo Developmental Road (bottom)*



## 4.2 Program spotlights (continued)

### DTMR Warrego Highway works

Like many roads in Queensland, the Warrego Highway sustained extensive damage during the 2010–11 flood events, with the scale of damage making reconstruction works a complex process.

The Warrego Highway is a national highway and forms an important part of Queensland's freight route so it was critical that works were carried out in a way that would minimise impacts on the community and industry. Additionally, between Ipswich and Toowoomba there are a large number of residents and businesses located near the highway, and several intersections with significant traffic movements.

These factors meant strategic planning was required, with special attention paid to traffic movements both within worksites and those that were beyond worksites but would still be impacted. Where pavement works were required, it was determined that contraflow arrangements would be used to enable work to be completed in stages without closing the highway. Contraflow adds to travel times, however it avoids the longer delays of stop-go traffic arrangements – and creates a safe environment for both roadworkers and motorists.

Engagement with stakeholders was carried out through letterbox drops, mass mail-outs and in-person meetings. In-person briefings have also been held with local members and local governments. The project team continues to work with local business owners to ensure access is maintained during works and installing signage to inform the community that businesses are still trading.

Significant progress has already been made, with approximately 50 kilometres of pavement reconstruction works valued at \$150 million completed and more than \$30 million in works due to commence shortly. To ensure value for money, some reconstruction works are being packaged together with state-funded complementary works.

Major reconstruction works on the Warrego Highway started with pavement works between Helidon and Withcott. The project began in July 2012, with the majority of works finished by late 2013. A final contraflow section has been left in place to allow for complementary works to strengthen and widen the Lockyer Creek Bridge at Helidon. These works are funded by DTMR's Queensland Transport and Roads Investment Program (QTRIP) and the Federal Government's Heavy Vehicle Safety and Productivity Program. They are due for completion by August 2014, after which the contraflow will be removed and final pavement works completed.



*Warrego Highway – completed works at Gatton (left) and at Hatton Vale (right)*

## 4.2 Program spotlights (continued)

### Cassowary Coast Regional Council Old Cardwell Road



Old Cardwell Road is an unsealed road 5.1km in length provides important access to sugar cane production and small produce farming. It is also used as the only alternate access for approximately 25 properties along Appleyard Road when the causeway at Deep Creek is impassable.

There were five sections along Old Cardwell Road that were badly impacted by rainfall associated with Cyclone Yasi, and assistance was approved for NDRRA funding to restore the loss of gravel pavement.

Council decided to use its own internal labour force and plant in conjunction with local contractors under its "Standing Offer Arrangement" to carry out these works. The actual cost to do the work with day labour and local contractors was approximately \$214,000, representing a saving of 42% to the estimated benchmark market rate to undertake the works.

Some of the reasons for such a positive outcome included the good local knowledge of the day labour workforce which helped program the works and problem areas were known in advance, traffic control could be instigated at short notice and for varying periods with minimal disruption and council was able to carry out road furniture and ancillary restoration works in conjunction with the normal works program.

In relation to the day labour model used to deliver the works, Cassowary Coast Regional Council Mayor, Cr Bill Shannon said "When working in the wettest area in Australia, greater flexibility through utilising day labour translates to efficiency. Works can continue through the wet season with wet weather and delays not costing the project a cent as the workforce simply moves on to Council's normal operational activities. A contractor in the same circumstances would have far greater disestablishment and reestablishment costs and may need to maintain overheads such as camp facilities for a longer period."

This delivery methodology has also ensured heavy utilisation of local contractors, which has the added benefit of maximising the money spent locally which has assisted in the recovery of a devastated community," Cr Shannon said.



