

QUEENSLAND RECONSTRUCTION AUTHORITY

Monthly Report

August 2013

A decorative graphic in the bottom right corner of the page, consisting of several overlapping, radiating lines in various shades of maroon and red, creating a sense of 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 August 2013 Monthly Report – the 30th report to the Board of the Queensland Reconstruction Authority (the Authority).

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

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

The Authority continues to monitor the progress of reconstruction and provide the resourcing and support necessary to build the momentum of reconstruction and enhance the resilience of communities for potential disasters. Whilst maintaining focus on the entire program, the Authority's current priorities are on progressing the remaining program of works from the 2011 and 2012 disaster periods, fast-track the progress to reconstruction works from the recent 2013 events and assisting councils and State agencies close out their completed works for the 2010 disaster period.

The August report is provided following completion of the Authority's June 2013 review of damages estimates. The review is undertaken on a regular basis and involved a complete review of the program of each local government authority (LGA) and State agency for works arising from disaster events managed by the Authority. Following completion of the review, the Authority's total program of works has now been revised to \$14.0 billion.

The August report provides an update on the progress of the program of works managed by the Authority:

- a cumulative value of \$14.9 billion in submissions have been received by the Authority to 5 August 2013, representing an increase of \$0.4 billion since last month
- a cumulative total of \$12.1 billion has been processed by the Authority to 5 August 2013 representing an increase of \$0.5 billion since last month
- a cumulative value of \$8.7 billion of the works program is in progress or has been delivered by delivery agents as at 30 June 2013.

The August report also provides an update on the \$80 million jointly funded program for Betterment projects open to LGAs affected by the 2013 events. The Betterment fund was announced in February 2013 for the restoration or replacement of essential public assets to a more disaster resilient standard than their pre-disaster standard. The August report profiles one of the recently approved Betterment projects - One Mile Bridge (Ipswich Regional Council).

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

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

Yours sincerely



Graeme Newton
Chief Executive Officer
Queensland Reconstruction Authority

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Section one:
Introduction



1.0 Introduction

1.1 Background

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

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

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

1.2 Purpose

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

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

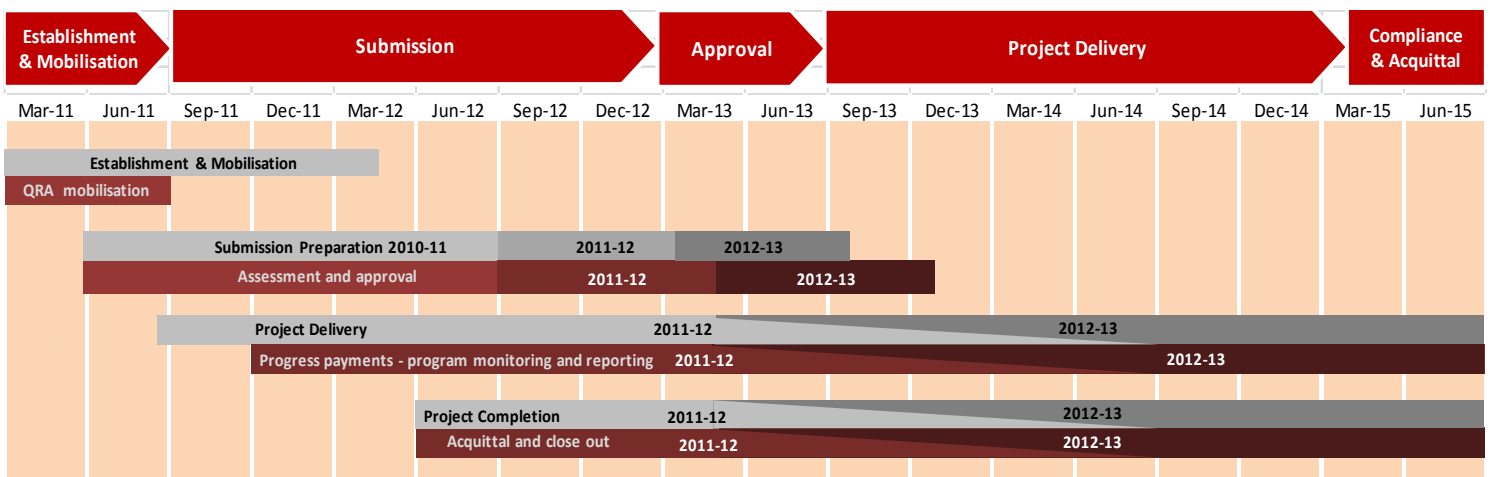
The Authority operates with reference to recovery and reconstruction plans established by the State in response to the 2011 disaster events and more recently following Tropical Cyclone Oswald. The Queensland 2013 Flood Recovery Plan (Recovery Plan), approved on 25 February 2013, provides strategic guidance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

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

1.3 Timing

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 over the next 12 months. Concurrently, the Authority is focused on accelerating the submission and application approval process for the recent 2013 events with a view to fast-tracking 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 assisting delivery agents with the reporting of final expenditure and close out of the completed program of works for 2010 events.



Source: the Authority at February 2013

Section two:
Disaster Assistance

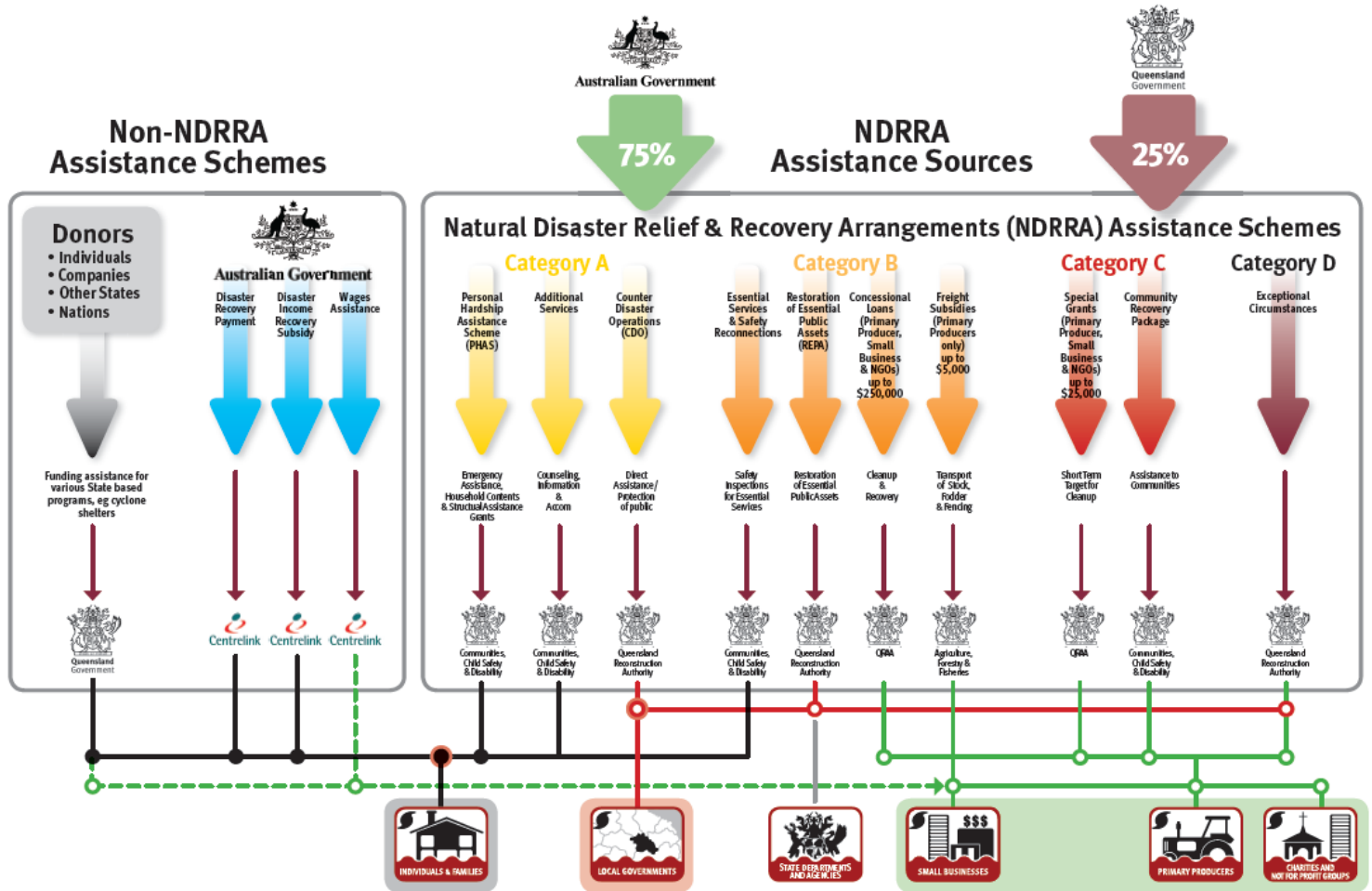


2.0 Disaster Assistance

2.1 Queensland Disaster Assistance Framework

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

Figure 2.1.1 Queensland Disaster Assistance Framework



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

Disaster events managed by the Authority

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

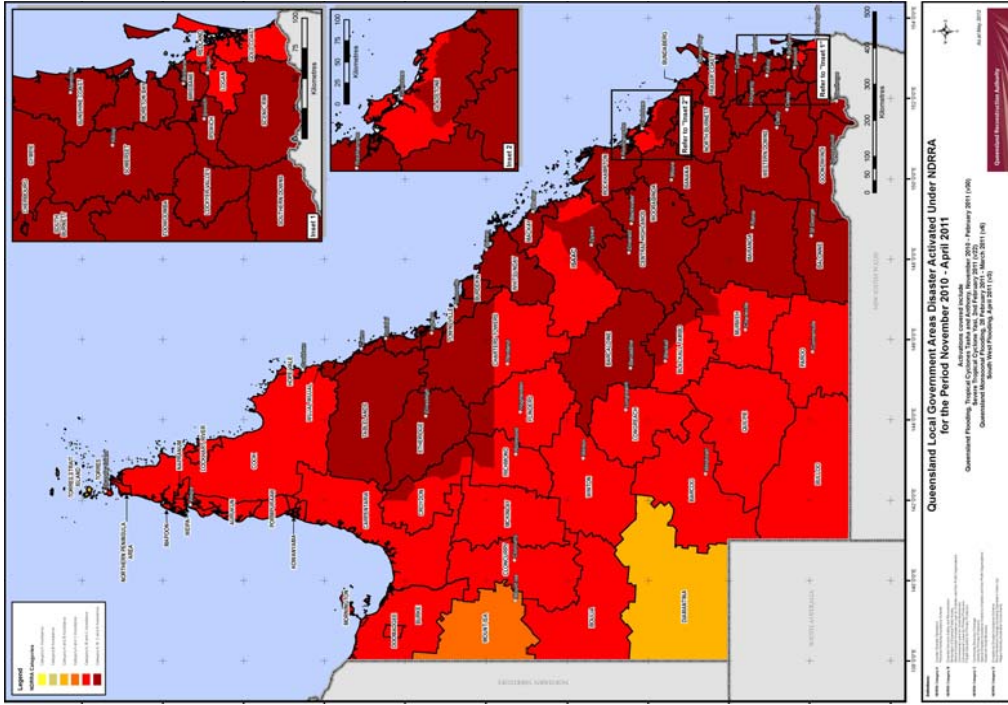
This report includes references to event periods described as follows:

