

QUEENSLAND RECONSTRUCTION AUTHORITY

Monthly Report

June 2014

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Message from the Chief Executive Officer

Major General Richard Wilson AO
Chairman
Queensland Reconstruction Authority

Dear Major General Wilson

It is with pleasure that I present the June 2014 Monthly Report – the 40th report to the Board of the Queensland Reconstruction Authority (the Authority).

The Authority was established under the *Queensland Reconstruction Authority Act 2011* following the unprecedented natural disasters which struck Queensland over the summer months of 2010-11. The Authority is charged with managing and coordinating the Government's program of infrastructure renewal and recovery within disaster-affected communities, with a focus on working with our State and local government partners to deliver best practice expenditure of public reconstruction funds. Following the widespread damage caused by ex-Tropical Cyclone Oswald in early 2013, the jurisdiction of the Authority was expanded by the *Queensland Reconstruction Authority Amendment Bill 2013* to cover this and other 2013 disaster events.

The June report is provided as councils and state agencies push to complete their program of works from both the devastating floods and cyclone events of early 2011 and the series of events which impacted the state in the summer of 2011-12. With the timeframe for delivery of NDRRA eligible works for the majority of these events expiring at 30 June 2014, the Authority is actively monitoring and assisting delivery agents to meet the pending deadline. At the same time, the Authority is assisting many affected councils with their continuing efforts to recover and undertake infrastructure damage assessments from the recent 2014 events, including Tropical Cyclone Ita.

The Authority is overseeing a program of works for events spanning from 2009 through to Tropical Cyclone Ita in 2014 with a total estimated value of \$13.84 billion. Given the breadth of time over which these events occurred, the relative stages of works across the program varies between damage assessment and submission preparation for the most recent events of 2014; monitoring of works in delivery for the remaining works from the 2011, 2012 and 2013 events; and the close out and acquittal of works which have reached completion.

As at 3 June 2014:

- an additional \$464 million in submissions have been received by the Authority since last month
- an additional \$119 million has been processed by the Authority since last month
- a cumulative value of \$11.32 billion of the \$13.84 billion works program (2009 to 2014) has been reported to the Authority as being in progress or delivered by delivery agents as at 30 April 2014.

The June report also provides an update on the progress of a number of key reconstruction projects, including the Brisbane Riverwalk Category D project and the Palm Island Seawall. Also included are updates on the construction progress of three betterment projects - Margate Seawall (Moreton Bay Regional Council), Gayndah Water Supply Intake Station and Gayndah-Mundubbera Road (North Burnett Regional Council). The June report also reports on the Authority's iDARM tool, which is being used to assist local governments affected by the 2014 events capture damaged public infrastructure data, making the process of applying for NDRRA funds simpler and faster.

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

Yours sincerely



Graeme Newton
Chief Executive Officer
Queensland Reconstruction Authority

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Section one:
Introduction



1.0 Introduction

1.1 Background

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

On 21 February 2011 in response to the 2011 disaster events, the Queensland Government established the Queensland Reconstruction Authority (the Authority) under the *Queensland Reconstruction Act 2011*. The Authority's role was subsequently extended to cover historical and continuing disaster events in Queensland.

The Authority has since been given responsibility to administer Natural Disaster Relief and Recovery Arrangements (NDRRA) for the large scale natural disaster caused by Tropical Cyclone Oswald in late January 2013 and additional events which have occurred in the 2013 and 2014 disaster event periods. The *Queensland Reconstruction Authority Amendment Bill 2013* was passed on 14 February 2013 to expand the jurisdiction of the Authority to include the 2013 events.

1.2 Purpose

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

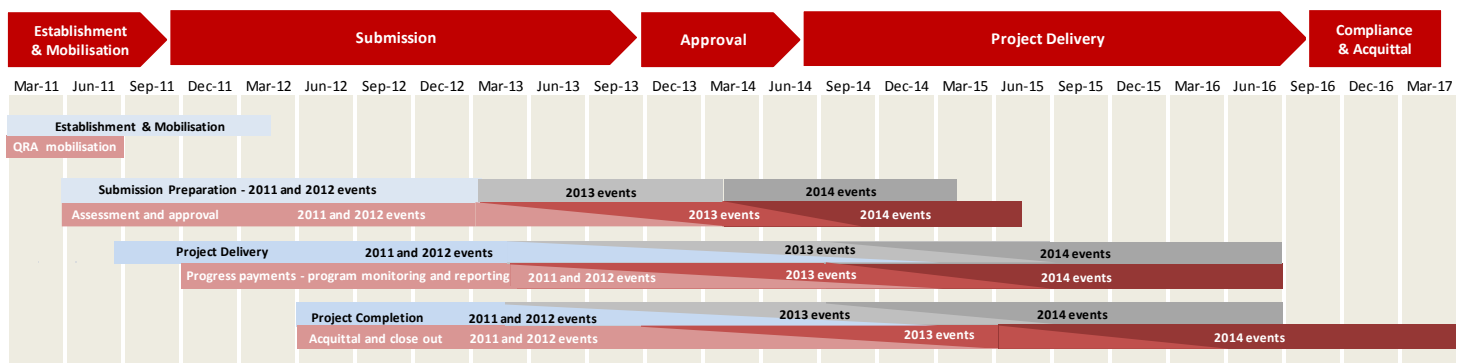
The Authority is charged with managing and coordinating the Government's program of infrastructure renewal and recovery within disaster-affected communities, with a focus on working with our State and local government partners to deliver best practice expenditure of public reconstruction funds.

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

1.3 Timing

The Authority's priorities are currently assisting councils and State agencies to progress their remaining program of works from the 2011 and 2012 disaster periods, with the bulk of the reconstruction work occurring prior to June 2014.

The Authority is also assisting with the damage assessments from the 2014 events and acceleration of the 2013 and 2014 programs of works into project delivery phase as soon as practicable.