*Above: Old Cardwell Road - damage following Cyclone Yasi*



*Right: Old Cardwell Road - following completion of reconstruction works*



## 4.2 Program spotlights (continued)

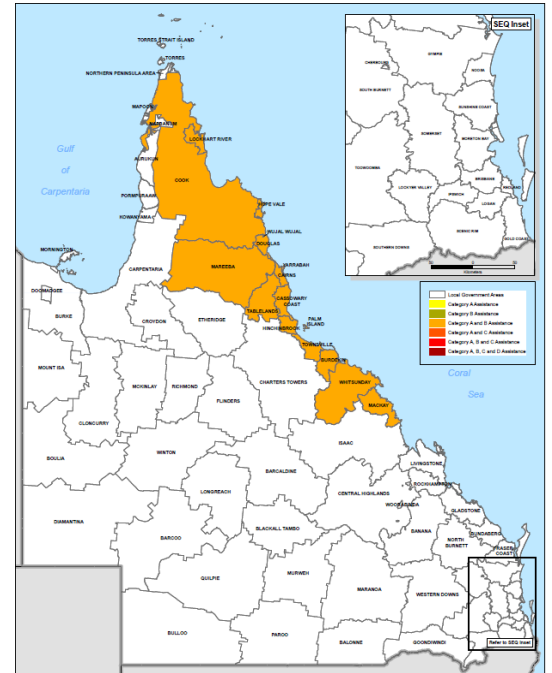
### Severe Tropical Cyclone Ita Progress of recovery

Tropical Cyclone Ita was the largest cyclone to threaten Queensland since Severe Tropical Cyclone Yasi in 2011.

While the level of destruction was less, many communities were significantly affected with 16 local governments in the state's far north and northern regions activated for natural disaster assistance.

Inspector Kevin Guteridge, Queensland Police Service was appointed as Disaster Recovery Coordinator to head recovery efforts for the affected areas through the initial recovery period from 12 April to 30 June 2014. The Disaster Recovery Coordinator coordinates the recovery process for the impacted region as a full time problem solver and strategic leader; and coordinates government and non-government agencies at all levels to deliver a cohesive recovery and reconstruction program.

The Tropical Cyclone Ita Recovery Plan has also been established to assist disaster-affected communities get back on their feet as quickly as possible.



*Councils activated for NDRRA assistance as a result of Tropical Cyclone Ita*

#### The Severe Tropical Cyclone Ita Recovery Plan

The Recovery Plan provides strategic guidance for the coordination and management of recovery, reconstruction and community resilience activities after the flood and damage impacts of Tropical Cyclone Ita. The Plan outlines how recovery arrangements provide for an efficient and effective response to get communities, industry and regional economic activity up and operational. It also aims to maximise the state's disaster resilience goals and outcomes by applying the guiding principles of the Queensland Strategy for Disaster Resilience.

Within the context of the Recovery Plan, the Authority will continue to work in partnership with local communities to manage and coordinate the reconstruction of essential public assets.

#### Progress against key recovery tasks

The Recovery Plan details key recovery tasks necessary to achieve successful recovery outcomes in the areas impacted by the event, as well as recovery milestones and estimated completion dates of the projects to be undertaken by lead and support agencies. An update on the progress of recovery against the key metrics as reported by the relevant lead State agencies is set out below.

#### Human and Social

- Personal support services are being provided to help individuals and families make decisions to affect their own recovery. To 26 June 2014, 127.5 hours of service has been provided to 60 clients through individual and group counselling sessions.
- Additional personal support has been provided to clients through 582 outreach visits and 906 phone calls. Through this, 546 clients have received personal support through outreach visits and 410 hours of direct client face to face contact has been provided
- Applications for 167 Personal Hardship Assistance Scheme and Essential Services Safety Reconnection Scheme (ESSRS) Grants worth \$158,347 have been paid:
  - 72 Immediate Hardship Assistance grants \$ 25,200
  - 85 Essential Household Content Grants \$105,460
  - 4 Structural Assistance Grants (SAG) \$ 23,350
  - 6 ESSRS Grants \$ 4,337.

An additional 25 SAG and four ESSRS Grant applications are currently being processed.

#### Economic

- Information has been provided and is available via the internet on assistance available to small business to support recovery
- DSDIP Regional Services continues to liaise with Mayors and Councils to identify support required to address significant economic constraints brought about by the impact of the cyclone. This activity is a regular and ongoing part of DSDIP Regional Services' core functions. To date, no council has specifically requested targeted support.