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

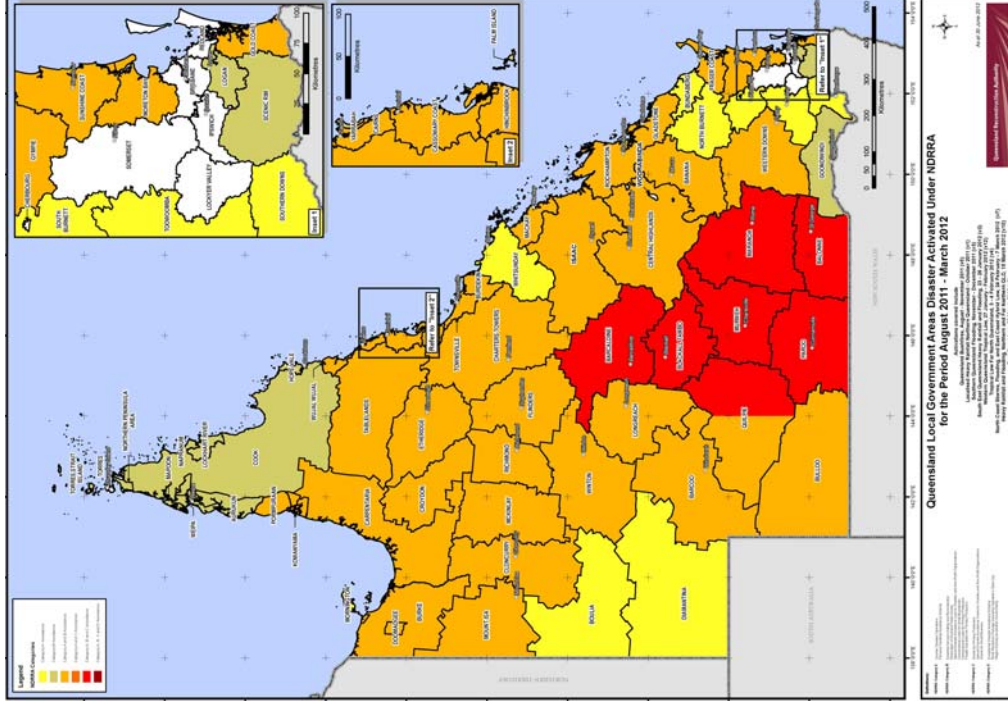
2.2 Disaster assistance by event period

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

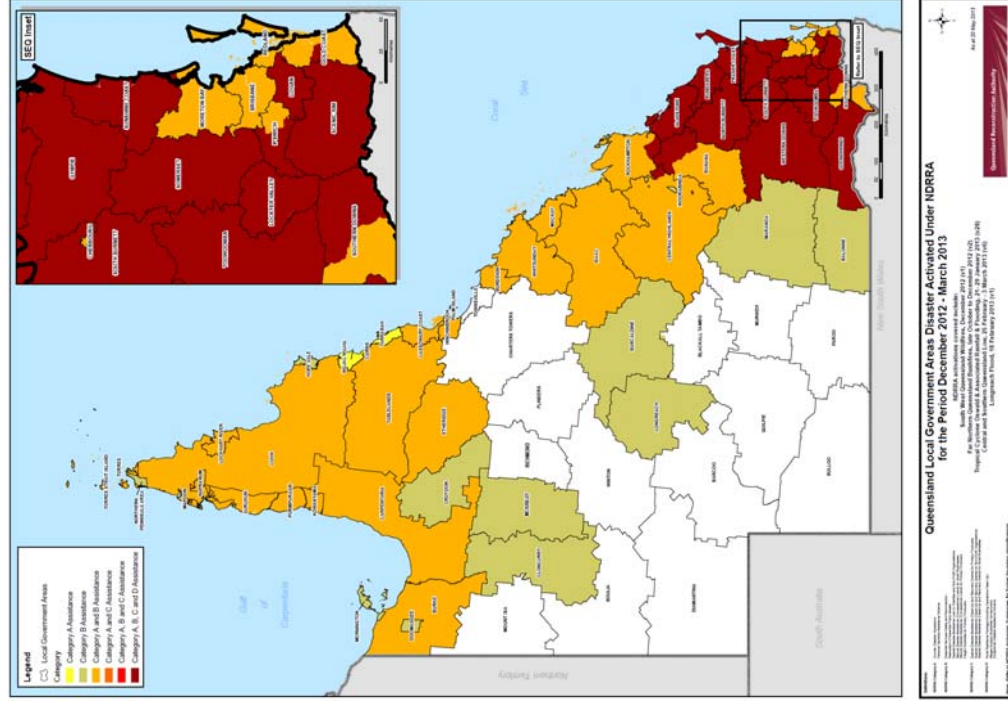
Map 1 - LGAs disaster activated under NDRRA for 2010-2011 events



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



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



* Different funding periods exist for each Category type.

2.3 Additional assistance measures

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

2.3.1 Betterment fund

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

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

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

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

2.3.2 Other assistance measures

Tropical Cyclone Oswald

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

- **Community Recovery Package - \$5 million** - Funding for community development officers in the hardest hit communities of Bundaberg and North Burnett, support for mental health services and a flexible fund that assists communities to implement engagement and development activities.
- **Clean Up and Recovery program - \$10 million** - Program to assist primary producers to clear debris and restore fencing in the worst affected areas; to maintain workers while income generating activities are reduced and to clear debris from watercourse that poses a hazard to downstream infrastructure and activities.
- **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.

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: Framing the Challenge



3.0 Framing the Challenge

3.1 Events managed by the Authority

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

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

2012-2013 natural disaster events managed by the Authority:

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

2011-2012 natural disaster events managed by the Authority:

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

2010-2011 natural disaster events managed by the Authority:

- Queensland Flooding and Tropical Cyclones Tasha and Anthony, November 2010 to February 2011*
- Severe Tropical Cyclone Yasi on 2 February 2011*
- Queensland Monsoonal Flooding Event, 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.

* 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).

3.2 Queensland 2013 Flood Recovery Plan

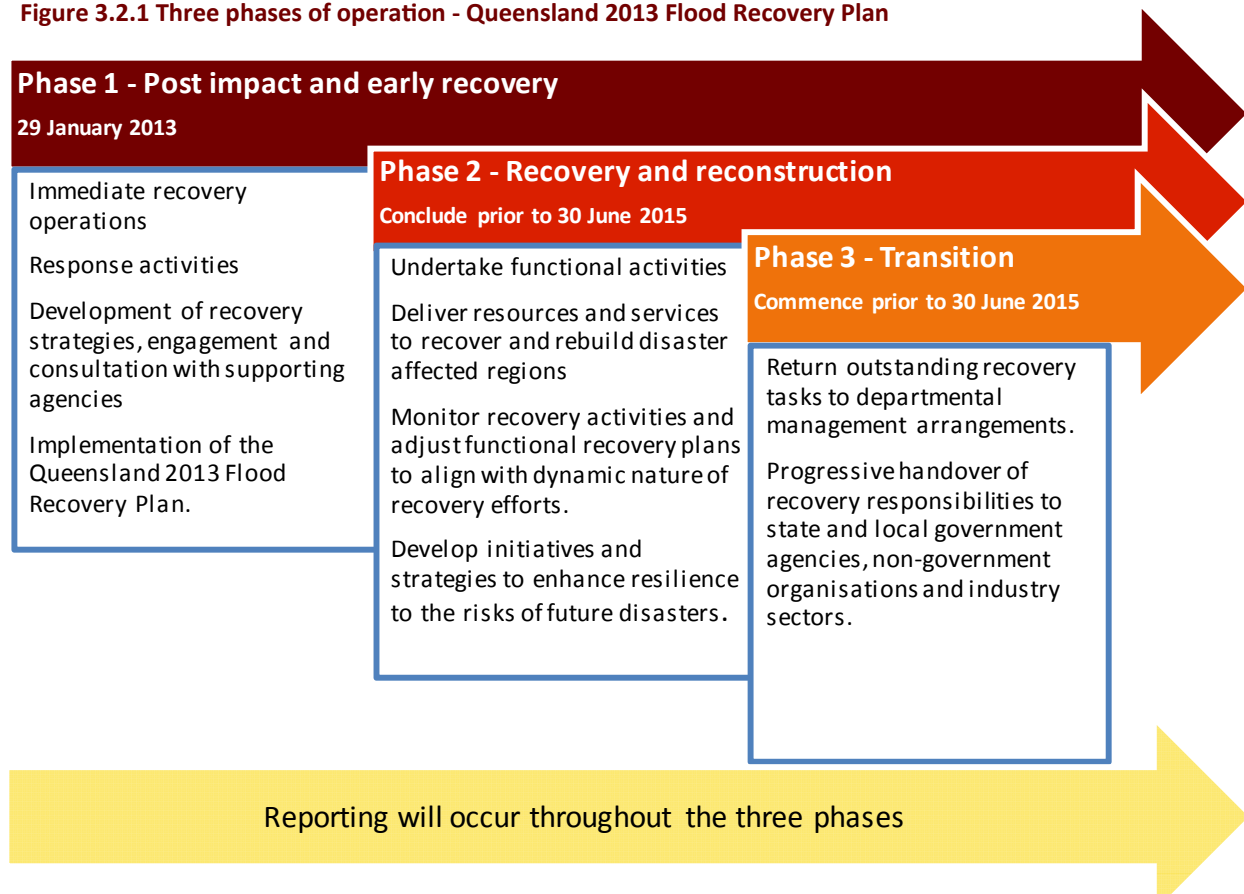
The Recovery Plan has been prepared to set the framework for the recovery from the flood and damage impacts of Tropical Cyclone Oswald. The aim of the plan is to assist affected communities to get back on their feet as quickly as possible while ensuring the effective and efficient employment of limited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

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

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

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

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



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

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

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

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

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

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

3.3 Functional Recovery Groups

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

3.3.1 Human and social

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

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

Human and social	Metric	Status
1. All Essential Household Contents Grant (EHCG) applications assessed and paid when eligible	Number of grant applications	4,622
	Number of grant applications assessed	4,622
	Number of grant applications assessed as payable and paid	3,538
2. All Structural Assistance Grant (SAG) applications assessed	Number of grant applications	725
	Number of grant applications under assessment or awaiting additional information	104
	Number of grant applications assessed as payable and paid	304
3. All Essential Services Safety and Reconnection Scheme Grant (ESSRSG) applications paid when eligible	Number of grant applications	409
	Number of grant applications under assessment or awaiting additional information	94
	Number of grant applications assessed as payable	185
	Number of grants paid	185
4. Communities are supported by additional ‘counselling, other’ services	Number of new clients receiving support from NDRRA funded services	See below
	Number of hours of service provision by NDRRA funded services	See below
5. All displaced households seeking housing assistance are assessed for housing need and referred to appropriate housing services.	Number of displaced households seeking housing assistance	652
	Number of households assisted	652
	Number of applications under assessment	0

Personal Hardship Assistance Schemes (PHAS)

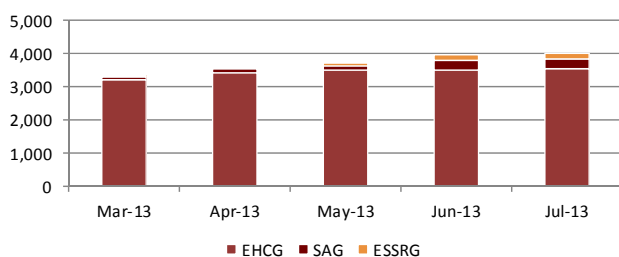
PHAS comprises EHCG, SAG and ESSRG.

At 31 July 2013, 5,756 applications have been received across the three categories of PHAS. Of these:

- 4,027 have been assessed as payable—refer **Figure 3.3.1.1**
- 198 are under assessment or unable to be processed until supporting documentation is received from the applicant.

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

Figure 3.3.1.1 Number of PHAS applications assessed as payable



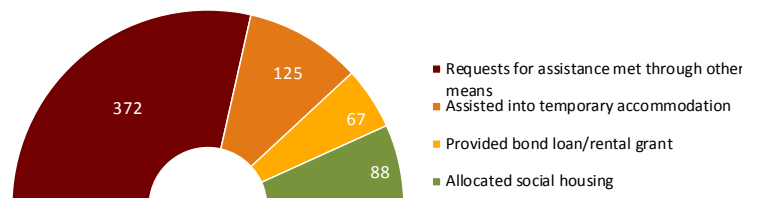
Counselling and other services

The Personal Support Program, part of the \$5 million Community Recovery Package for Bundaberg and North Burnett, commenced on 29 July 2013. The program, to be delivered by UnitingCare Community, will help individuals and families make decisions to affect their own recovery. Until the program commenced, additional Category A funded counselling services were made available in affected communities.

Displaced households

Figure 3.3.1.2 shows 652 applications were received from displaced households seeking housing assistance. Of these, 280 households have been assisted into temporary accommodation and the remaining 372 requests have been met through other means (alternate housing solution found, returned to own home, insurance company assisting). No requests are outstanding. Emergency housing assistance requests are no longer being completed and all new enquiries are now being assessed as normal business.

Figure 3.3.1.2 Displaced households seeking assistance



(Source: DLGCRR at 31 July 2013)

3.3.2 Economic

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

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

Economic	Metric	Status
1. Coal exports (Coal Export Tonnage)	Data is sourced from the monthly Queensland Coal Transport Report. This report provides an overview of Queensland coal exports and coal transport system performance.	Queensland coal export throughput in June 2013 totalled 18.1Mt, an increase of 9% on May 2013, and a 30% increase on June 2012. To 30 June 2013, 2012-13 coal exports totalled 180.2Mt, a 9% increase on the same period in 2011-12. This is a state-wide measure and so can only be used as a broad indicator of overall health of the economy, rather than reflecting the recovery of specific regional industries. However, the current figures can be considered to represent a solid recovery.
2. NDRRA Financial assistance	Categories and amount of funding approved	Range of Category C and Category D measures activated to alleviate distress due to the impact of Tropical Cyclone Oswald - see Section 2.3 . Cat B loan approvals: - \$1.89M to 21 primary producers - \$0.25M to 4 small business Cat C grant approvals: - \$7.58M to 759 small businesses - \$25.89M to 2,973 primary producers - \$1.05M to 109 non-profit organisations Cat D loan-grant approvals: - \$7.53M to 25 primary producers - \$1.62M to 3 businesses - \$1.66M to 4 small businesses. See Figure 3.3.2.1

Economic Recovery Initiatives

The Local Government Traineeship Strategy, being delivered by the Local Government Association of Queensland (LGAQ), is underway with a total of 25 affected councils allocated with 120 traineeship positions. Trainees must commence by no later than 31 December 2013. To date, 16 trainees have commenced with Brisbane City Council (6); Bundaberg Regional Council (5); Gympie Regional Council (1); and Sunshine Coast Regional Council (4).

Mentoring for Recovery workshops, aimed at assisting businesses with advice on financial assistance available and strategies for recovery, have been held in Gympie, Bundaberg, Fraser Coast and North Burnett and are scheduled for a second series for Gympie.

Funding of \$30,000 has been committed to enable Bundaberg and North Burnett Regional Councils to undertake a study to understand the economic impact of the floods. The consultant has been engaged and the secondary data survey is currently open for public response.

A Temporary Local Planning Instrument (TLPI) Burnett River interim flood response has been developed in conjunction with the State and has now been adopted by Bundaberg Regional Council with information available on the Council website. North Burnett Regional Council's TLPI is currently being drafted.

Tourism

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

(Source: DLGCR at 31 July 2013)

Primary producers, rural and small businesses

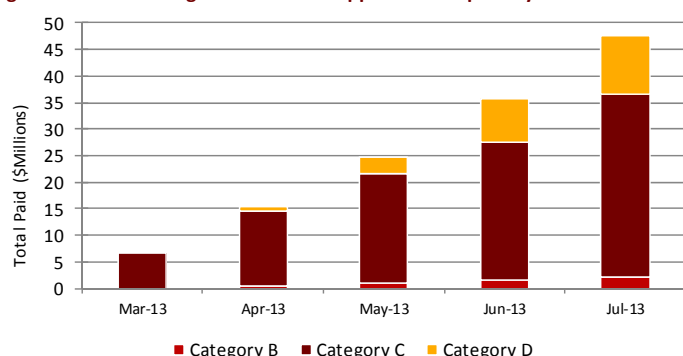
The State has hosted a number of Regional Recovery workshops to provide information to affected landholders on how to bring their paddocks back to production as soon as possible. 238 primary producers have participated in these workshops and an additional 365 primary producers have attended one of three mobile offices.