Section two:
Disaster Assistance

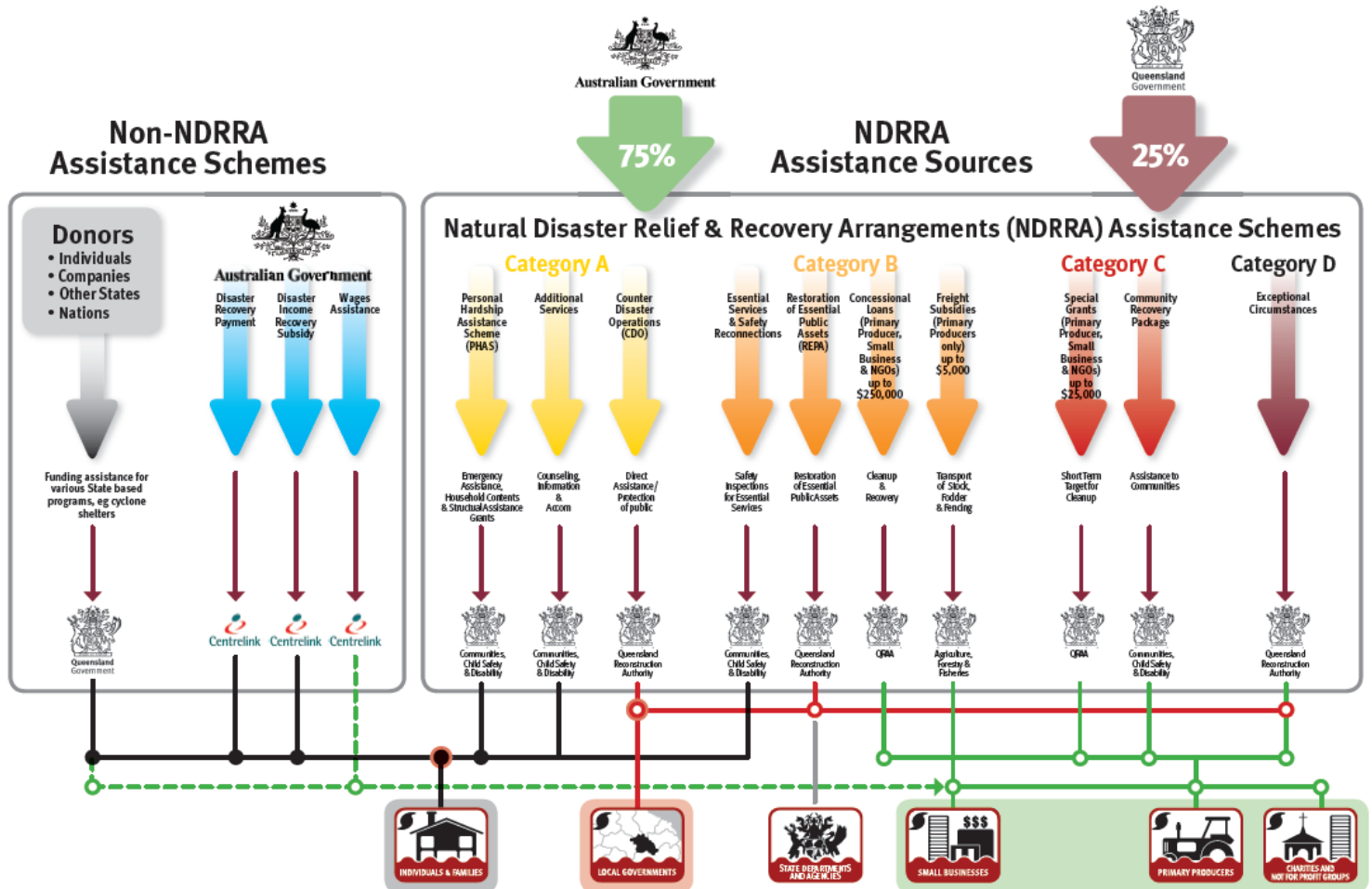


2.0 Disaster Assistance

2.1 Queensland Disaster Assistance Framework

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

Figure 2.1.1 Queensland Disaster Assistance Framework



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

Disaster events managed by the Authority

The list of the activated disaster events managed by the Authority are set out in **Section 2.3** and can also be found on www.disaster.qld.gov.au.

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

This report includes references to event periods described as follows:

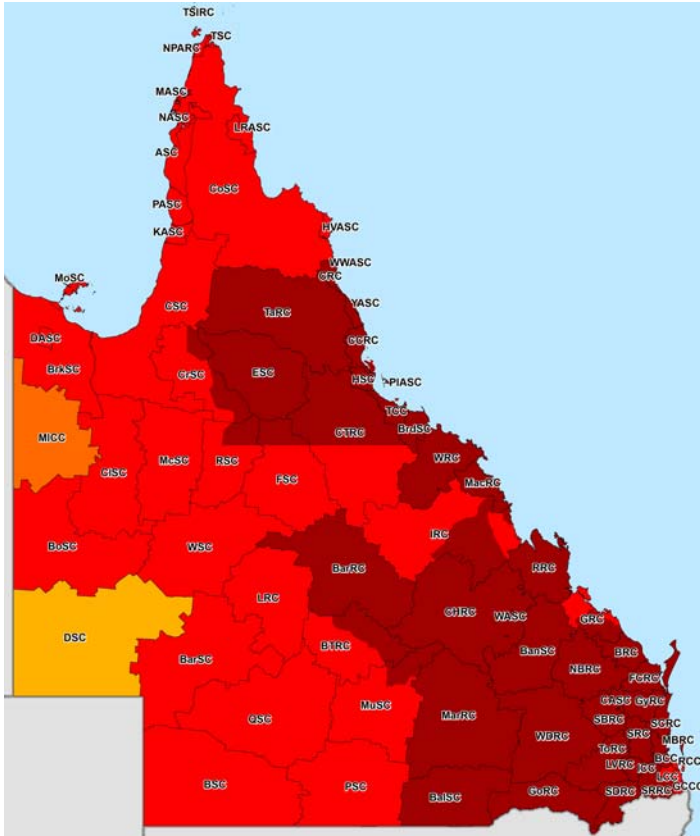
- **2014 events:** Activated disaster events managed by the Authority which occurred in the financial year ended **30 June 2014**
- **2013 events:** Activated disaster events managed by the Authority which occurred in the financial year ended **30 June 2013**, including Tropical Cyclone Oswald and associated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