#### Building

- Of 353 social housing residences affected by the event, 212 have had all repair works completed as at 30 June 2014
- All government leased assets in the affected areas have been restored, where impacted, to be fully operational.

#### Roads and Transport

- DTMR are currently planning work schedules to repair 121 kms of State-controlled roads and highways damaged as a result of Tropical Cyclone Ita
- 2.8 kms of State-controlled rail line which was impacted or damaged by the events has all since been recovered.

*(Source: Department of Local Government, Community Recovery and Resilience, 30 June 2014)*

**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 284 media items in June 2014 (156 print – 54%, 44 TV – 16%, 84 radio – 30%), which reached a cumulative audience of over 8.7 million people, with the focus this month being on Cyclone Ita, proposed changes to NDDRA, as well as flood mitigation, council recovery, and betterment projects.

There were media mentions for regions recovering and rebuilding from natural disasters across Queensland, including articles in the Isis Town and Country Newspaper, Warwick Daily News, Bundaberg News Mail, Queensland Times, Rural Weekly, Rockhampton Morning Bulletin, The Ayr Advocate, The Chinchilla News and Murilla Advertiser, Mackay Daily Mercury, Bribie Weekly, Port Douglas and Mossman Gazette, Gympie Times, Sunshine Coast Daily, and the Dayboro Grapevine; TV coverage on the ABC, WIN and Seven networks throughout the State; as well as radio mentions, including on ABC Radio Queensland, 4GR Toowoomba, HOT FM Maroochydore, 4BU Bundaberg and SEA FM Cairns.

The Betterment Fund received coverage for projects in Bundaberg, Moreton Bay, and the Southern Downs, with articles appearing in regional media including the ABC Wide Bay, Bribie Weekly, Warwick Daily News, and the Sunshine Coast Daily.

#### Engagement activities

In June 2014, **Minister for Local Government, Community Recovery and Resilience, David Crisafulli**, visited Stanthorpe, Mundubbera, Bundaberg, Gympie, Maryborough, Toowoomba, Ayr and Townsville to announce funding for councils to implement disaster resilience and flood mitigation measures.

While in the North Burnett, Minister Crisafulli also inspected Betterment works underway on the Gayndah-Mundubbera Road and Gayndah Water Intake Station, and restoration works for Humphrey Binjour Road. In late June, Minister Crisafulli travelled to the Sunshine Coast for Community Cabinet, where he announced funding for stormwater drainage upgrades at Yandina and Alexandra Headland.

Representatives from the **Australian Government Reconstruction Inspectorate**, together with Authority **Chief Executive Officer, Graeme Newton**, visited Burdekin Shire and Charters Towers to inspect first-hand the reconstruction progress that has been made in those local government areas.

## 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 30 June 2014, total website visits amounted to 425,709 - an increase of 1.1% since last month. *(See Figure 5.1.1)*

In June, the Authority received an additional 25 calls to its dedicated hotline and 420 additional pieces of written correspondence were received. *(See Figure 5.1.2)*

Fig. 5.1.1 Website traffic

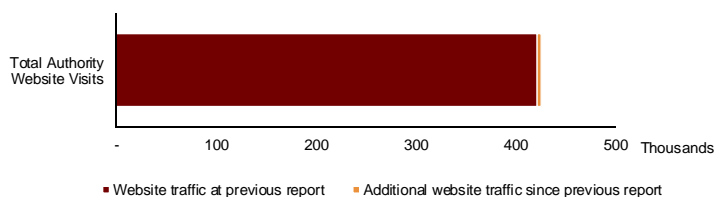
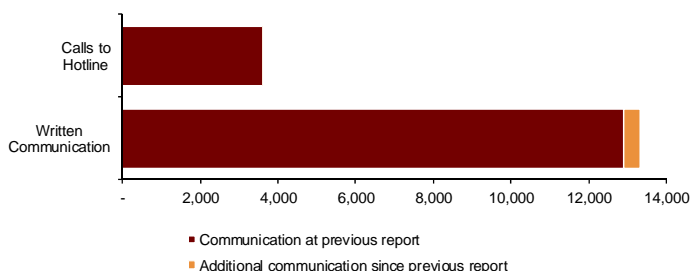