Under NDRRA Category D measures, 17 Industry Recovery Officers (IRO) are working through the Queensland Farmers' Federation to help impacted primary producers and businesses across seven industry groups with their recovery planning, including the recent appointment of a fishing and tourism industries IRO. In addition, two financial advisors have been appointed to provide financial advice to affected rural businesses and primary producers to assist with recovery.

NDRRA financial assistance

As set out in the table above and **Figure 3.3.2.1** below, \$47.5 million of NDRRA Category B, C and D grants and loans has been provided to 3019 primary producers, 770 business and small businesses and 109 non-profit organisations.

Figure 3.3.2.1 NDRRA grants and loans approved –Tropical Cyclone Oswald



3.3.3 Environment

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

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

Environment	Metric	Status
1. National parks	National parks affected by this event to re-open for conservation management	266 (45%) affected 265 recovered or partially opened
2. Sewage treatment and water supply	Sewage treatment plants (STP) and water treatment plants (WTP) affected by this event return to compliance with their relevant environmental authorities	122 affected 122 recovered
3. Mining operations	Mining operations affected by this event return to compliance with their relevant environmental authorities.	35 have conducted mine water releases 35 have returned to compliance*

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

1. National parks

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

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

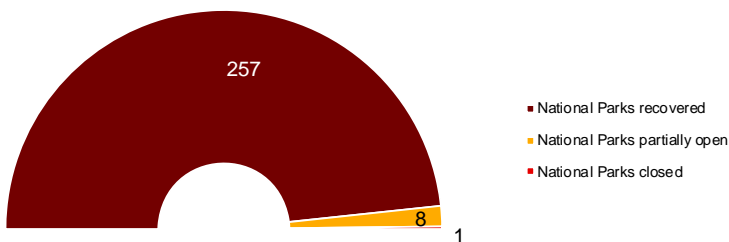
At 31 July 2013:

- 258 (97%) protected areas have been recovered
- 7 (3%) protected areas have been partially opened
- only one protected areas remain closed or is inaccessible.

Figure 3.3.3.1

Repairs at the Glen Rock State Forest, the park that remains closed, are complete but is restricted from reopening by local road closures. Queensland Parks and Wildlife Service staff are continuing to liaise with council officers as to proposed timeframes for reopening.

Figure 3.3.3.1 Affected national parks



2. Sewage treatment and water supply

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

3. Mining operations

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

All Temporary Emissions Licences issues have now expired, with all mining operations reverting back to operating under their environmental authorities.

Clean-up and recovery program

On-farm productivity contracts and environmental recovery contracts to the value of \$14.5 million were executed prior to 30 June 2013.

Remaining funding will be contracted and spent in 2013-14 and 2014-15 financial years.



Above: Rangers remove massive trees from Freshwater Road, Cooloola, Great Sandy National Park.

(Source: DLGCR at 31 July 2013)

3.3.4 Building

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

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

Building	Metric	Status
1. Provision of immediate and longer-term temporary accommodation	Timely procurement of adequate numbers of accommodation units	On track see below
	Number of displaced households seeking housing assistance	On track see below
	Number of households assisted into temporary accommodation	On track see below
2. Provision of assistance and advice to building client agencies to support the repair and restoration of State public buildings	Number of significantly affected State public buildings and extent of damage ¹	99
	Number of significantly affected State public buildings repaired/restored to service ²	99
	Significantly affected State public buildings with repairs in progress	16
3. Provision of building advice and information to support the community in its recovery	Building Services Authority (BSA) website updated with factsheets relevant to natural disaster recovery	On track see below
	Regular status updates by Industry Associations to Building Recovery Group (BRG) Sub Committee	On track see below
4. Provision of advice to the recovery supply chain including contractors, subcontractors and material suppliers	Regular status updates by Industry Associations to BRG Sub Committee	Complete. No further activity required
5. Participation in future planning forums and discussion panels	Regular status updates by Industry Associations to BRG Sub Committee	Complete. No further activity required

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

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

1. Provision of immediate and longer-term temporary accommodation

The number of displaced households seeking housing assistance is covered in the **Human and Social** section.

Immediate accommodation provided consisted of two fully serviced camps (340 beds) established in the week commencing 27 January 2013. Both camps were closed by 13 March 2013.

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

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

All residents temporarily housed at the Finemore Caravan Park have now been rehoused, and work to remove the modular units has been completed.

Temporary housing in Mundubbera and Gayndah is expected to be required for a further 4 to 6 months to as there are limited alternative accommodation options.

2. Provision of assistance and advice to building client agencies

At 26 June 2013, there were 99 significantly affected State public buildings and all 99 had been restored to service (are operational or operating from temporary accommodation) with nine currently having repairs in progress.

3. Provision of building advice and information

Activities of the BSA have returned to business as usual with requests for information, guidance or support now channelled to relevant staff members within BSA for action.

4. Provision of advice to recovery supply chain

Regular status updates have been provided by industry representatives from BSA, Queensland Master Builders Association (QMBA), Housing Industry Association (HIA) and Insurance Council of Australia (ICA). No further activity required.

(Source: DLGCR at 31 July 2013)

3.3.5 Roads and transport

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

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

Roads and Transport	Metric	Status
1. Damaged state-controlled roads to be reconstructed (kms)	Total length of damaged roads (kms)	620 kms
	Total length of damaged roads under reconstruction (kms)	19 kms
	Total length of damaged roads reconstructed (kms)	19 kms
2. Kms of rail line Impacted/damaged rail line	Total length of impacted/damaged lines (kms & %)	3,100 kms (43%)
	Total length of impacted/damaged rail line recovered (kms)	3,100 kms

1. Damaged State controlled roads

The status of DTMR's recovery and reconstruction program (inclusive of 2010 to 2013 event works) is discussed in further detail in **Section 5.2 Progress of State-controlled roads and highways**.

DTMR has completed its road recovery phase, clearing, repairing and reopening roads affected by the three natural disaster events since January 2013.

Under DTMR's reconstruction program, reconstruction of 19km of roads damaged by Tropical Cyclone Oswald has been completed and an additional 19km is under construction—refer **Figure 3.3.5.1**.

Key reconstruction work projects underway are set out opposite.

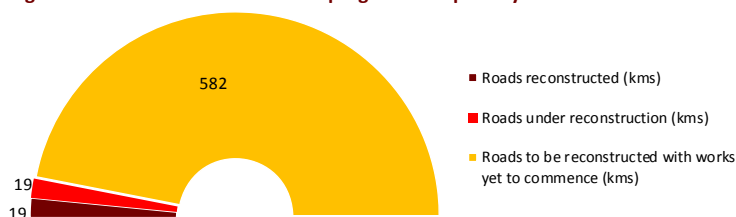
2. Rail network

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

Key reconstruction works underway

- **Burnett Highway, Mt Morgan Range**—reconstruction works following 35 cut/fill slips started in May 2013 and is scheduled for completion in mid-December 2013, weather permitting.
- **Mt Sylvia Road, Lockyer Valley**—following recovery works after the road was washed away, reconstruction works commenced in July 2013. Works were completed on a number of sidetracks during the month (refer Section 6.7 for additional information)
- **Warrego Highway, Jondaryan to Dalby**—pavement testing is now complete and detailed designs are being progressed following pavement failures as a result of the 2013 events. Reconstruction works are intended to be delivered as an extension to existing NDRRA works underway on this section of the highway
- **Burnett Highway, Ban Ban Springs to Monto**—interim recovery works have returned the full road to normal operating conditions. Further reconstruction work is scheduled to commence in early 2014
- **Bruce Highway, Maryborough to Gin Gin**—interim recovery works have returned the full road to normal operating conditions. Embankment slip at Tim Fischer Bridge is stable and being monitored. Further reconstruction work is scheduled to start late 2013.

Figure 3.3.5.1 Roads reconstruction program—Tropical Cyclone Oswald event



(Source: DLGCRR 31 July 2013)

Section four:

Program Status



4.0 Program Status

4.1 Recent developments

Since the last report, there have been no additional disaster event activations declared for NDRRA financial assistance.

With a deadline of 30 June 2013 for delivery agents to incur NDRRA-eligible expenditure on works arising from the 2010 disaster period, the Authority was active in the period leading up to this date assisting delivery agents with residual 2010 works complete their programs. With this period now passed, delivery agents are focused on delivery of the remaining program of works.

Since the last report, the Authority has completed its regular review of damage estimates, which involved a complete review of the program of each LGA and State agency for works arising from disaster events managed by the Authority. Further details are provided in Section 4.2 below.

4.2 Combined program status

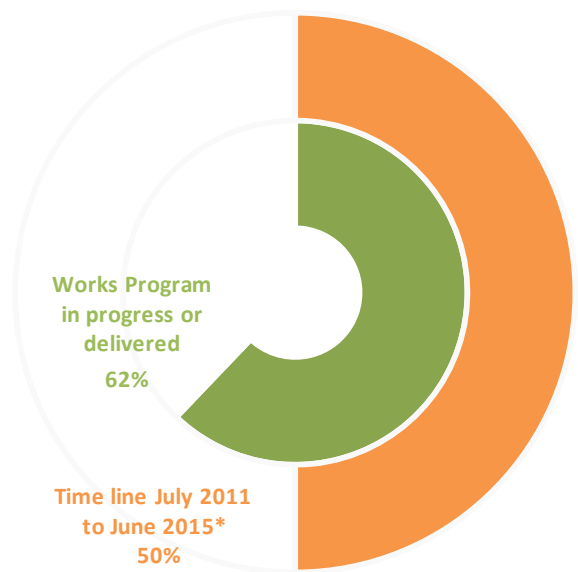
Following completion of the Authority's regular quarterly review process at June 2013, the program of works for all events actively managed by the Authority (2009 to 2013) has been revised to \$14.0 billion.

The program estimate has been revised from the previous estimate of \$14.5 billion. During the current review, there have been updates to delivery estimates, elimination of overlaps and other influencing factors, resulting in a reduction in the estimate for 2011 and 2012 events. Following this review, the estimated cost of the damage from the events of early 2013 is more than \$2.4 billion and the cost of the 2010-2011 and 2012 events are estimated to be \$7.0 billion and \$1.9 billion respectively. Ahead of reporting of final expenditure and close out of the relevant programs, the final cost of works for the 2009 and 2010 events is estimated to be over \$2.7 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 \$14.9 billion in submissions have been received by the Authority to 5 August 2013, representing an increase of \$0.4 billion since last month
- a cumulative total of \$12.1 billion has been processed by the Authority to 5 August 2013 representing an increase of \$0.5 billion since last month
- a cumulative value of \$8.7 billion of the works program is in progress or has been delivered by delivery agents as at 30 June 2013
- funding acquitted for individuals, small business, primary producers and non-profit organisations amounts to \$486.9 million.

Figure 4.2.1 Combined program progress



4.3 Looking forward

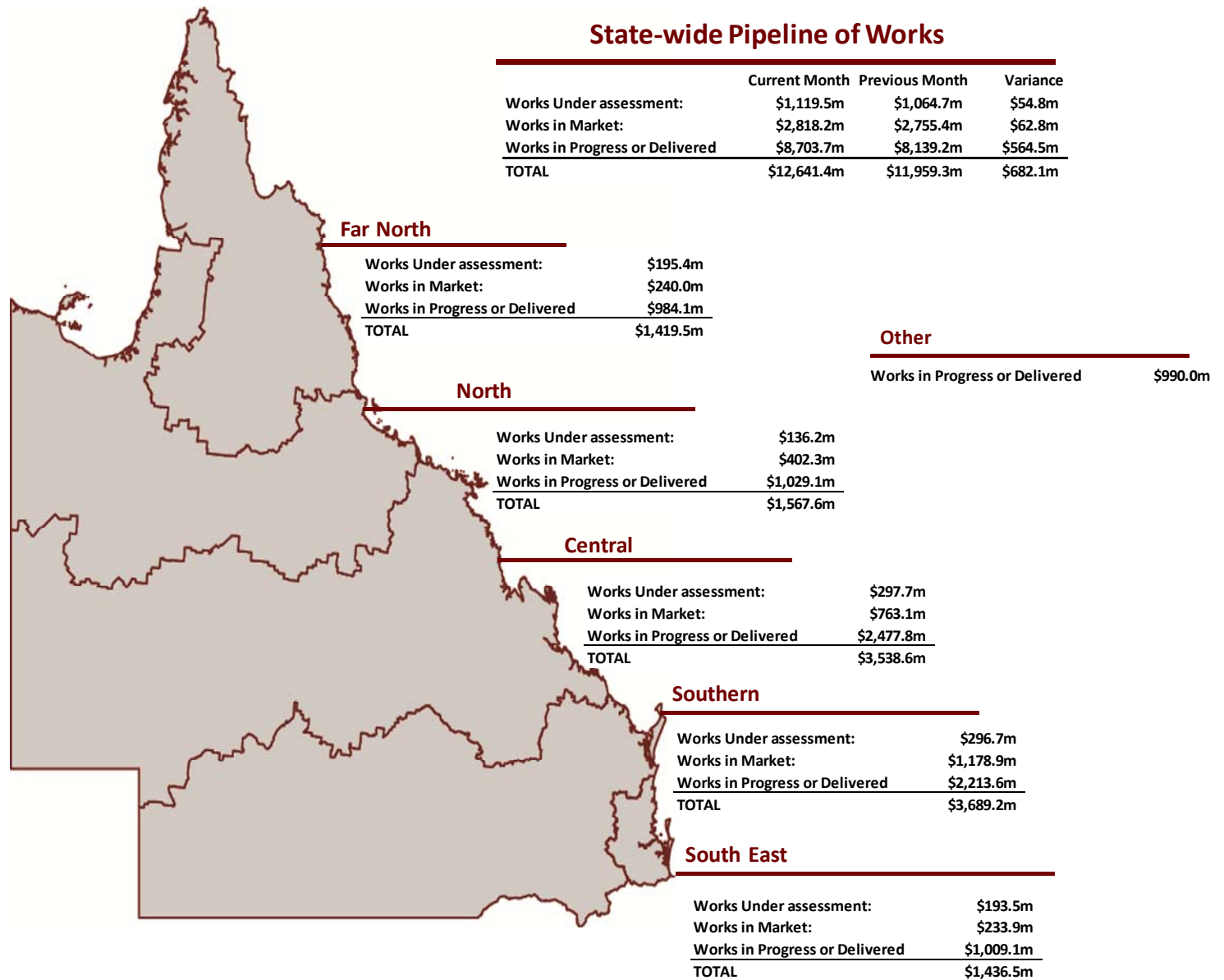
As noted above, the Authority's priorities are focused on assisting councils and State agencies to progress their remaining program of works from the 2011 and 2012 disaster periods, with the bulk of the reconstruction work occurring over the next 12 months. Concurrently, the Authority is focused on accelerating the submission and application approval process for the recent 2013 events with a view to fast-tracking the 2013 program of works into project delivery phase as soon as practicable.