2.0 Disaster Assistance

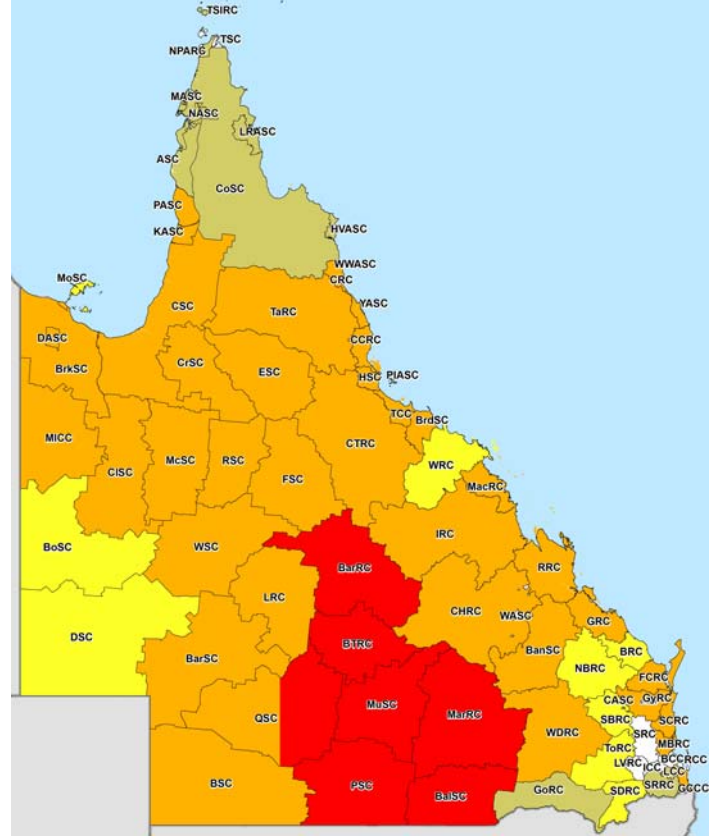
2.2 Disaster assistance by event period

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

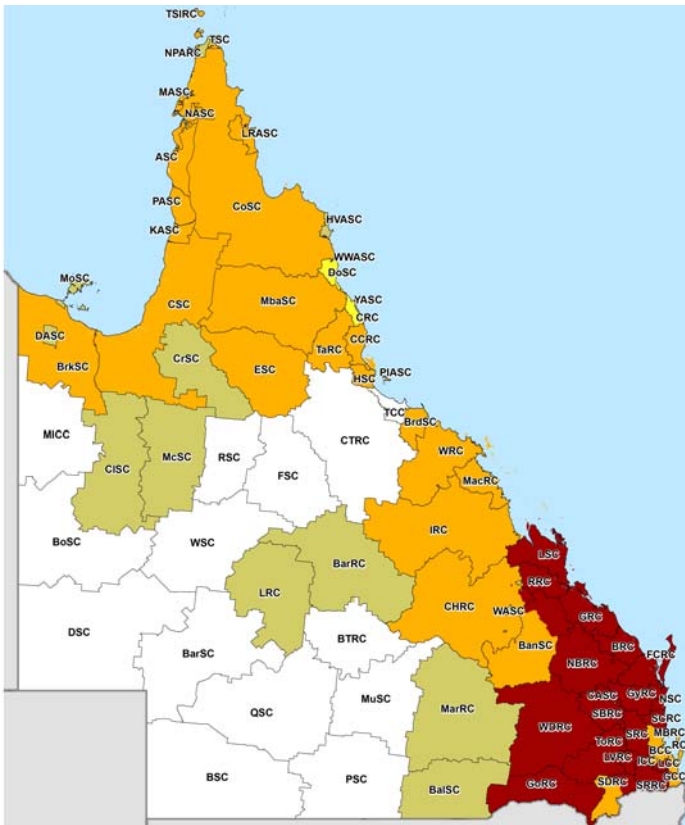
Map 1 - LGAs disaster activated under NDRRA for 2011 events



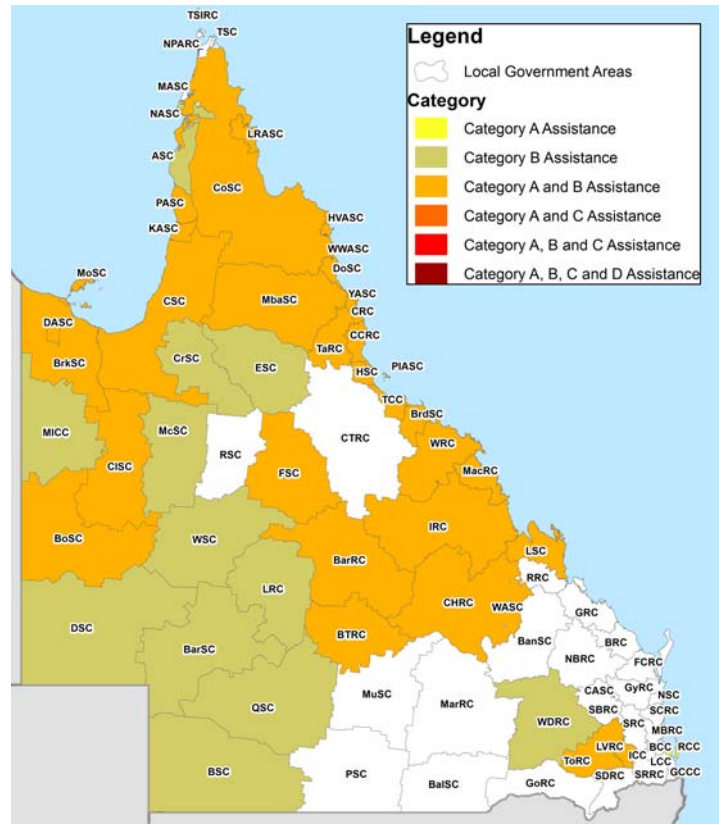
Map 2 - LGAs disaster activated under NDRRA for 2012 events



Map 3 - LGAs disaster activated under NDRRA for 2013 events



Map 4 - LGAs disaster activated under NDRRA for 2014 events



* Refer Appendix A for glossary of LGA abbreviations

2.3 Events managed by the Authority

The Authority has responsibility to administer NDRRA relief measures for historical and continuing disaster events in Queensland. The Authority currently manages and coordinates the infrastructure reconstruction and recovery for 26 disaster events activated for NDRRA relief measures since the Authority's establishment in February 2011 and the remaining program of works for an additional 16 disaster events which occurred prior to the Authority's establishment.

During May, there have been an additional activation for NDRRA financial assistance for *Tropical Cyclone Gillian - 10 to 11 March 2014* event.

2014 events:

- Tropical Cyclone Ita & Associated Rainfall & Flooding, 11-14 April 2014
- Tropical Cyclone Gillian—10 to 11 March 2014
- Central Coast & Southern Queensland Trough, 26-30 March 2014
- Central & Western Queensland Flooding & Rainfall, 18-28 February 2014
- North East Queensland Monsoonal Rainfall and Flooding - 7 to 9 February 2014
- Tropical Cyclone Fletcher, commencing 2 February 2014
- Tropical Cyclone Dylan, 31 January 2014
- North Stradbroke Island Fires, commencing 29 December 2013

2013 events:

- South West Queensland Wildfires, 21 December 2012
- Far Northern Queensland Bushfires, late October - December 2012
- Tropical Cyclone Oswald and Associated Rainfall and Flooding, 21-29 January 2013 *
- Longreach Flood, 18 February 2013 #
- Central & Southern Queensland Low, 25 February - 5 March 2013 #

2012 events:

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

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

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

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

2011 events:

- Queensland Flooding and Tropical Cyclones Tasha and Anthony, November 2010 to February 2011*
- Severe Tropical Cyclone Yasi on 2 February 2011*
- Queensland Monsoonal Flooding Event, 8 February 2011*
- South West Flooding, April 2011*

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

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

2.4 Additional assistance measures

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

2.4.1 Betterment fund

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

In August 2013, the Betterment fund was extended beyond its original coverage of LGAs declared for NDRRA assistance for Tropical Cyclone Oswald to also cover LGAs declared for the two additional disaster events that occurred through to June 2013 (Longreach Flood (18 February 2013) and Central and Southern Queensland Low (25 February to 5 March 2013)). The Betterment fund is available for the restoration or replacement of essential public assets to a more disaster resilient standard than their pre-disaster standard. The intent of betterment is to increase the resilience of communities to natural disasters, while at the same time reducing future expenditure on asset restoration, reducing incidents, injuries and fatalities and improving asset utility during and after disaster events.