Fig. 5.1.2 Communications



(Source: the Authority at 30 June 2014)



# Evacuation route on road

Work to open up area

**Mike Derry**  
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TURNING Barthold Drive into an evacuation route in case of future flooding has been welcomed by Branyan residents who were cut off last year.

Community Recovery and Resilience Minister David Crisafulli yesterday announced more than \$1 million would be spent on establishing the evacuation route.

Branyan resident Lyn Batt said she was happy with the news.

"We had a fair idea they were going to do it," she said. "In the 2013 floods we were cut off for eight days and had no power."

floodways, bridges and other council assets," he said.

"The floods caused widespread damage but in less than 18 months we have already reached the halfway point with about \$56 million worth of work completed."

Mr Crisafulli said the flood of 2013 sparked the State Government's plan to rebuild in a smarter, more resilient way through the establishment of the \$80 million Betterment program, jointly funded by state and federal governments.

Member for Bundaberg Jack Dempsey said the evacuation route would give families more peace of mind and allow them to address medical needs and resupply.

It would also encourage development in the area.

### FLOOD WORKS

- More than \$1 million to upgrade road
- Evacuation route for more than 100 residents
- Halfway point for flood recovery

**“In the 2013 floods we were cut off for eight days and had no power.”**

Branyan resident Lyn Batt

Mrs Batt said McCoy's Creek flooded in January last year and there was a section of Barthold Drive about 1km in length that could only be used by 4WDs. "We've been told they're going to flood proof the road so we can get through to Bonna Rd and then into town," she said.

Mrs Batt said fixing the road would mean residents of Bonna Rd would be able to get into Bundaberg without using the highway.

Mr Crisafulli said Bundaberg was bouncing back from the 2013 floods quicker than from previous natural disasters thanks to what he called "the most efficient recovery drive in Queensland history".

He said upgrading Barthold Rd as an evacuation route would benefit more than 1100 residents of the area. "Since January 2013 we have worked closely with the council to get work started to fix flood-damaged roads,

He said Bundaberg had received funding for 18 Betterment projects worth a combined \$15 million to restore flood-damaged infrastructure to a higher standard, with work on Buca Rd, Heales Rd and Gentle Annie Bridge already finished.

Betterment works were also under way on the Millbank Wastewater Treatment Plant, Halford Drive, Marshall Ave, Sheepstation Creek Rd, Barrett's Rd, Raels Rd, Connar Rd, Miara Rd, Goodoon Rd, Top Waterloo Rd, Wallville Rd and the Munduran Dam Access Rd.

Mr Crisafulli said the State Government was just as focussed on flood prevention. "We have contributed \$800,000 towards two new levees at Technology Park and given council more than \$300,000 to upgrade and expand rainfall gauges and mapping as part of Bundaberg's Early Warning Network," he said.

"We are also investing more than \$2 million to stabilise the riverbank at the former Midtown Marinas site."

Bundaberg News Mail, 26 June 2014

## \$10 million in repairs on flood damaged roads now complete

REPAIRS are now complete on 289 roads across the Southern Downs in the wake of the 2013 floods with \$10 million bringing the road network back to pre-flood standard.

Deputy Prime Minister and Minister for Infrastructure and Regional Development Warren Truss said this was an enormous project with repairs undertaken mainly in the north eastern part of the region but extending to various locations throughout the Southern Downs.

Federal Member for Maranoa Bruce Scott, State Member for Southern Downs Lawrence Springborg and Southern Downs Regional Council Mayor Cr Peter Blundell inspected one of the roads, Top Swanfels Road, last week.