As the period to deliver works for the 2010 disaster period concluded on 30 June 2013, the Authority is assisting delivery agents with the reporting of final expenditure and close out of the completed program of works for 2010 events.

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

4.4 State-wide pipeline of works

The Pipeline of works for all events actively managed by the Authority (2009 to 2013) has an estimated program value of \$14.0 billion, the status of which is set out below.



Source: the Authority - 30 June 2013 NDRRA Review & 5 August 2013

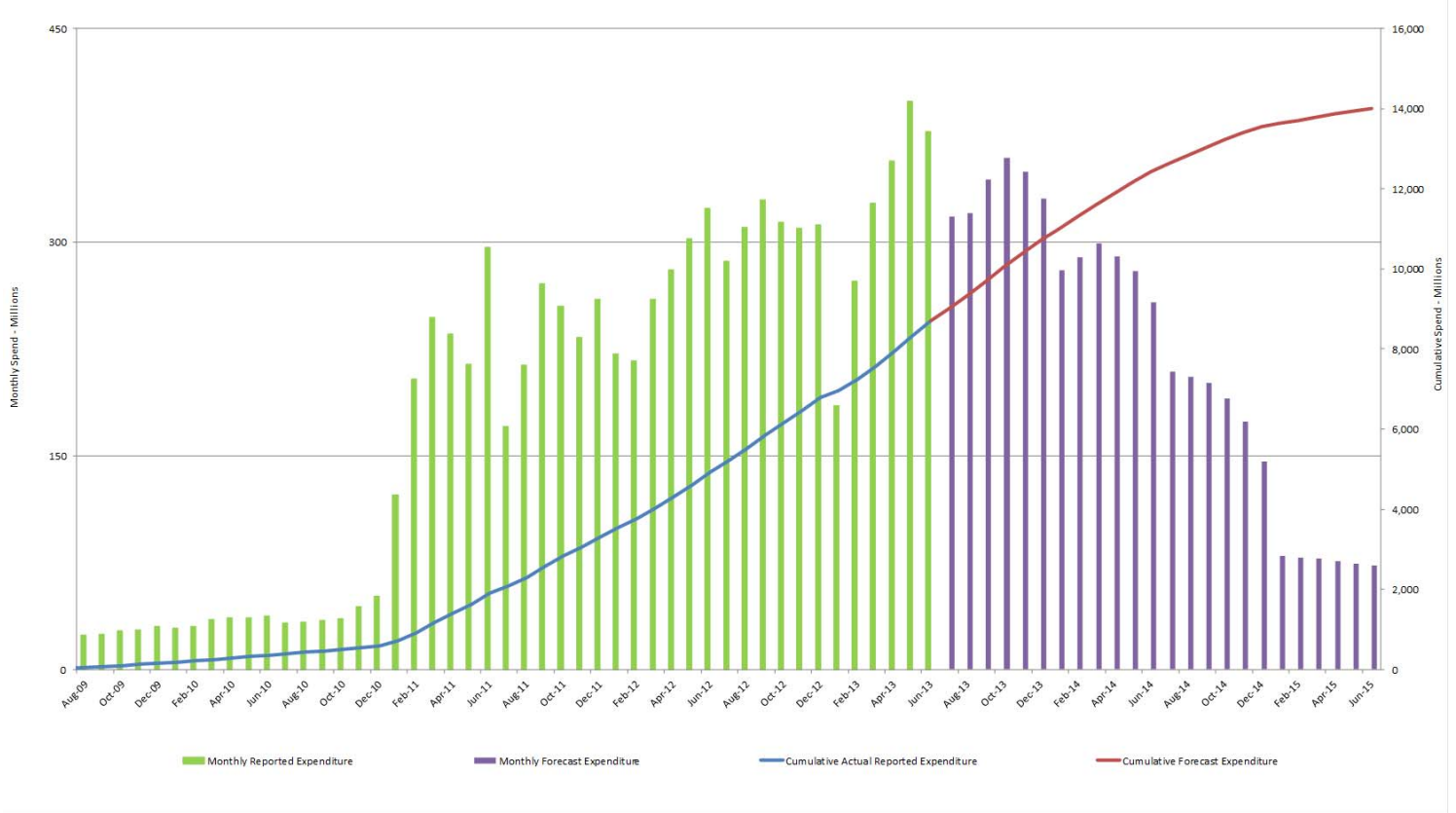
Pipeline of Works Definitions

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

4.5 Program of works expenditure

The figures below represents the monthly expenditure and estimated costs on a combined basis for all events managed by the Authority.

Figure 4.5.1 Combined Program of Works—monthly expenditure



Source: the Authority - 30 June 2013 NDRRA Review & 5 August 2013

4.6 Betterment fund status

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

Status

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

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

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

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

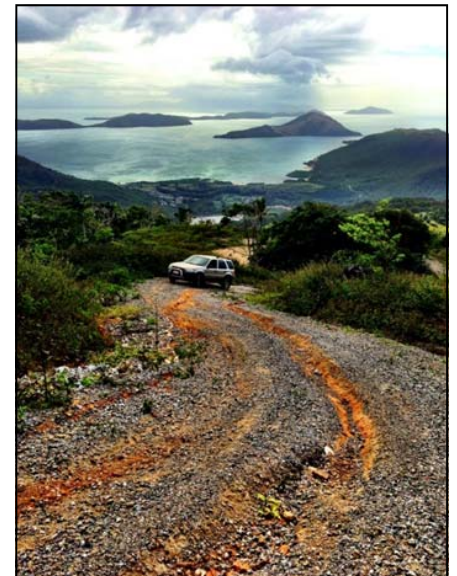
Under the Betterment Framework, in addition to the normal NDRRA submission assessment process, the Authority is considering the financial and non-financial benefits of the betterment proposal such as possible prior damage, loss of availability and its impact on economic or social factors of the community.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

Approvals

As at 5 August 2013, 28 projects with a Betterment component have been approved. These projects have an estimated total cost of more than \$21.0 million comprising approximately \$10.4 million in reconstruction costs, \$9.1 million in Betterment funding and Council contributions of \$1.5 million. Of these, 12 projects were approved since the last report including:

- Comiskey Road (Burdekin Regional Council)
- Cherbourg Road and Cherbourg Water Abstraction Station (Cherbourg Aboriginal Shire Council)
- Oyster Creek Road (Gladstone Regional Council)
- One Mile Bridge (Ipswich City Council)
- Caffey Connection Road and Dairy Bridge (Lockyer Valley Regional Council)
- Monto Sewerage Recycling plant (North Burnett Regional Council)
- Upper Mt Bentley Road (Palm Island Aboriginal Shire Council)
- Heading Road, Pound St and Geritz Rd (South Burnett Regional Council).

A profile of the One Mile Bridge Betterment project is provided over the page.



Above: Damage to Upper Bentley Road (Palm Island Aboriginal Shire Council)



Above: Extensive pavement damage on Pound Street, Kingaroy (South Burnett Regional Council)



Above: Damage to Dairy Bridge (Lockyer Valley Regional Council)

Source: the Authority at 31 July 2013

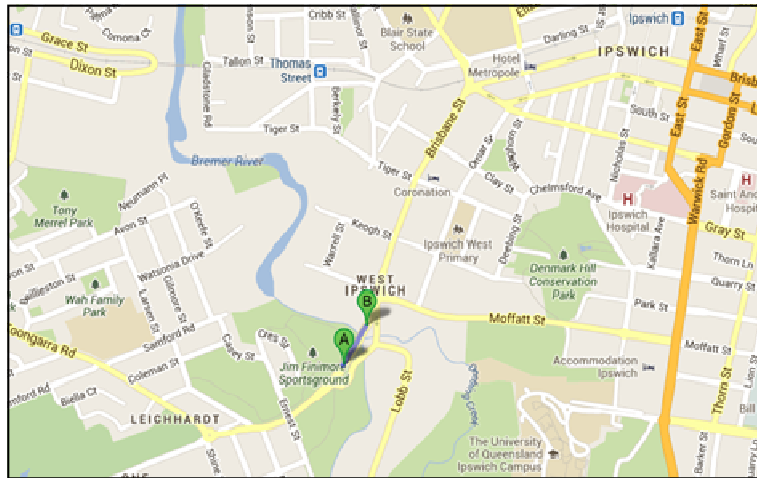
4.6 Betterment fund status (continued)

Feature betterment project: Ipswich City Council One Mile Bridge

One Mile Bridge across the Bremer River in Ipswich 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 also provides secondary access to the RAAF base at Amberley. The bridge is the key transport link for the central to western areas of the city and when closed, has major flow-on impacts. This congestion is not only experienced on local roads but also greatly impacts the Warrego Highway.

One Mile Bridge was damaged in 2009, 2011 and again in 2013, impacting significantly on the local community. The January 2013 event caused embankment scouring, undermining of the bridge's wing-walls, pavement scouring and damage to kerbs, barriers, and drainage systems.



Above: One Mile Bridge locality map

Council's Betterment proposal for One Mile Bridge involves an upgrade to the drainage and embankment protection and the replacement of the existing bitumen with a concrete pavement to provide increased resilience following repeated damage in previous flood events. The scope of betterment works 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.

The Betterment works are expected to increase the flood immunity and resilience of the bridge, therefore reducing the potential for damage and time required for the asset to be repaired after a disaster. The works will increase safety due to enhanced accessibility for evacuation and emergency services during and after an event. Businesses in the surrounding economic hub will also benefit by being able to return to normal operations more quickly after an event.

The Betterment works will be conducted in conjunction with the restoration works required from the 2013 events. The estimated cost of completing the project is \$3.9 million comprising approximately \$1.5 million in reconstruction costs, \$1.9 million in Betterment funding and Council contribution of \$500,000.



Above: Damage to One Mile Bridge following 2013 flooding

4.7 Iconic projects in reconstructing Queensland*

Project	Value (\$m)	Description	Status
Palm Island seawall	\$12.3	<p>The Palm Island foreshore provides the focal point for the island's community. It is the location of culturally significant landmarks and memorials as well as the island's community facilities. The seawall in Challenger Bay provides wave dissipation and erosion mitigation.</p> <p>Damage to the seawall occurred as a result of Cyclone Yasi in February 2011.</p>	<p>Design of the seawall is 95% complete, and has been endorsed by Council.</p> <p>Council have advertised for tenders, and completed a compulsory site inspection for tenderers. Tender review will be undertaken late August 2013. Completion is expected in early 2014.</p>



Above : Damage to sections of Palm Island the seawall following Tropical Cyclone Yasi.

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 foundation which is more flood-resilient. It will feature 24 hour lighting, separate pedestrian and cyclist paths and shaded rest areas. The design also included a rotating opening span to allow for the passage of vessels to and from moorings. The new alignment will take users further out into the river for most of the walkway to improve the river experience and increase privacy for residents.</p> <p>Funding for the project is being provided through special (Category D) funding under NDRRA arrangements.</p>	<p>The detailed design of the new walkway was completed in December 2012 and 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. The barge will remain in place for the nine months it is expected to undertake the piling works.</p> <p>Completion of the Riverwalk is expected by June 2014, weather permitting.</p> <p>Work begins on Riverwalk Mark II Andrew MacDonnell</p> <p>A 200-TONNE work barge hoists moored within the cross-face of the riverwalk, 24 hour lighting, separated pedestrian and cycle lanes, and shaded rest areas.</p> <p>More than two years after the project finished, walking footpaths were in what would be the final 1.5m above mean sea level. The length of the new walkway is 850 metres. The project is expected to be completed in late 2014.</p> <p>The structure was used by about 3000 pedestrians and cyclists each day, but Lord Mayor Graham Quirk said he expected the new structure could be even more popular.</p> <p>The Howard Smith Wharves is the last but not the least of the riverfront. The new Riverwalk will feature a rotating span to allow access for</p> <p>spiritual leader (avoid the Howard Smith Wharves site), he said.</p> <p>"This all adds to the vitality of Brisbane."</p> <p>"It's about making sure that we have an environment, a city that offers a range of opportunities for our people and visitors to see why it is so special."</p> <p>It is also expected to be cheaper to maintain than the previous structure which cost about \$600,000 a year.</p> <p>The replacement walkway has been paid for with a three-year contribution from the Federal Government and one quarter from the state.</p> <p>Brisbane City Council is overseeing the project and John Holland Queensland is building it.</p>
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Above: BCC Riverwalk replacement - design alignment, CBD to New Farm.