Where a damaged asset is approved as a betterment project, the normal cost of restoring or replacing the asset to its pre-disaster standard will continue to be funded under Category B of NDRRA assistance and the incremental cost to 'better' the asset to a more disaster-resilient standard will be financed from the Betterment fund. The status of the Betterment fund is set out in Section 3.7 of this report.

2.4.2 Other assistance measures

Tropical Cyclone Oswald

- **Community Recovery Package - \$5 million** - Funding for community development officers in the hardest hit communities of Bundaberg and North Burnett, support for mental health services and a flexible fund that assists communities to implement engagement and development activities.
- **Clean Up and Recovery program - \$10 million** - Program to assist primary producers to clear debris and restore fencing in the worst affected areas; to maintain workers while income generating activities are reduced and to clear debris from watercourse that poses a hazard to downstream infrastructure and activities.
- **Industry Recovery Officers - \$1.5 million** - Placement of Industry Recovery Officers to assist business and primary producers recover from flooding.
- **Enhanced concessional loans and grants** - Loans of up to \$650,000 (with a grant component of up to \$50,000) are available to applicants that have suffered extreme damage such that the existing concessional loan and recovery grants under NDRRA category B and C are insufficient to support recovery.
- **Environmental Recovery program - \$10 million*** - Program to fund existing programs to conduct flood specific clean up and soil conservation work following the 2013 flooding.
- **Rural Financial Counselling Services - \$1.5 million*** - Provision of financial planning advice for rural businesses and primary producers to assist in the recovery of local economies following the disaster.
- **Other measures - \$4.9 million** to fund dredging works to restore Bundaberg Port to its pre-2013 flood clearance depths; and **\$900,000** to assist Bundaberg Regional Council meet the cost of recovery works for community parks and gardens.

2011 events

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

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

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

Section three:

Program Status



3.0 Program Status

3.1 Recent developments

Following the *Tropical Cyclone Ita and Associated Rainfall and Flooding, 11 - 14 April 2014* event, the Authority is assisting affected Councils with their recovery efforts providing advice, support and assistance to affected councils and state agencies, as well as capturing data for damage assessments. Assessment of the impact of the cyclone on the remaining program of works across the Far North and North Queensland region is ongoing although initial estimates have been reflected in the total \$13.84 billion estimate of works managed by the Authority.

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

3.2 Combined program status

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

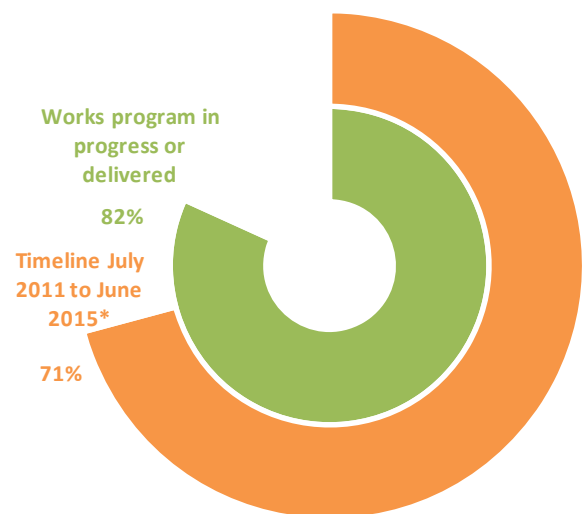
The updated program estimate includes initial estimates for Tropical Cyclone Ita and five other 2014 events which occurred since the previous review was undertaken at September 2013, as well as revised estimates for completion of the remaining 2011 to 2013 event works.

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

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

- a cumulative value of \$17.4 billion in submissions have been received by the Authority to 3 June 2014, representing an increase of \$464 million since last month
- a cumulative total of \$15.9 billion has been processed by the Authority to 3 June 2014, representing an increase of \$119 million since last month
- a cumulative value of \$11.32 billion of the updated February 2014 estimated \$13.84 billion works program (2009 to 2014) has been reported to the Authority as being in progress or delivered by delivery agents as at 30 April 2014.

Figure 3.2.1 Combined program progress



3.3 Looking forward

The Authority is currently focused on actively assisting affected Councils with their recovery efforts and initial assessments of damage following Tropical Cyclone Ita.