Mayor Cr Blundell said he was pleased Mr Scott and Mr Springborg took time to see the rural parts of the SDRCA area and the completed works undertaken with Federal and State funds.

"These rural roads are an essential part of day to day life for our residents and this regional road network suffered greatly with the 2010-11 floods and then the 2013 floods.

"The \$10 million roadworks contract was a massive project involving repairs to a large number of roads and pavements, as well as culvert and drainage works," Cr Blundell said.

Mr Springborg said a comprehensive assessment of the road network was undertaken to determine if repairs could be made to sections rather than entire roads.

"Any general deterioration to roads not sustained through flood damage will be repaired by council maintenance crews as normal on a prioritised basis.

"Being a rural road user I appreciate the works done here," Mr Springborg said.

Mr Scott congratulated Council on managing one of its largest ever contracts.

"And I was pleased to see that the company they secured, Probuild, ensured that 60% of the contract value from that project stayed in local businesses. This included using local labour and accommodation and accessing gravel, miscellaneous materials, plant hire, truck hire and fuel locally," he said.

The projects were jointly funded by the Australian and Queensland governments under the Natural Disaster Relief and Recovery Arrangements.



Federal Member for Maranoa Bruce Scott, Southern Downs Regional Council Mayor Cr Peter Blundell and State Member for Southern Downs Lawrence Springborg inspect Top Swanfels Road last week.

Warwick Daily News, 26 June 2014

## Road repairs almost done

**Emma McBryde**  
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ALMOST a year and a half after ex-Tropical Cyclone Oswald ravaged the Mount Morgan range, repairs are expected to be completed.

Mount Morgan was one area that copped the brunt of Oswald on Rockhampton's second wettest day on record in January 2013.

Torrential rain and wild winds caused 12 landslides on the Burnett Hwy on the Mount Morgan range, cutting the highway in half.

A Transport and Main Roads spokesperson said the repairs, including resurfacing and line marking, was expected to be completed this month, weather permitting.

Razorback Rd is open to traffic travelling between Mount Morgan and Rockhampton.

The spokesperson advised motorists using the road to remain vigilant, drive to the conditions and obey all road signage.



REPAIRS: Roadtek's Kirsty Hinchliffe on the Mount Morgan range. PHOTO: CHRIS ISON ROK12013ROAD7



A landslide on the Burnett Hwy on the Mount Morgan range. PHOTO: ALLAN REINIKKA ROK10213AFLOODAB

Rockhampton Morning Bulletin, 17 June 2014

## Visiting group inspects shire progress on reconstruction

**MORGANNE KOPITKE**  
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MEMBERS of the Australian Government Reconstruction Inspectorate visited the Burdekin on Wednesday afternoon to meet members of the Burdekin Shire Council and have a look at the reconstruction effort following the damage from the floods between 2010 and 2013.

Inspectorate Chair John Fahey and members, Robyn Cooper and Martin Albrecht, were briefed by representatives of the Council before touring the region to inspect completed reconstruction works.

They were accompanied by the Queensland Reconstruction Authority's Chief Executive Officer, Graeme Newton.

Mr Fahey said the inspection will allow them to get on the ground and learn a bit more about the Burdekin, as well as the rest of Queensland.

"Today we're here in Ayr and the council will be taking us around the area to show that there was around \$50 million of reconstructive work done here."

Progress of reconstruction funded under the Natural Disaster Relief and Recovery Arrangements (NDRRA) has been well under way for some time. Under the NDRRA, the Australian Government funds up to 75 per cent of reconstruction costs and the Queensland Government provides the remaining 25 per cent.

The Inspectorate was established in February, 2011 to provide oversight and accountability measures to ensure Australians receive value for money in the rebuilding of flood and cyclone ravaged regions.

"The Commonwealth Reconstruction Inspectorate was set up after the 2010 and 2011 major floods in south-east Queensland and Cyclone Yasi in the north, it was clear to the Commonwealth Government at the time, at that stage there was more than \$7 billion worth of reconstruction work to be done in Queensland and 75 per cent contributed of that was by the Commonwealth Government to ensure there was value for money," Mr Fahey said.