Above: View from mid-length of new replacement Riverwalk.

(Images courtesy: www.brisbane.qld.gov.au)

Work begins on Riverwalk Mark II
Andrew MacDonnell

A 200-TONNE work barge hoists moored within the cross-face of the riverwalk, 24 hour lighting, separated pedestrian and cycle lanes, and shaded rest areas.

More than two years after the project finished, walking footpaths were in what would be the final 1.5m above mean sea level. The length of the new walkway is 850 metres. The project is expected to be completed in late 2014.

The structure was used by about 3000 pedestrians and cyclists each day, but Lord Mayor Graham Quirk said he expected the new structure could be even more popular.

The Howard Smith Wharves is the last but not the least of the riverfront. The new Riverwalk will feature a rotating span to allow access for

spiritual leader (avoid the Howard Smith Wharves site), he said.

"This all adds to the vitality of Brisbane."

"It's about making sure that we have an environment, a city that offers a range of opportunities for our people and visitors to see why it is so special."

It is also expected to be cheaper to maintain than the previous structure which cost about \$600,000 a year.

The replacement walkway has been paid for with a three-year contribution from the Federal Government and one quarter from the state.

Brisbane City Council is overseeing the project and John Holland Queensland is building it.

CHECK OUT HOW THE NEW RIVERWALK WILL LOOK

SAFE AS A BANK: The Riverwalk launching yesterday.
Above: Reporting of work commencing on Riverwalk, Courier Mail, 31 July 2013

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

4.7 Iconic projects in reconstructing Queensland (continued)

Project	Value (\$m)	Description	Status
Clump Point and Dunk Island Jetties (Cat D)	\$5.5	<p>Mission Beach and Dunk Island are tropical tourist destinations located between Cairns and Townsville. The two jetties provide the departure point to local resort islands and the Barrier Reef and are crucial for reviving the area's struggling tourism industry.</p> <p>Both jetties were severely damaged as a result of Cyclone Yasi in February 2011. \$5.5 million was provided for the restoration of the jetties as part of a \$15 million NDRRA exceptional circumstances package for the Cassowary Coast region.</p> <p>The new jetty at Clump Point is being built just south of the existing structure and will be 170m long and 5m wide to accommodate vehicular and pedestrian traffic. All major components are prefabricated off site and transported to site by truck for installation. The old Clump Point jetty will be demolished as part of the works.</p>	<p>Dunk Island jetty reached practical completion on 29 May 2013 when the jetty was handed over to Council. The jetty is now operational and available for use by the public.</p> <p>Old Clump Point jetty will be pulled down in August as the new jetty is completed, with dismantling of the wooden jetty possibly beginning in early August. Demolition is expected to take approximately 8 weeks.</p> <p>Completion of Clump Point jetty is expected in September 2013, weather permitting.</p>



Above: Completed works—Dunk Island jetty.



Above: Damage to Clump Point jetty.



Above: Progress of works on the new Clump Point jetty.

Mt Sylvania Road, Upper Tenthill, Gatton	\$6.8 recovery works	<p>Several locations on Mt Sylvania Road, including eight creek crossings, were significantly damaged due to extreme flooding in 2010 and 2011.</p> <p>Reconstruction of the first creek crossing began in November 2011 with four crossings completed in late 2012.</p> <p>During the Tropical Cyclone Oswald natural disaster event in early 2013, sections of Mount Sylvania Road and one reconstructed crossing were damaged by fast flowing floodwaters with the creek changing course from its pre-flood route.</p>	<p>Works on sidetracks at two locations (1 and 7) on Mt Sylvania Road were completed during July 2013.</p> <p>Reconstruction is scheduled for completion by July 2014, subject to weather.</p>
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Left: Sidetrack constructed at Location 7, Mt Sylvania Road, July 2013



Right: Excavation at Location 1, Mt Sylvania Road, July 2013

4.7 Iconic projects in reconstructing Queensland (continued)

Project	Value (\$m)	Description	Status
Cardwell foreshore (Cat D & Cat B)	\$36	<p>The Cardwell foreshore is an important infrastructure project in North Queensland that combines a range of projects intended to restore social, economic, transport and tourist infrastructure in a community that was severely impacted by Tropical Cyclone Yasi.</p> <p>Funding for the project is being provided as restoration of essential public assets (REPA - Category B) and through special (Category D) funding under NDRRA arrangements. Works at Cardwell will include: the reconstruction of a 1.4km two-lane section of the Bruce Highway known as Victoria Street; works on the foreshore, recreation, picnic, and pedestrian facilities; memorial; a roundabout and formal parking.</p> <p>Works to the Coral Sea Memorial and northern playground include dunal revegetation, landscaping installation and concrete pads to seating areas. Paths will also be constructed around the jetty playground and plaza. See Civil Pty Ltd has been awarded the contract for the Reconstructing Cardwell project.</p> <p>A number of community information sessions have been held and a shop front has been in place since August 2012 for access to information about the project.</p>	<p>Reconstruction of the Bruce Highway is almost complete, with only one section remaining.</p> <p>Finishing works continue south of the Jetty.</p> <p>Soft fall and shade sails are currently being installed around the play equipment on the foreshore.</p> <p>Construction commenced in August 2012 and completion is expected in late September 2013, subject to weather.</p>



Left and right : Installation of play equipment on Cardwell Foreshore, June 2013.



Bruce Highway, Maryborough to Gin Gin	\$4m	<p>During the 2013 natural disasters several areas of the section of the Bruce Highway between Maryborough and Gin Gin incurred pavement damage in addition to a substantial embankment slip at the Tim Fischer Bridge.</p> <p>The Highway was open with caution to all traffic within two weeks of the original flooding event.</p> <p>Recovery and reconstruction works to date have achieved an interim treatment to pavement defects and returned the full road to normal operating speeds.</p>	<p>The embankment slip is stable and is being monitored regularly to ensure site remains stable and safe.</p> <p>Further reconstruction is scheduled to commence late 2013 through to early 2014.</p> <p>Over the coming month geotechnical engineers will undertake detailed investigations to confirm the scope of treatment.</p>
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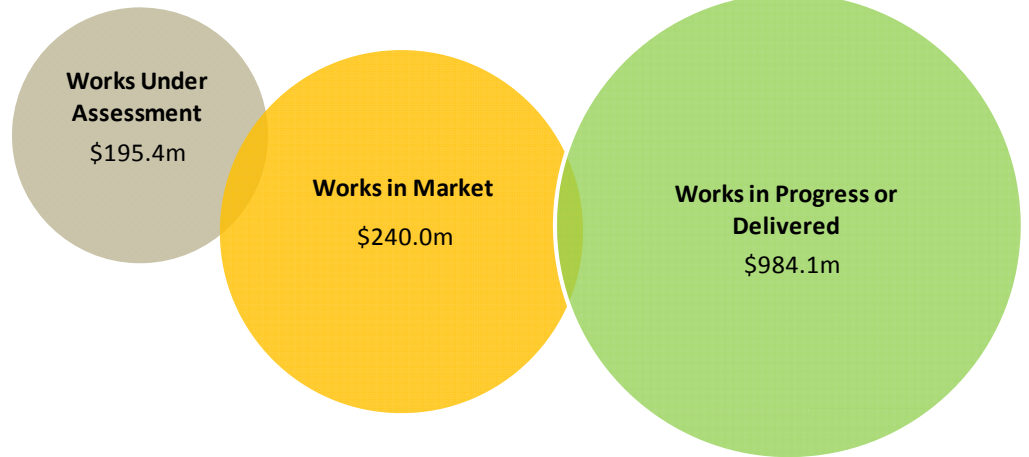
Above: Embankment slip at the Tim Fischer Bridge during Tropical Cyclone Oswald natural disaster event, Bruce Highway, Wide Bay/ Burnett Region

Section five: Progress Reports



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

5.1.1 Far North Queensland



Program status summary - Far North Queensland

Case example: Cassowary Coast Regional Council Dunk Island Day Visitor Area and Camp Ground

The Dunk Island day visitor area and camp ground is located on Dunk Island, a tropical tourist destination 4.5 km off the coast of Mission Beach, halfway between Cairns and Townsville. The 10 km² island forms part of the Family Islands National Park and is in the larger Great Barrier Reef World Heritage Area.

Along with the entire island, the camp ground was severely damaged by storm surges and cyclonic winds caused by Tropical Cyclone Yasi in early February 2011. Urgent repairs to the island's day visitor area and camp ground were needed to assist with the recovery of the tourism industry in the Mission Beach area following Tropical Cyclone Yasi.

Recovery works to the day visitor area and camp site included the repair and direct replacement of damaged facilities including the restoration of nine campsites, sewerage infrastructure, pedestrian pathways, amenities block and BBQ area.

The cost of the works was approximately \$275,000. Work commenced in July 2012 and was completed in May 2013.

The restoration of the day visitor area and camp ground has been completed at the same time as the adjacent Dunk Island Jetty, which was also damaged by Tropical Cyclone Yasi and reconstructed as part of the \$15 million Cassowary Coast Support Package.

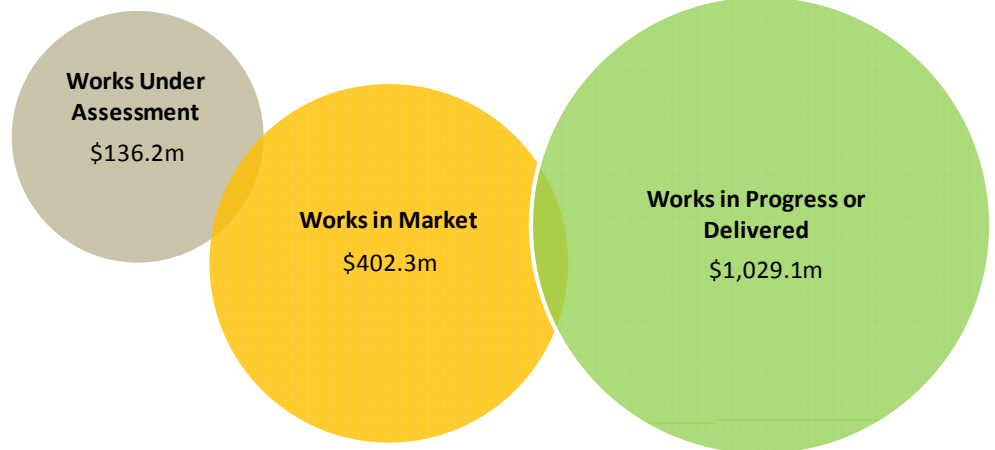


Above: Damage to the toilet block and BBQ area at Dunk Island Camp Ground

Left: Completed works at Dunk Island Camp Group.

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

5.1.2 North Queensland



Program status summary - North Queensland

Case example: Charters Towers Regional Council Dotswood Road

Dotswood Road runs north-west for 40km connecting the Flinders Highway to Herveys Range Developmental Road, approximately 75km east of Charters Towers and 117km west of Townsville.

The road is a vital link for the local cattle industry and provides access for the military to training grounds at the northern end of the road.

Dotswood Road sustained significant damage as a result of the Heavy Rainfall and Flooding, Northern and Far North Queensland disaster event in March 2012. Drainage damage to the road was incurred and a causeway was washed away.

Restoration works to Dotswood Road included gravel re-sheeting, formation grading and clearing table trains.

The total cost of the restoration works was \$2.0 million and was the first project completed by Charters Towers Regional Council using the Value for Money (VfM) Day Labour Model.

Council completed the restoration of Dotswood Road in February 2013.



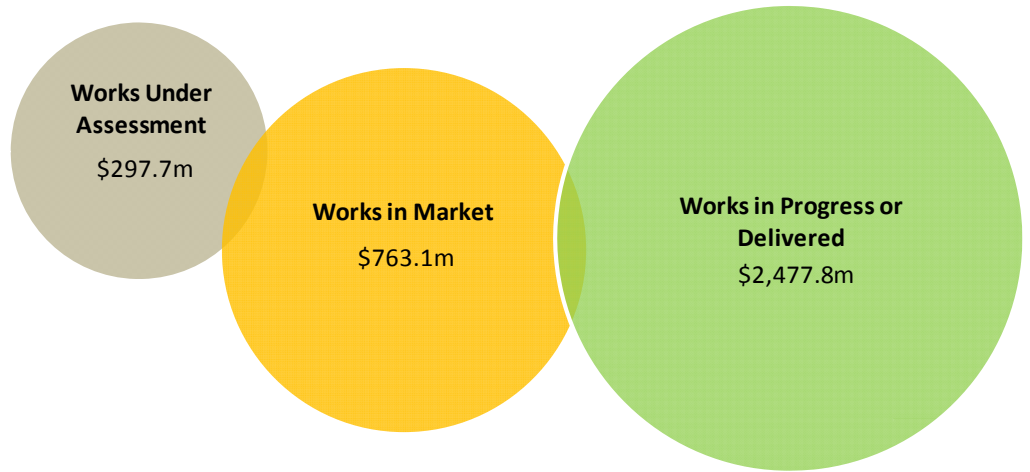
Above: Completed works for the restoration of Dotswood Road.



Above and left: Damage to Dotswood Road following heavy rainfall and flooding of March 2012.

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

5.1.3 Central Queensland



Program status summary - Central Queensland

Case example: Woorabinda Aboriginal Shire Council Mimosa Creek Crossing

Mimosa Creek Crossing is located on the western outskirts of Woorabinda and provides the only crossing over Mimosa Creek near town. It is an important link between the community and rural areas of the shire which are run as a commercial cattle station.