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

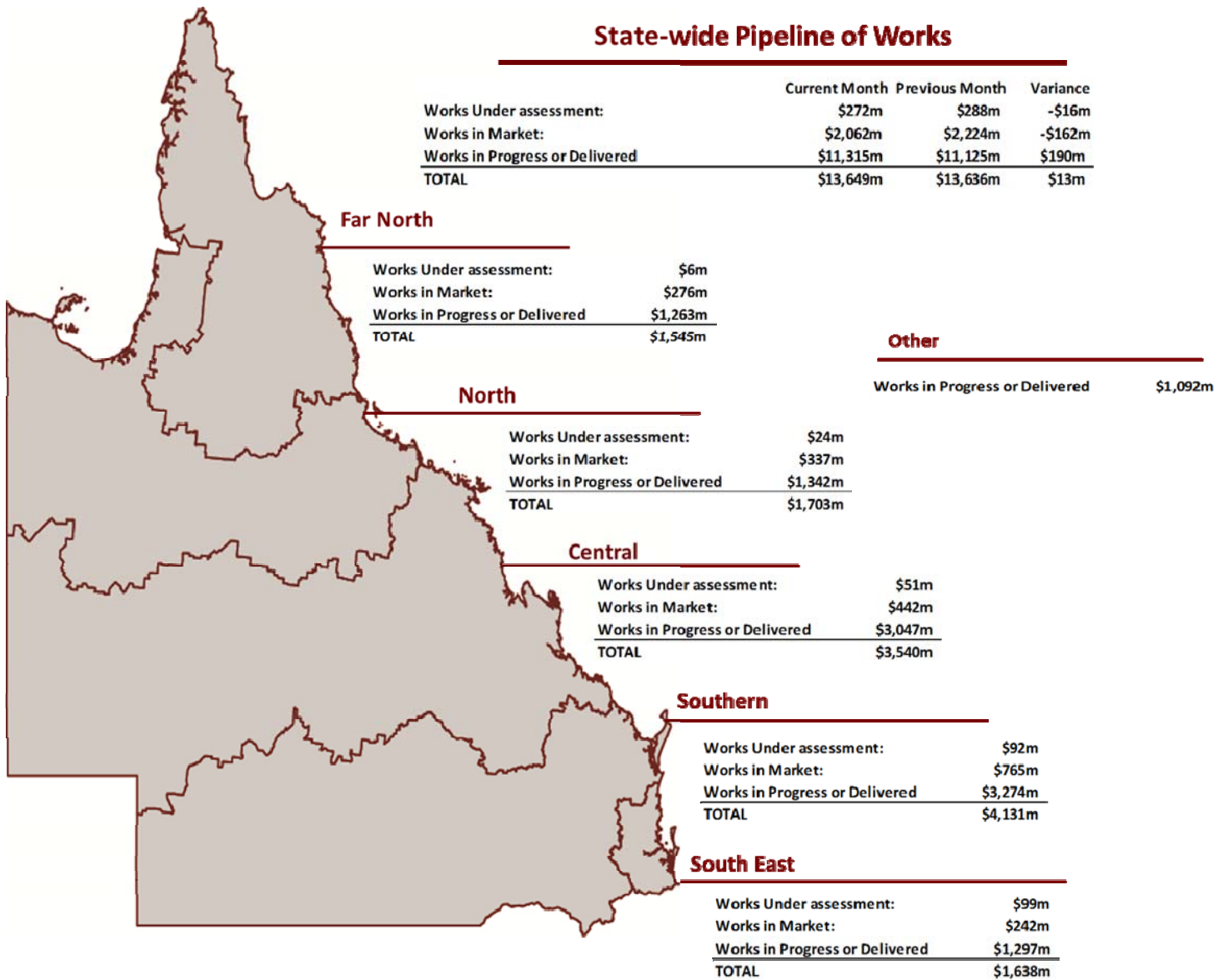
The deadline of 30 June 2014 is approaching for delivery agents to incur NDRRA-eligible expenditure on the bulk of works arising from the events of 2011 and 2012 and the Authority is assisting delivery agents complete their remaining program of works from these significant event years. Concurrently,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

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

Source: the Authority - updated February 2014 NDRRA Estimates Review & 31 March 2014

3.4 State-wide pipeline of works

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



Note:

1. Works Under Assessment and Works in Market represents data as at 30 April 2014 (DTMR) and 3 June 2014 (LGAs and Other). Works in Progress or Delivered represents spend by delivery agents to 30 April 2014 as reported to the Authority at 3 June 2014. Additional works have been conducted but are yet to be reported to the Authority
2. Other encompasses SDAs other than DTMR as well as the 2011 and 2013 Other Assistance.

Pipeline of Works Definitions

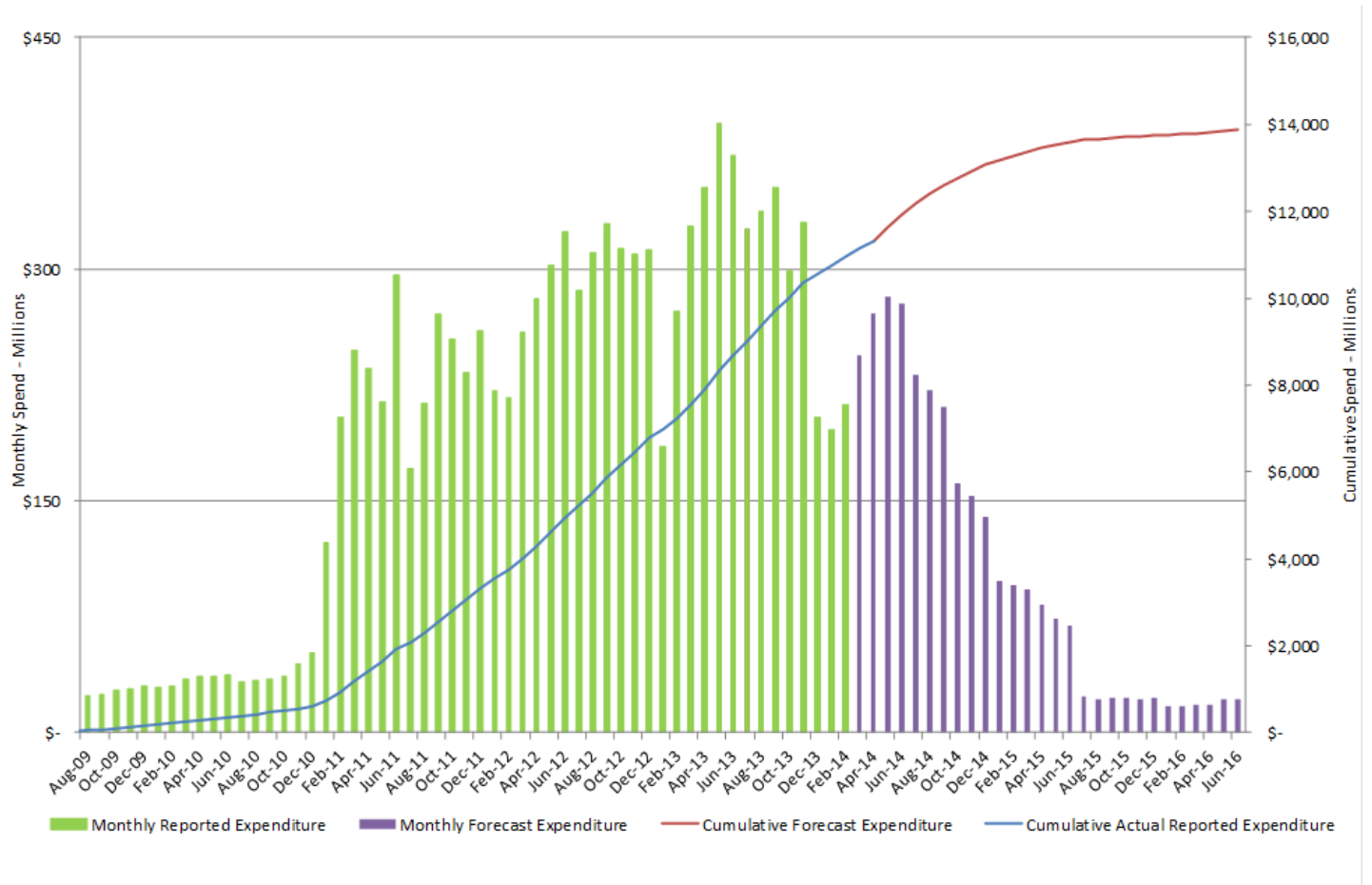
Stage	Description
Works under Assessment	Applications for packages which are currently under assessment by the Authority or are awaiting additional information from the applicant.
Works In Market	Estimate of spend remaining on works in progress and packages which have been approved by the Authority and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

Source: DTMR at 30 April 2014; and the Authority at 3 June 2014

3.5 Program of works expenditure

The figures below represents the monthly reported expenditure and estimated costs on a combined basis for events managed by the Authority (2009 to 2014).