The Burdekin Shire Council has estimated the damage over the three years on natural disaster at being more than \$49 million.

"Unfortunately from Queensland's point of view, there were floods again in 2012 and 2013, so the total cost reached around the \$1 billion mark and we're still randomly checking around to ensure that value for money continues," Mr Fahey said.

"Hopefully we're getting to end of the task, but at same time, we've learnt a great deal about Queensland."

The Inspectorate's role is to ensure value for money for reconstruction projects by inspecting reconstruction sites to ensure they are meeting progress milestones, investigating complaints or issues raised by the public, and examining high-value projects prior to completion.

The council is out and about continuing to repair roads damaged by floods in recent years and maintaining

After their tour of the Burdekin, the Inspectorate travelled to the Charlton-Towers Region on Thursday to see first-hand the progress that has been made with reconstruction in that local government area.

It is a matter of juggling repair and maintenance and co-ordinating these with approvals as they come in from the Queensland Reconstruction Authority.

The Commonwealth budget has identified \$300 million for bridge repair.

While this is a small amount for all of Australia, it is never-the-less a start in assisting councils to address a situation that is important for the movement of freight and residents across the region.

When the guidelines are issued for this initiative Gympie Regional Council will be front and centre looking for

our extensive road network.

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Transport and Main Roads Minister Scott Emerson joined Member for Keppel Bruce Young to inspect the final touches yesterday.

"We have a strong plan for a brighter future and major reconstruction projects like these are part of that plan," Mr Emerson said.

"After nearly 18 months, I am pleased the Mount Morgan Range is open again, providing a major alternative for bussing kids to school or as a key freight route."

Mr Young said the damage was severe and commended the hard-working engineers and Transport and Main Roads crews for their enormous effort.

As well as the reconstruction works, complementary funding allowed for the full length of the range crossing to be resurfaced, and an extra guardrail to be installed to improve safety.



ALMOST READY: Transport and Main Roads Minister Scott Emerson and Member for Keppel Bruce Young inspect the Mount Morgan Range site ahead of its reopening on Sunday. PHOTO: ALLAN REINIKKA ROK10213ARRANGE2

Rockhampton Morning Bulletin, 19 June 2014

## Work on sea wall begins

WORK has begun on the second stage of a multi-million-dollar project to rebuild and strengthen Bribie Island's Bongaree sea wall.

The wall was damaged by a one-in-20 year storm surge last year and the first stage of the rebuilding project - to replace the original seawall - is now complete.

Work is under way on the second stage to build a new 250m-long sea wall to better protect the foreshore, underground services, drainage, recreation equipment and a public car park.

Inspecting the \$3.3 million project yesterday, Community Recovery and Resilience Minister David Crisafulli said the storm surge from ex-Tropical Cyclone Oswald eroded a significant amount of sand at the base of the original sea wall, damaging the foundations and a 200m section of concrete.

"Council came forward with a proposal to not only rebuild the sea wall but make it better with a longer, stronger stepped structure to improve its resilience to storm surges and wild weather."

"While this project may cost a little more upfront, it will save communities the heartache and expense of repeatedly replacing vulnerable infrastructure."

## Significant investment paves better roads

A staggering \$680 million has been invested into restoring our region's roads over the past six years, from Sarina to Midge Point to the top reaches of the Eungella Range.

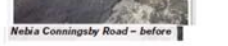
From the major transformation of Coroners Road in Page to restoration of rural connections such as Midge Point Road, council crews and contractors have carried out extensive works in all corners of the region over the past six years.

Mayor Darrin Comerford said good road networks drive economic activity and helped improve connectivity for residents, as well as enhancing safety for drivers.

"Our council crews and contractors have improved almost 2000 kilometres of roads - that's equivalent to the drive to Sydney."

An anticipated \$270 million of flood damage funding through the Natural Disaster Relief and Recovery Arrangements (NDRRA) combined with council funds has significantly restored and in some cases significantly enhanced roads.