The crossing has been regularly damaged since 2008. Following the damage sustained from flooding in early 2013, Council provided \$95,000 of complimentary funding to raise the level of the crossing. In addition, DTMR provided funding to upgrade other aspects of the crossing.

The floodway was severely undermined and damaged due to fast moving water. As a result, the project required the complete removal of the existing culvert structure that had totally failed over successive flood events. It was replaced with reinforced concrete box culverts to raise the level of the crossing, and the concrete approaches were reinstated. The existing Bore Water Supply Line to the town was also relocated clear of the structure.

The total cost of the restoration works funded by NDRRA was \$808,000. As noted above, Council and DTMR contributed additional funding for complementary works.

Work commenced in March 2013 and restoration of the crossing was completed in July 2013.



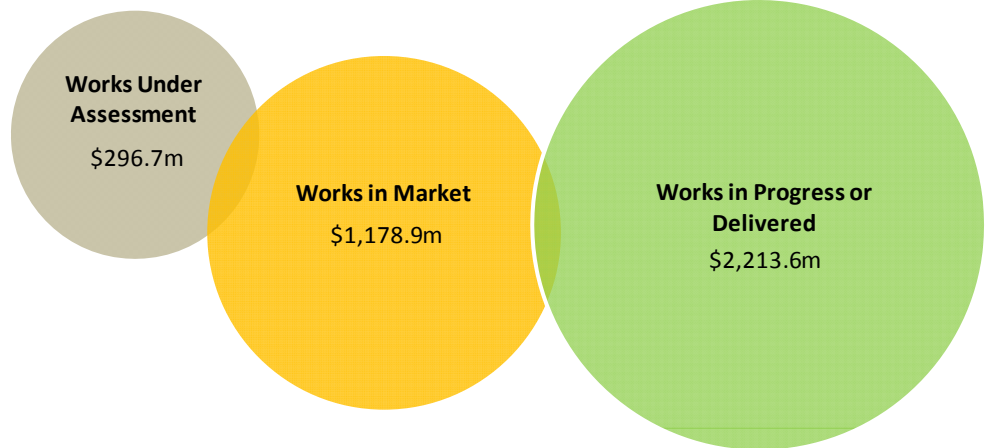
Above: Completed works at Mimosa Creek Crossing, including complementary funded crossing raising and installation of crash barriers



Above: Damage to Mimosa Creek Crossing as a result of flooding in early 2013

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

5.1.4 Southern Queensland



Program status summary - Southern Queensland

Case example: Fraser Coast Regional Council Old Coach Road

Old Coach Road is a two lane rural partly-sealed road located approximately 10km west of the city of Maryborough. The road services local residents and rural businesses.

Old Coach Road's bitumen-sealed floodway suffered extensive damage due to fast flowing water over the road following the floods associated with the Queensland Floods and Tropical Cyclones Tasha and Anthony disaster event that occurred between November 2010 and February 2011.

The road suffered extensive pavement failure and bitumen stripping to the culvert. Restoration works included complementary works funded by Council to upgrade the road base gravel with construction of a 200mm concrete floodway and rock protection to the embankment and batters.

The total cost of the restoration works funded under NDRRA was approximately \$63,000 representing the cost of replacing the bitumen wearing course that was in place prior to the damage. As noted above, additional funding was provided by Council to upgrade the road to a reinforced concrete wearing course.

Work commenced in November 2012 and was completed in May 2013.



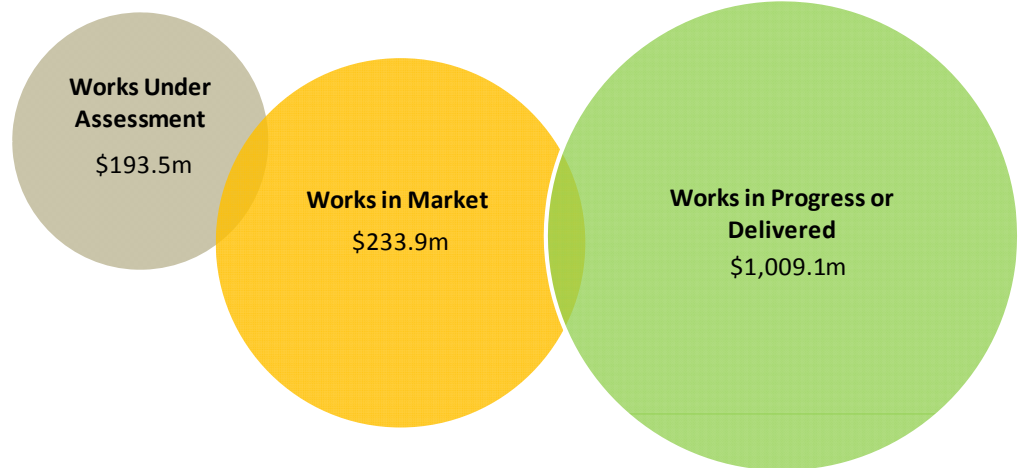
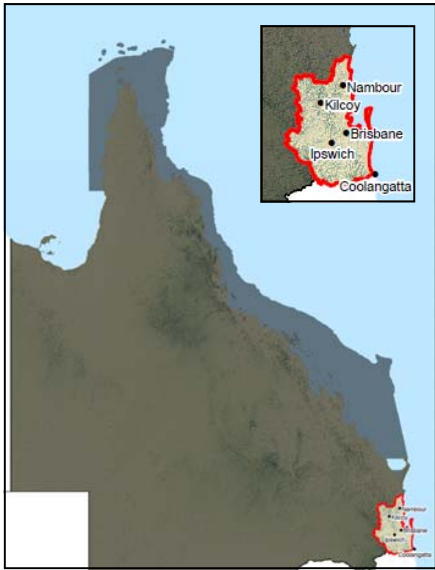
Above: Damage to the bitumen sealed floodway on Old Coach Road.

Left: Completed works to the floodway on Old Coach Road.



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

5.1.5 South East Queensland



Program status summary - South East Queensland

Case example: Moreton Bay Regional Council Gap Road

Gap Road at Bellthorpe is located approximately 10km north of Bellthorpe State Forest and the Bellthorpe National Park.

Overland flow across the pavement caused by the Queensland Floods and Tropical Cyclones Tasha and Anthony event (November 2010 - February 2011) created severe damage to the embankment resulting in the road being closed for safety reasons. However, as Gap Road is the sole access for the local community and supports agriculture distribution in the area, urgent road repairs were required.

The restoration of Gap Road involved supporting the embankment with retaining wall structures, cross road drainage and reconstruction of the pavement to make the road serviceable.

The total cost of the restoration works was approximately \$940,000.

Work commenced immediately after the flood event in January 2011 and were completed in September 2011.



Right: Uphill portion of Gap Road rehabilitation work.



Left and below: Damage to Gap Road, Bellthorpe.



5.2 Progress of 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 now 2013. The transport system includes state-controlled roads, ports, navigation aids and the rail network.

DTMR's reconstruction program as a result of the natural disasters of 2013 has now been finalised and incorporated into the revised TNRP. Accordingly, this month's report presents the first progress report of the reconstruction program inclusive of damage arising from the 2013 events.

The current state of activity:

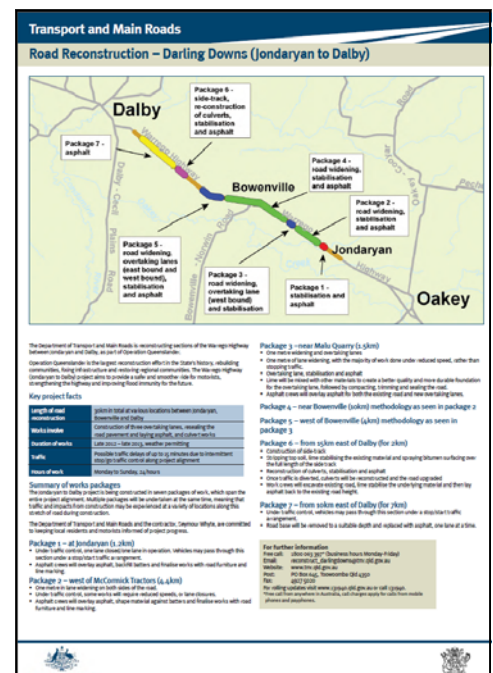
- **Roads** – at 31 July 2013, there were 362km of Queensland's state-controlled roads closed or with limited access. Dry weather in most regions is providing good opportunities to reconstruct transport assets.
- **Rail** – 3,100km (43%) of Queensland Rail lines were closed or had limited access due to the natural disaster events in early 2013, and all have been recovered and services resumed.
- **Maritime** – repairs are required to boating infrastructure including jetties following Tropical Cyclone Yasi in 2011. Natural disasters during 2013 damaged or destroyed 348 aids to navigation of which 280 were recovered and 19 temporarily fixed by 30 June 2013.

Key achievements:

- During June 2013, DTMR expended \$224.8 million on reconstruction works across the State. The cumulative spend on reconstruction of the transport network to 30 June 2013 is \$4.20 billion for works resulting from the 2010 to 2013 disaster periods, consisting of \$716 million on recovery works and \$3.49 billion on reconstruction works.
- Since the commencement of the TNRP, projects valued at \$5.70 billion have been sent out to market and contracts for projects valued at \$5.20 billion have been awarded while contracts for projects totalling \$2.93 billion are now complete.
- There was 320km of damaged roads reconstructed in June 2013 bringing the total reconstructed since the program commenced to 5,041 km or 57% of the total damaged.
- Construction commenced on 41 projects valued at \$139 million in June 2013 including projects on the Warrego, Bruce, Mount Lindsay and Burnett Highways.
- The Myuma Group of Indigenous employees and DTMR were awarded the 2013 Premier's Reconciliation Award for their partnership model used to deliver significant new Indigenous reconciliation outcomes through road reconstruction projects—the Myuma Group is profiled in more detail on page 34.
- Following collaboration with industry, DTMR has recently introduced works maps to provide up-to-date information on road closures, likely delays and access conditions on key routes for freight and heavy vehicle operators. The maps of works sites are available to freight and heavy vehicle operators including over size, over-mass vehicle operators using the Warrego, New England, Cunningham and Gore Highways. The maps have been well-received by industry members as a useful tool in planning freight movements to avoid delays. Map content has been expanded as additional works are scheduled on these routes.



Above: Stabilising works—Dawson Highway (Rolleston to Springsure)



Above: Road reconstruction - Darling Downs works map

(Source: DTMR 30 June 2013)

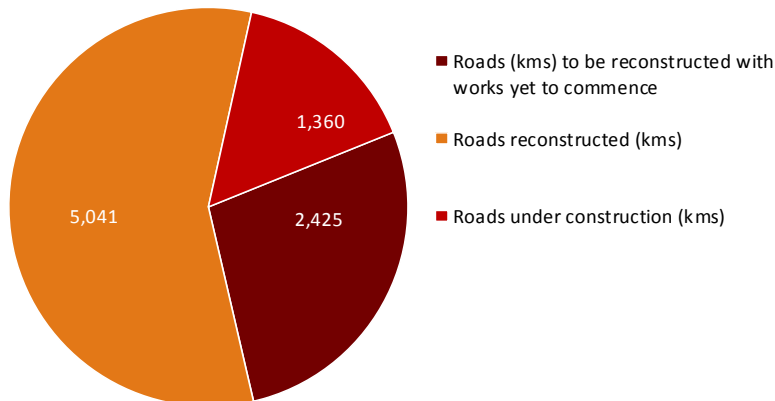
5.2 Progress of State-controlled roads and highways (continued)

Reconstruction of damage

DTMR's reconstruction program was revised during July 2013 and now incorporates, for the first time, reconstruction works from 2013 events. Revisions of the full program of the remaining 2010 to 2012 program of works and incorporating the new scope arising from 2013 natural disasters resulted in the total length of roads to be reconstructed under the TNRP (for 2010 to 2013 events) increasing by 281km to 8,826km.

Of the 8,826km of roads which DTMR plans to reconstruct following damage from natural disaster events between 2010 and 2013, 5,041km has been reconstructed to 30 June 2013 representing 57% of the total kilometres to be reconstructed. A further 1,360km of road is under construction on active works contracts. **See Figure 5.2.1 and TNRP Summary map.**

Fig.5.2.1 Roads Damaged/Reconstructed following natural disasters—2010 to 2013 events



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

- \$2.928 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 as follows:
 - \$716 million worth of projects are completed for recovery works;
 - \$2,212 million worth of projects are completed for reconstruction works;
- \$2,273 million of reconstruction works are currently underway;
- \$337 million in reconstruction works tenders are currently being assessed for approval;
- \$166 million of reconstruction works contracts are out to tender; and
- \$319 million of reconstruction works projects are being prepared to go to market in the next month.