Figure 3.5.1 Combined Program of Works - monthly expenditure



Source: the Authority - cumulative expenditure by delivery agents to 31 March 2014 as reported to the Authority at 3 June 2014; and program estimates per Updated 28 February 2014 NDRRA Review

3.6 State-controlled roads and highways

DTMR's Transport Network Reconstruction Program (TNRP) manages the recovery and reconstruction of Queensland's integrated transport system to reconnect Queensland communities and economies following the damage from natural disaster events in 2010, 2011, 2012 and 2013.

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

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

The current state of activity*:

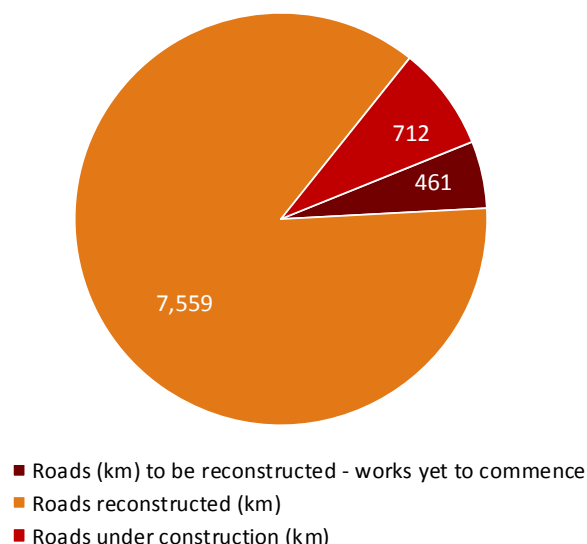
Roads – \$5.3 billion of projects have been completed for both recovery and reconstruction works (excluding maritime infrastructure) for works resulting from the disaster periods of 2010 to 2013 and \$1.1 billion of reconstruction works are currently underway. Of the 8,732km of roads which DTMR plans to reconstruct following damage from the 2010 to 2013 natural disaster events, 7,559km had been reconstructed to 30 April 2014. A further 712km of road is under construction on active works contracts. *See Figure 3.6.1 and TNRP Summary map.*

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

Key achievements:

- During April 2014, DTMR expended approximately \$114 million on reconstruction works across the State arising from natural disaster events between 2011 and 2013. The cumulative spend on reconstruction of the transport network to 30 April 2014 is \$5.8 billion for works resulting from the 2010 to 2013 disaster periods.
- There was 162km of damaged roads reconstructed in April 2014 bringing the total reconstructed since the program commenced to 7,559km (87%) of the total damaged roads which DTMR plans to reconstruct from the 2010 to 2013 events*.
- Construction commenced on 39 projects valued at \$77 million in April 2014 including five 2013 event projects on the Bruce Highway (Rockhampton to St Lawrence and Benaraby to Rockhampton) and Burnett Highway (Biloela to Mount Morgan) in Fitzroy Region; works on the Flinders Highway (Townsville to Charters Towers) and Gregory Developmental Road in Northern Region; and works on the Diamantina Developmental Road, Blackall–Adavale Road and Carnarvon Highway (Injune to Rolleston) in South West Region.
- Construction reached practical completion on 53 projects valued at \$175 million in April 2014 including 11 projects in the Darling Downs Region; works on the Bruce Highway (Benaraby to Raglan and Gin-Gin to Benaraby) in Fitzroy Region; the Esk–Hampton Road project (North Coast Region); and 11 projects in South West Region.
- In April, 21,225 stakeholder notifications were provided about reconstruction works. The majority of information provided related to project updates and construction start details.

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



Above: Isis Highway (Biggenden to Coalstoun Lakes) – wide loads traversing partially sealed site

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

(Source: DTMR 31 March 2014)