Apart from completing significant NDRRA work, council has also delivered \$200 million worth of capital road and drainage projects since 2008.



Nebia Conningsby Road - before

"It was a window of opportunity which allowed us to meet the community's expectations of better roads across the region."

With NDRRA funds ending on June 30, council will return to usual annual roads expenditure with a focus on prioritising essential works taking into account road safety, usage and condition.

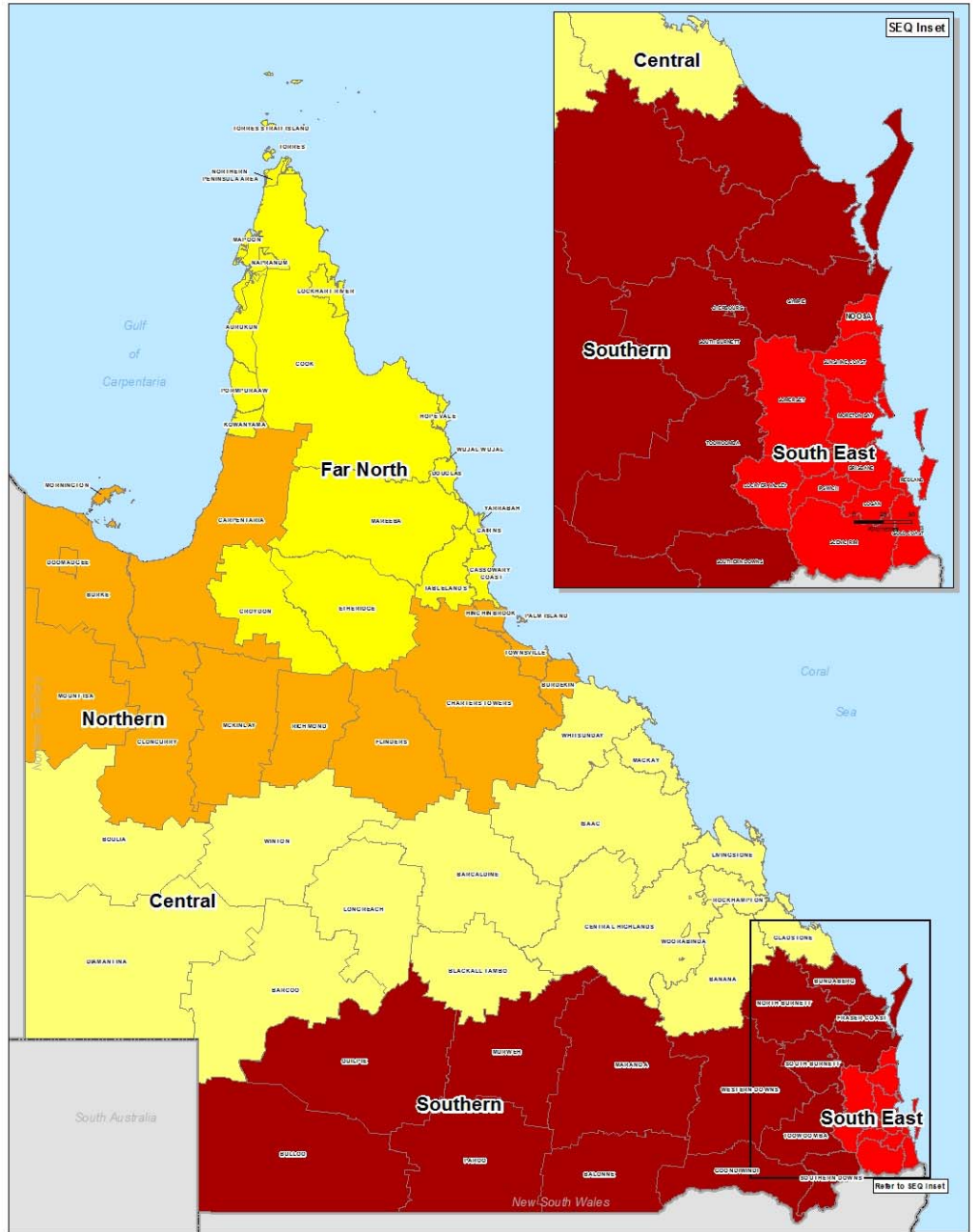
Rural Weekly, 20 June 2014

# Appendices



# Appendix A: Local Government Areas by Region

Region	Local Government Areas (LGA's)
<b>Far North Queensland (FNQ)</b>	ASC Aurukun Shire Council CRC Cairns Regional Council CCRC Cassowary Coast Regional Council CoSC Cook Shire Council CrSC Croydon Shire Council DSC Douglas Shire Council ESC Etheridge Shire Council HVASC Hope Vale Aboriginal Shire Council KASC Kowanyama Aboriginal Shire Council LRASC Lockhart River Aboriginal Shire Council MASC Mapoon Aboriginal Shire Council MbaSC Mareeba Shire Council NASC Napranum Aboriginal Shire Council NPARC Northern Peninsula Area Regional Council PASC Pormpuraaw Aboriginal Shire Council TRC Tablelands Regional Council TSC Torres Shire Council TSIRC Torres Strait Island Regional Council WWASC Wujal Wujal Aboriginal Shire Council YASC Yarrabah Aboriginal Shire Council
<b>North Queensland (NQ)</b>	BrdSC Burdekin Shire Council BrkSC Burke Shire Council CSC Carpentaria Shire Council CTRC Charters Towers Regional Council ClSC Cloncurry Shire Council DASC Doomadgee Aboriginal Shire Council FSC Flinders Shire Council HSC Hinchinbrook Shire Council McSC McKinlay Shire Council MoSC Mornington Shire Council MICC Mount Isa City Council PIASC Palm Island Aboriginal Shire Council RSC Richmond Shire Council TCC Townsville City Council