Above: Isis Highway (Biggenden to Coalstoun Lakes) – pavement repairs in progress



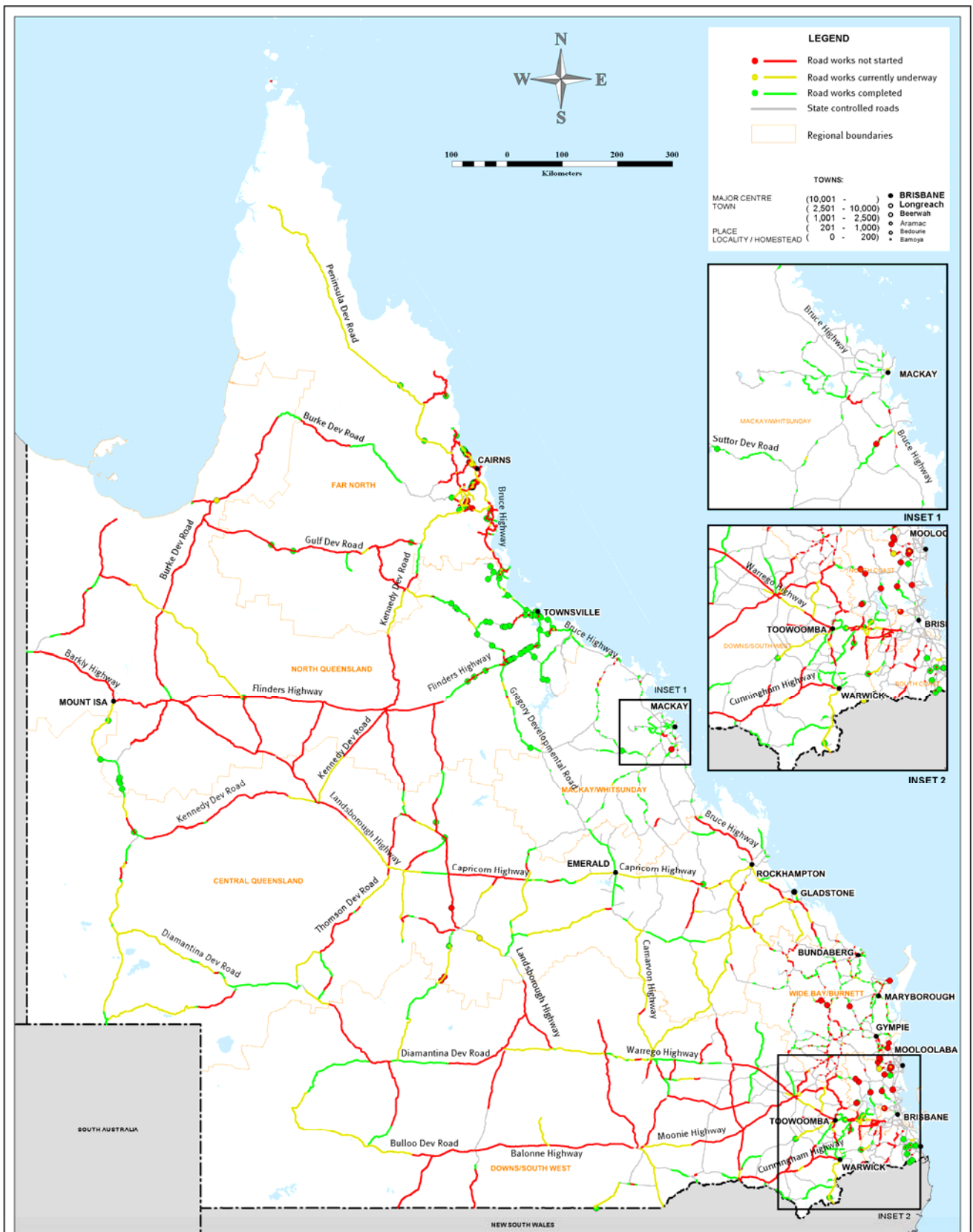
Above: Safety observer for road reconstruction works—Roma-Taroom Road



Above: Pacific Highway (Tugun Bypass) - landslip repairs

(Source: DTMR 30 June 2013)

Transport Network Reconstruction Program Summary of Reconstruction Works - June 2013



LEGEND

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

TOWNS:

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

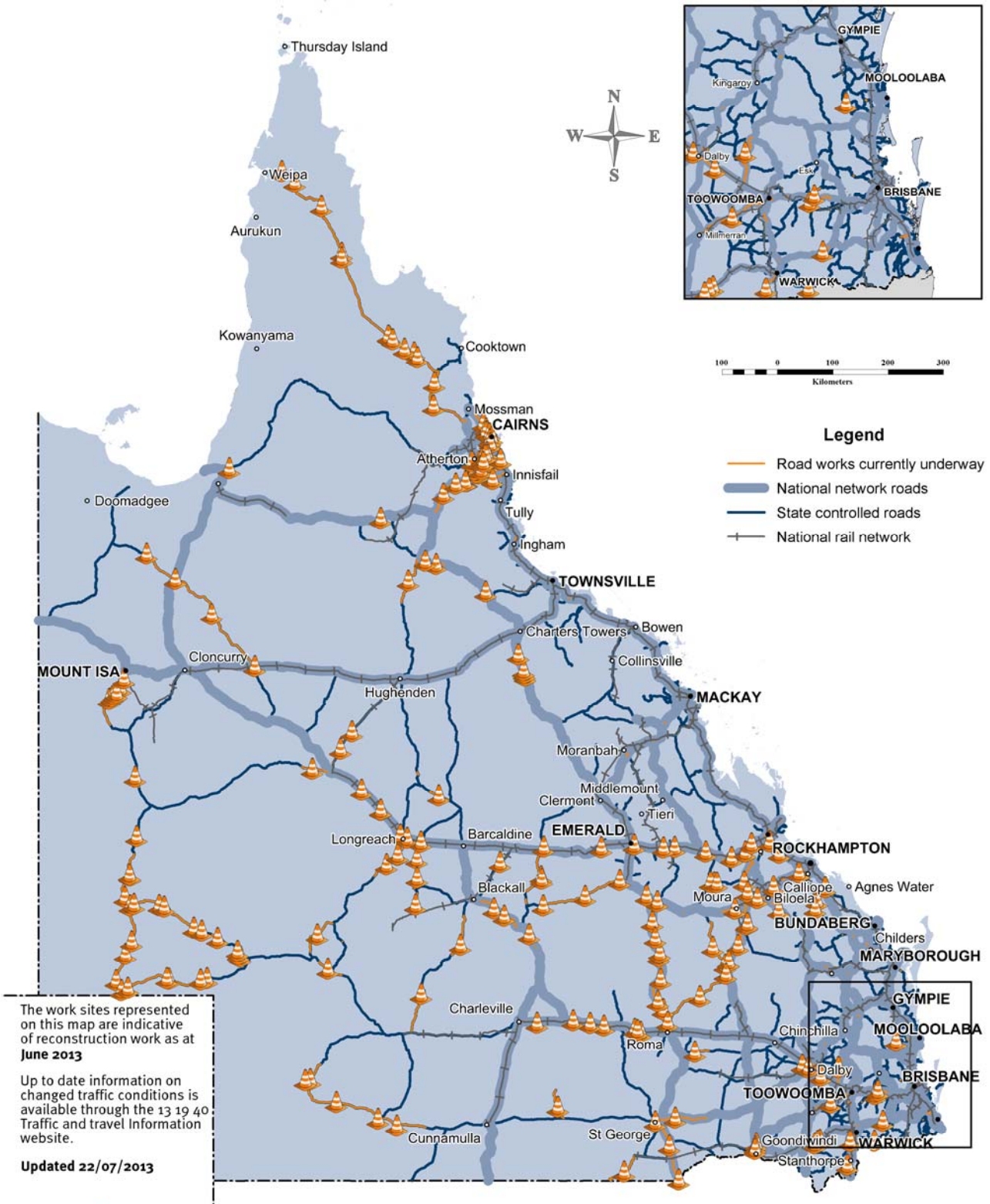
Branch/Unit : TNRP Mapping Section	QUEENSLAND Transport Network Reconstruction Program (TNRP) Summary of Reconstruction Works June 2013	 Transport and Main Roads						
Projection/ Datum : Geocentric Datum of Australia (GDA) 1994, Lat/Long		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Plan No/ Job No:</td> <td>Issue: A</td> <td>Date: 22/07/2013</td> </tr> <tr> <td>Drawn by: TNRP Automation</td> <td colspan="2">Checked by:</td> </tr> </table>	Plan No/ Job No:	Issue: A	Date: 22/07/2013	Drawn by: TNRP Automation	Checked by:	
Plan No/ Job No:	Issue: A	Date: 22/07/2013						
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© The State of Queensland, 2010. © Pitney Bowes Software Pty Ltd, 2010. © QRL Limited, 2010. Based on [Dataset - State Digital Road Network (SDRN)] provided with the permission of Pitney Bowes Software Pty Ltd (Current as at 04/1/10). [Dataset - Rail, Centre Line, May 2010] provided with the permission of QRL Limited and other state government datasets. Disclaimer: While every care is taken to ensure the accuracy of this data, Pitney Bowes Software Pty Ltd and/or the State of Queensland and/or QRL Limited makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damages) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.

**DTMR Reconstruction work sites
- June 2013**

Department of Transport and Main Roads

Reconstruction work sites



The work sites represented on this map are indicative of reconstruction work as at **June 2013**

Up to date information on changed traffic conditions is available through the 13 19 40 Traffic and travel Information website.

Updated 22/07/2013



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

Roads and Transport case example Reconstruction work provides Indigenous training opportunities

The Myuma Group, a non-profit Indigenous training organisation, recently commenced reconstruction works on the Gregory Downs to Camooweal Road north of Mount Isa on behalf of DTMR to repair damage from the wet weather events of the 2012 wet season.

The Myuma Group conducts a diverse range of business and training operations on behalf of the Indjalandji-Dhidhnu People, the Traditional Owners of the Camooweal region in north-west Queensland. The Myuma–Main Roads Alliance, comprising The Myuma Group and DTMR, operates road construction and maintenance activities surrounding Mount Isa and Camooweal and incorporates the training of prevocational training students.

Employing more than 14 Indigenous people, this significant project to deliver reconstruction works on the Gregory Downs to Camooweal Road will be the first to be undertaken by The Myuma Group since being awarded contractor pre-qualification under the national pre-qualification system for civil (road and bridge) construction projects.

Works will be delivered over a six month period commencing from July 2013. The project will include replacing damaged road surfaces and repairing damaged road shoulders.

The Myuma-Main Roads Alliance were one of two recipients awarded the 2013 Premier’s Reconciliation Award, recognised for their partnership model used to deliver significant new Indigenous reconciliation outcomes through road construction projects.



Above: Myuma Group employees have partnered with DTMR to reconstruct flood damage on Gregory Downs-Camooweal Road and were recently awarded the 2013 Premier’s Reconciliation Award.

Source: DTMR, 30 June 2013

5.3 Communications

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

5.3.1 Communicating progress

Media analysis

There has been a total of 321 media items from 1 to 31 July (226 print – 70%, 21 TV – 7%, 74 radio – 23%), which reached a cumulative audience of over 8.9 million people with the focus this month being on council recovery, flood recovery, and betterment funding for those regions hardest hit by the 2013 event.

July media coverage saw mentions for those regions still recovering from the 2013 event. There were a number of articles to mark six months since Cyclone Oswald hit the coast of Queensland. Coverage noted the damage at the time and the speed of recovery since the event. A number of articles were about contracts being awarded for 2013 road restoration works.

There was also coverage of key projects underway as a result of the 2011 events including works starting on the replacement Brisbane Riverwalk and important projects in the Cassowary Coast Regional Council area including work nearing completion on Mission Beach’s Clump Point jetty and the start of work on Rinaudo’s Bridge.

Engagement activities

- **Minister for Local Government, Community Recovery and Resilience David Crisafulli** on 3 July 2013 inspected North Burnett Regional Council’s first 2013 restoration works on Black Horse Creek Road in Gayndah.
- The **Australian Government Reconstruction Inspectorate** visited Brisbane City Council and Moreton Bay Regional Council in conjunction with DTMR on 16 July 2013 as well as the Scenic Rim Regional Council on 17 July 2013 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 the launch of the public Flood Information Portal. There have been a large number of visits to the website since it was launched on 18 February 2011.

At 31 July 2013, total website visits amounted to 336,329 - an increase of 2.5% since last month. *(See Figure 5.3.1)*

In June, the Authority received an additional 65 calls to its dedicated hotline and 347 additional pieces of written correspondence were received. *(See Figure 5.3.2)*

Fig. 5.3.1 Website traffic

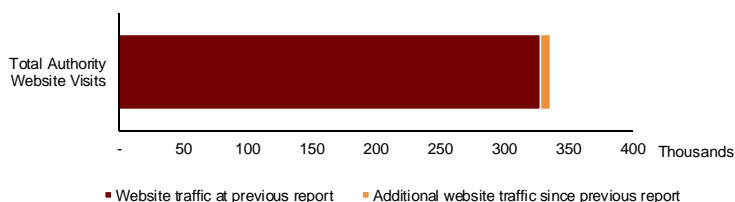
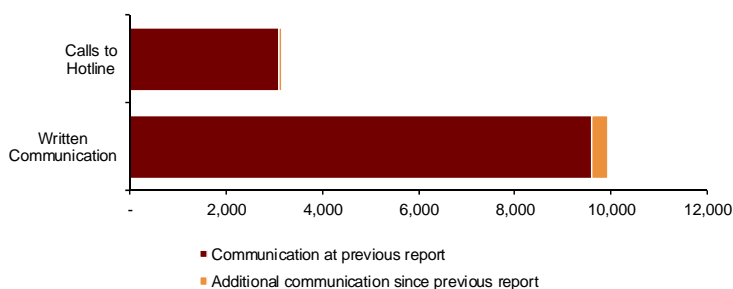


Fig. 5.3.2 Communications



(Source: the Authority at 31 July 2013)

5.3.2 Media reports

Central & North Burnett Times, 4 July 2013



Get cracking

WORK has started on the first of the region's floodplain relief roads. North Burnett Regional Council workers started repairs to Mack Innes Road Rd this week. It's a big job, says "We've had to get their side out."

Shannon's Director and Resilience Minister David Crisafulli said his visit on Tuesday was an acknowledgment of the fact that Mack Innes Road Rd is a critical link in the region's floodplain relief network. The Mack Innes Road Rd project is valued at \$12.5 million and is being funded by the Queensland Reconstruction Authority.