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

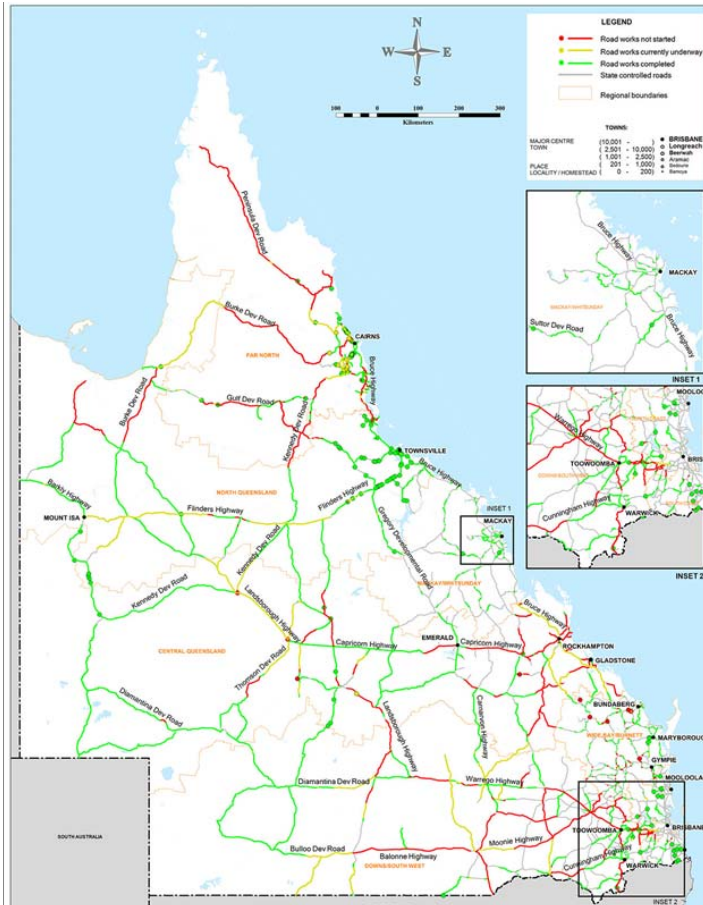
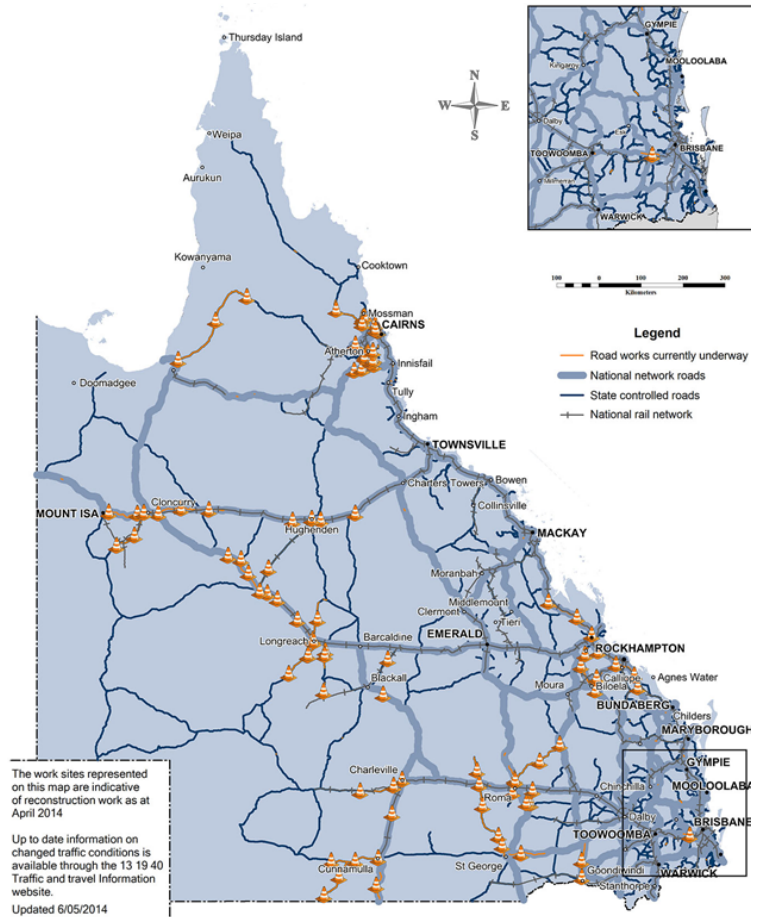


Fig 3.6.3 TNRP reconstruction work sites - April 2014



(Source: DTMR 30 April 2014)

3.7 Betterment fund status

The \$80 million Betterment fund is a Category D relief measure available to LGAs that have been declared for NDRRA assistance for the flood, storm and cyclone disaster events that occurred in Queensland in early 2013 for the restoration or replacement of essential public assets to a more disaster resilient standard than their pre-disaster standard.

The Betterment Fund was announced in February 2013 following Tropical Cyclone Oswald which caused damage to many of the assets which had been repeatedly damaged and restored from earlier disaster events. Correspondence was received from the Commonwealth in August 2013 agreeing to an extension of the Betterment fund to also cover LGAs declared for the two additional disaster events that occurred after Oswald through to June 2013 - Longreach Flood (18 February 2013) and Central and Southern Queensland Low (25 February to 5 March 2013).

Status

Expressions of Interest (EOI) were received by the Authority from 48 councils with approximately \$1 billion worth of Betterment projects to improve the resilience of infrastructure to natural disasters. Under the Betterment Framework, in addition to the normal NDRRA submission assessment process, the Authority considered the financial and non-financial benefits of the betterment proposal such as possible prior damage, loss of availability and its impact on economic or social factors of the community.

The majority of the Betterment Fund has now been allocated to approved projects. 220 projects with a betterment component have been approved for 34 LGAs. These projects have an estimated total cost of approximately \$152 million, which includes \$78.5 million in Betterment funding and Council contributions of \$12 million.

Works have commenced and are substantially progressed on a number of approved Betterment projects. To date, 31 LGAs have started to deliver more than 150 of the 220 approved projects. Key projects that are reported as substantially progressed include Glenhaughton Road (Banana Shire Council), Upper Mount Bentley Road (Palm Island Aboriginal Shire Council), Old Wharf Road (Hinčinbrook Shire Council), Richmond Road (Croydon Shire Council), Bucca Road and Gentle Annie Road (Bundaberg Regional Council), One Mile Bridge (Ipswich City Council) and a suite of projects for Fraser Coast and South Burnett Regional Councils. All projects are intended to be delivered by 30 June 2015.

Progress reports on the Gayndah Water Intake plant, Gayndah-Mundubbera Road and the Margate Seawall Betterment project are provided in Section 4.

Section four: Progress Reports



4.1 Iconic projects in reconstructing Queensland*

Project	Value (\$m)	Description	Status
BCC Riverwalk (Cat D)	\$72.0	<p>The Brisbane Riverwalk was a unique pedestrian and bicycle path which linked the city's CBD with the inner suburb of New Farm. It also provided a direct link with tertiary education, entertainment, recreation, commercial, community and residential precincts in the inner city.</p> <p>The floating infrastructure was destroyed by the January 2011 floods and the whole structure was subsequently removed. Following detailed public consultation, Brisbane City Council decided to replace the previously floating walkway with a fixed, jetty-like 850 metre long structure between New Farm and the CBD. The deck will be approximately 3.4 metres above average high tide level, high enough to minimise corrosion caused by salt water.</p> <p>The walkway's 37 piles will be anchored into the riverbed, providing the structure with a strong, more flood-resilient foundation. It will feature 24 hour lighting, separate pedestrian and cyclist paths and shaded rest areas. The design also included a rotating opening span to allow for the passage of vessels to and from moorings.</p> <p>Funding for the project is being provided through special (Category D) funding under NDRRA arrangements.</p>	<p>The construction of Riverwalk commenced in late July 2013 with a 55m-long barge mobilised in the Brisbane River carrying a 280-tonne crane and a piling rig. Since this time, a second piling barge and a third barge dedicated to installing the girders have also been mobilised. As all of the 37 piles have now been poured, the second piling rig was demobilised in May.</p> <p>All 30 concrete girders have now also been installed on the piers.</p> <p>The next major construction milestone will involve installing the opening span to allow for the passage of vessels to and from moorings located within the area of water bordered by the walkway. The opening swing bridge is currently being painted off site and is expected to be installed in June.</p> <p>Current construction activities also include the installation of seating and shelters at the five viewing nodes, concrete pours between the adjacent girders and the installation of balustrades on girders.</p> <p>Riverwalk is being constructed by John Holland Construction Group.</p>