<b>Central Queensland (CQ)</b>	BanSC Banana Shire Council BarRC Barcaldine Regional Council BarSC Barcoo Shire Council BTRC Blackall-Tambo Regional Council BOSC Boulia Shire Council CHRC Central Highlands Regional Council DSC Diamantina Shire Council GSC Gladstone Regional Council IRC Isaac Regional Council LSC Livingstone Shire Council LRC Longreach Regional Council MacRC Mackay Regional Council RRC Rockhampton Regional Council WRC Whitsunday Regional Council WSC Winton Shire Council WASC Woorabinda Aboriginal Shire Council
<b>Southern Queensland (SQ)</b>	BalSC Balonne Shire Council BSC Bulloo Shire Council BRB Bundaberg Regional Council CASC Cherbourg Aboriginal Shire Council FCRC Fraser Coast Regional Council GoRC Goondiwindi Regional Council GRC Gympie Regional Council MarRC Maranoa Regional Council MuSC Murweh Shire Council NBRC North Burnett Regional Council PSC Paroo Shire Council QSC Quilpie Shire Council SBRC South Burnett Regional Council SDRC Southern Downs Regional Council ToRC Toowoomba Regional Council WDRC Western Downs Regional Council
<b>South East Queensland (SEQ)</b>	BCC Brisbane City Council GCCC Gold Coast City Council ICC Ipswich City Council LVRC Lockyer Valley Regional Council LCC Logan City Council MBRC Moreton Bay Regional Council NSC Noosa Shire Council RCC Redland City Council SRRC Scenic Rim Regional Council SRC Somerset Regional Council SCRC Sunshine Coast Regional Council



Disclaimer:  
This map has been prepared by the Dept of Community Safety.  
Other users may verify whether this is accurate and suitable for their purposes.  
The Queensland Reconstruction Authority does not warrant the accuracy or  
reliability when the use of or reliance on this map.

### Local Government Areas and QldRA Reporting Regions

Scale at A4: 1:6,700,000

**Legend**

- Far North Queensland
- North Queensland
- Central Queensland
- Southern Queensland
- South East Queensland
- Local Government Areas

As at 5/02/2014

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