Work on Mack Innes Rd should start by the end of the week. The Mack Innes Road Rd project is valued at \$12.5 million and is being funded by the Queensland Reconstruction Authority.



STRONGER: The new Clump Point Jetty being built alongside the old jetty at Mission Beach. Picture: Supplied

Old jetty to be pulled down

MISSION Beach's old Clump Point Jetty will be pulled down in coming weeks as the new jetty is completed. The timber jetty may begin to be dismantled next week, Cassowary Coast Mayor Bill Shannon said. "After this time we expect to have the new jetty open for business," Mission Beach's new jetty is a wider, stronger concrete structure, at 170m long and 5m wide, that will allow for a shared vehicle access, for pedestrians and future modifications or additions. A 6m section at the end of the jetty, to accommodate stairs and landings, is currently being constructed and will include shade structures. The new jetty is scheduled to open in late September, weather permitting. Mission Beach's replacement jetty is part of Cassowary Coast Regional Council's \$145.4 million cyclone recovery program, and is being built with Federal and State Government Natural Disaster Relief and Recovery Arrangements and council funding.

Innisfail Advocate, 27 July 2013

Courier Mail, 31 July 2013

Work begins on Riverwalk Mark II

Andrew MacDonald

A 400-TONNE work barge will be a regular sight on the Brisbane River as work crews begin rebuilding the New Farm Riverwalk. More than two years after the popular floating walkway was swept away in what would become an enduring image of the 2011 Brisbane floods, the task of installing the new and improved \$72 million structure started in earnest this week. Over the next nine months, the 260-tonne barge, carrying a crane and 130-tonne piling rig, will install 37 concrete piles to anchor the new 850m link between New Farm and the Howard Smith Wharves to the river bed. Due for completion by the middle of next year, the Riverwalk will feature a rotating span to allow access for boats moored within the confines of the riverwalk, 24-hour lighting, separated pedestrian and cycle areas, and shaded rest stops. Unlike the previous floating structure, the new Riverwalk will be fixed in place, sitting about 3.4m above mean sea level. The height is below the one in 100-year flood levels but high enough to minimise salt water corrosion. The structure was used by about 3000 pedestrians and cyclists each day, but Lord Mayor Graham Quirk said he expected the new structure could be even more popular. "What I am excited about is the fact that this Riverwalk will link to what will be a renewed Howard Smith Wharves and we're getting pretty close to going out formal tender around the Howard Smith Wharves site," he said. "This all adds to the vitality of Brisbane. It's about making sure that we have an exciting city, a city that offers a range of opportunities for our people and visitors to our city." It is also expected to be cheaper to maintain than the previous structure which cost about \$650,000 a year. The replacement walkway has been paid for with a three-quarter contribution from the Federal Government and one quarter from the state. Brisbane City Council is overseeing the project and a Holland Queensland is building it.



SAFE AS A BANK: The Riverwalk launching yesterday.

CHECK OUT HOW THE NEW RIVERWALK WILL LOOK

City coming back stronger

MORE than half a billion dollars was caused when the region's rivers broke their banks and swamped every community unlucky enough to be in their paths. Homes were destroyed, entire farming industries brought to their knees and the business community left wondering how things could ever return to normal. The damage and the scars caused by the floods will be felt for years but plenty has already been achieved in the past six months. It is something about which Community Recovery and Resilience Minister David Crisafulli says he is immensely proud. "After the 2011 floods, it took Bundaberg 18 months to get \$25 million worth of work to market and this time it took four months to get \$40 million to market," he said. "That to me is a huge change and it's come about by a shift in the way the state and council has worked together." He said \$300 million of damage was caused to go-

vernment infrastructure alone. "That's predominantly roads but also water and wastewater treatment plants, bridges and playgrounds - there's some serious dollars," he said. "Then there's the damage bill for individuals - you're looking at half a billion dollars damage to private property. That's on top of the \$300 million." Mr Crisafulli said he hoped that some good would come out of the bad situation with betterment works. Bundaberg Regional Council CEO Peter Byrne said the emergency works immediately following the floods cost \$22 million. "The applications we've got in under the NDRA (National Disaster Relief and Recovery Arrangements) is \$100 million," he said. "We're also pulling extra money in ourselves - several million for complementary and betterment works."

Isis Town & Country Newspaper, 4 July 2013

\$3m of works to make Bucca Rd flood resilient

Improvements will be made because it's not good enough to rebuild the same way

A ROAD prioritised by Bundaberg Regional Council for flood upgrades will be repaid as part of the State Government's push to provide better infrastructure after this year's floods. Community Recovery and Resilience Minister David Crisafulli announced in Bundaberg that Bucca Rd would be made more flood resilient with \$3,222,260 worth of work approved. The road connects small communities to Gin Gin and Roadside Ids and is the main alternative route between Bundaberg and Gin Gin when major roads are closed. Member for Burnett Stephen Bennett said about a third of the 28km road was single lane with unsealed shoulders that got knocked around from both extreme weather and heavy traffic when other roads closed. "It has to be usable for small communities on the outskirts of Bundaberg if the Bruce Hwy closes, but it's been damaged in 2010, 2011 and again in 2013," he said. "It's not good enough to just rebuild it in the same way." "The people in my electorate who rely on Bucca Rd deserve better, and now we've got the chance to provide it." Money for the project will come from the State Government's \$80 million Betterment Fund, jointly funded with the Federal Government. Bundaberg Regional Council will contribute \$200,000. Work will include strengthening the pavements of the main carriageway with an overlay, cement stabilisation and sealed shoulders, and new curbs. "Merely replacing essential public assets was never going to be good enough after we've got this year," Mr Bennett said. "The Newsum government made it a priority to find a way to let communities build stronger, more resilient infrastructure, and the Federal Government eventually agreed with us." "It will save so much money in the long run if we're not constantly applying Bund-Aid fixes to public assets, but we need more money from the Federal Government to do the job properly." He said Prime Minister Kevin Rudd had the opportunity to look after Queensland for the long term. "More money for the Queensland Betterment Fund would mean more money for projects such as Bucca Rd," he said. "We initially asked the Federal Government for \$100 million to finish the job, which was promised to match, but we got \$40 million." "The same is now of Mr Rudd wants to do the right thing by Queensland."



DAMAGE CONTROL: Member for Burnett Stephen Bennett, Local Government Minister David Crisafulli, Bundaberg Mayor Mal Forman and Deputy Premier Jeff Seeney view the flood

News Mail Bundaberg, 30 July 2013

Work starts on Rinaudo Bridge

JOHN FLYNN
john.flynn@news.com.au

THE risky business of running the gauntlet along the Bruce Highway with farm machinery will soon be over for cane farmers in the Cowley and Kurrimine Beach districts, with work commencing on the reconstruction of the Rinaudo Road Bridge over Liverpool Creek. One of the lasting legacies of Cyclone Yasi, the bridge that links the two cane growing areas was left bent and twisted following a seemingly innocuous rainfall event in October of 2011. The build up of pressure proved too much for the bridge after trees felled by the fury of Cyclone Yasi in February of the same year were washed downstream. "During the flood time I could hear the thump of the logs being bashed up against the bridge," said Lower Cowley farmer John Strano whose house sits closest to the bridge. I said to myself the bridge is going to go one day and it did. Cassowary Coast Regional Council was successful in applying for Natural Disaster Relief and Recovery Arrangements (NDRA) funding to rebuild the bridge and a tender was awarded in January to King Concreting to replace the old one lane bridge with a new two lane bridge as part of a broader tender to replace four bridges on the Cassowary Coast at a tendered amount of \$1.8 million.



STRONG LINK: Lower Cowley farmers John Strano (left) and Giuseppe Gangemi are looking forward to the Rinaudo Bridge reconstruction being completed. Picture: John Flynn

Mr Strano and neighbour Giuseppe Gangemi yesterday welcomed the start of construction. "We need the bridge, even though we're on this side of the bridge we commute from this farm to my brother's farm with our implements so for us it's very important, the sooner it's built the better," Mr Strano said. "While it's been out we've been going along the highway with our implements back and forth but it's very dangerous along the highway with lots of cars these days." Director of Works at CCRC David Trotter told last Thursday's council meeting that he was hopeful the project would be finished by the end of September, meaning the bridge could be ready for the final round of the 2013 cane harvest.

Innisfail Advocate, 17 July 2013



Work begins on new lower cowley link

Bridging the gap

By David Crisafulli
Local Government Minister

THIS week marks the six-month anniversary of the floods that destroyed everything in their path except the spirit of Queenslanders affected by them. As Community Recovery and Resilience Minister, it's a time to answer the question: "What have we done about it?" I want to side-step the usual pile of talk and give you the facts. One of the biggest mistakes into the path of this recovery is the fact that we've had 100 councils have sent their work out to contract in recent times, with some areas taking less than a quarter of the time to get their tenders out compared with 2011. This has been largely by chance. The will of councils to help their people has been unchanged. The difference is that this year, the \$2 billion government areas activated for disaster funding received the full support of the state to remove any obstacle, big or small, that needed to be cleared to let them get on with recovery work. For the first time rebuilding after a natural disaster, the Queensland Government secured federal funding to help councils rebuild differently rather than replace the same vulnerable infrastructure. We asked for \$100 million, got \$40 million, and matched it dollar for dollar to roll out a rebuilding program that builds stronger, smarter public infrastructure after a disaster than we've built before. This \$80 million Betterment Fund falls well short of the desired \$200 million, but will drive value for

Six months after devastating Queensland floods, declared areas gain full government support

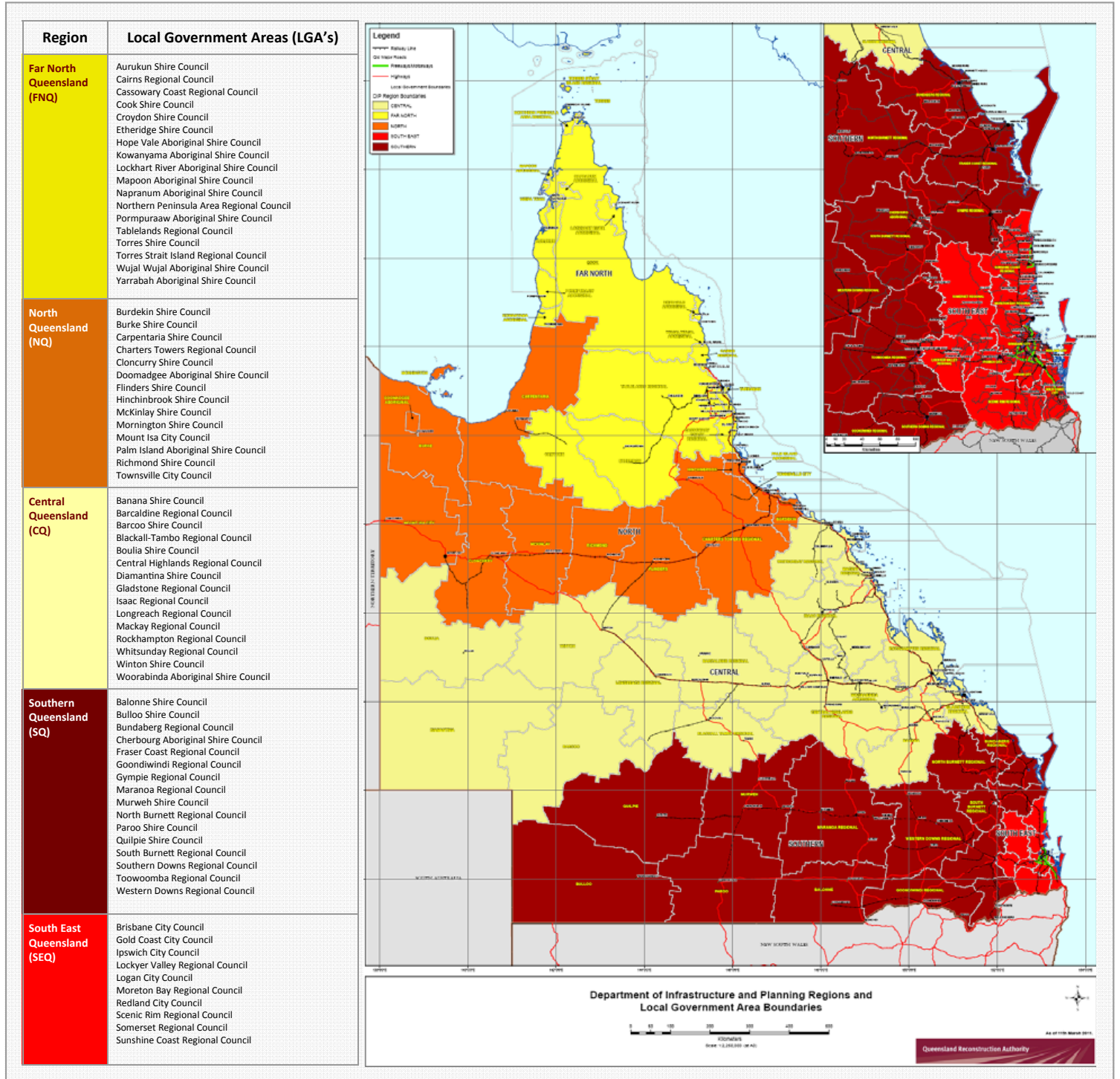
Communities recovering in record time

As a government, we will now pursue every opportunity for mitigation measures, including levees, dams and retention basins, to prevent regional communities. We'll have this space for the needs of minority interest groups who will try to convince us the world should remain unchanged. The safety and security of people is worth planning and budgeting for. The safety and security of people is worth planning and budgeting for.

Morning Bulletin, Rockhampton, 26 July 2013

Appendices

Appendix A: Local Government Areas by Region



Appendix B: Disaster Recovery Coordinator Regions - Tropical Cyclone Oswald