Above: gangways being installed



Right: the new Riverwalk balustrade

(Courtesy: Brisbane City Council)

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

4.1 Iconic projects in reconstructing Queensland (continued)

Project	Value (\$m)	Description	Status
Gayndah - Mundubbera Road (Cat B and Cat D)	\$8.8	<p>Gayndah-Mundubbera Road is an essential freight and transport link for the North Burnett region, connecting the highly productive agricultural towns of Gayndah and Mundubbera. It also provides access for approximately 100 residents and local farmers including primary producers in the beef cattle, citrus, mango and grape industries, and is an important school bus route.</p> <p>In the 2013 flood event, approximately two kilometres of the road was washed out causing the road to be closed for three months. The two lane gravel section of the road affected had also previously sustained significant damage in the 2011 floods.</p> <p>A project to rebuild and increase the resilience of the two kilometre section of the road adjacent to the Burnett River is being partly funded through the Betterment fund. The project includes relocating the road uphill by up to 11 metres in elevation, with 1000 metres of concrete pavement for the lower section of the road and approximately 900 metres of asphalt pavement for the higher road section. New stormwater drainage works including concrete lined channels, culverts and scour protection will also be utilised.</p> <p>The estimated cost of the betterment project is \$8.9 million, of which \$6.8 million is eligible for NDRRA Category B funding, \$2 million is being funded from the Betterment Fund and Council is contributing \$100,000 to the works.</p>	<p>The project commenced in early February 2014 and is being delivered by Probuild Civil, a Queensland-based civil engineering company.</p> <p>To date, 75% of the works have been completed.</p> <p>Form work and associated reinforcement has been placed with concrete currently being poured on site. Only the pavement works remain yet to be completed.</p> <p>Completion is expected by mid 2014, weather permitting.</p>



Above: damage to the Gayndah-Mundubbera Road following flooding associated with Tropical Cyclone Oswald in early 2013



Right: Construction works underway to the Gayndah - Mundubbera Road betterment project - May 2014



4.1 Iconic projects in reconstructing Queensland (continued)

Project	Value (\$m)	Description	Status
Margate Seawall (Cat B and Cat D)	\$2.2	<p>The Margate Seawall is a concrete skirt wall supporting a pedestrian and cycle path along Margate Parade, which links Redcliffe and Scarborough on the foreshore of Moreton Bay.</p> <p>The wall protects the foreshore during significant storm events, and provides protection for a number of essential public assets and services located adjacent to the foreshore, including stormwater drainage, pathway lighting, public car parks, a shelter structure, ablution block and underground utilities.</p> <p>Severe weather generated by Cyclone Oswald in January 2013 undermined the existing shallow foundations of the concrete skirt wall. A 56 metre section of the wall and pathway suffered structural collapse and has been closed due to concerns for public safety. A further 200 metre section is at high risk of failure in the event of another storm.</p> <p>Council's betterment project proposes a new stepped concrete seawall to protect the path and other essential assets from severe weather and storm surges.</p> <p>The estimated cost of the project is \$2.39 million, of which approximately \$712,000 is eligible for NDRRA Category B funding, \$1.5 million is being funded from the Betterment Fund and Moreton Bay Regional Council is contributing \$168,000 towards the works.</p>	<p>The project commenced in early February 2014 with site preparation works.</p> <p>The works are being delivered by Auzcon Pty Ltd a Queensland based construction company located at Beachmere.</p> <p>To date, the project is approximately 60% complete, with all piling and approximately half of the vertical wall completed. In addition, nearly 30% of the precast panels for the project have now been poured.</p> <p>Completion of the Margate Seawall betterment project is expected in late July 2014, weather permitting.</p>
Palm Island Seawall	\$14.2	<p>The Palm Island foreshore provides the focal point for the island's community. It is the location of culturally significant landmarks and memorials as well as the island's community facilities.</p> <p>The seawall in Challenger Bay protects the foreshore and Palm Island coastline through providing wave dissipation and erosion mitigation. Damage to the seawall occurred as a result of Cyclone Yasi in February 2011.</p> <p>The reconstruction project involves reconstruction of 1.3km of seawall, comprising rockwall and pre-cast concrete bulkhead sections.</p>	<p>The project commenced in November 2013 with the transfer of equipment to site from Townsville and Cairns via barge. The works are being delivered by Koppen Developments, a Cairns-based construction company.</p> <p>During May, construction of the rockwall was completed. All of the 141 piers and 140 panels for the concrete section of the seawall have now been pre-cast off-site in Townsville and almost all components have been delivered to site.</p> <p>Construction of the precast wall is in progress with all piers and 85 panels installed to date. In-situ cast elements are approximately 50% complete and wall capping has commenced.</p> <p>Completion is expected in June 2014.</p>



Works underway on Margate Seawall - May 2014



Works underway to Palm Island Seawall, May 2014, showing completed rockwall (left) and concrete section under construction (centre and right)

4.1 Iconic projects in reconstructing Queensland (continued)

Project	Value (\$m)	Description	Status
Gayndah Water Supply Intake Station (Cat B and Cat D)	\$3.8	<p>The Gayndah Water Supply Intake Station on the Burnett River provides the town's only water supply and supports a population of approximately 2000, as well as local primary industries.</p> <p>The pumping station was rebuilt after being severely damaged in 2011; only to have the new jetty, raw water intakes, pumps and water discharge main destroyed by the floods of early 2013.</p> <p>The pumping station is being rebuilt and improved through a combination of Category B NDRRA funding (for the cost of reconstructing the damaged station), Category D Betterment funding (for the incremental cost of betterment works) and council contribution. The betterment package includes a new submersible-style pumping station, a water intake upstream of the weir and a new raw water main to the water treatment plant.</p> <p>Making this piece of infrastructure more flood resilient will help secure Gayndah's water supply and improve the efficiency and reliability of this important piece of community infrastructure in the case of extreme weather.</p>	<p>The Gayndah Water Supply Intake Station was the first project to be approved under the Betterment Fund.</p> <p>Works commenced on the first of two stages of works in mid-November 2013. The first stage to install a new main pipeline from the water intake structure at Claude Wharton Weir was delivered by Doval Constructions Pty Ltd and completed in January 2014.</p> <p>Stage two works to construct the submersible pumping station and a water intake upstream of the weir is being undertaken by Abergeldie Constructions. Works commenced on site in March prior to the Easter break.</p> <p>In May, concrete was poured on site followed by the installation of 50 tonne pre-cast concrete units of the intake structure which were lifted into place by crane.</p> <p>Fit out and pump installation of the new water intake facility is planned to occur through June with commissioning of the facility currently expected to occur in mid-July.</p>

Right: Stage two works underway at Claude Wharton Weir to Gayndah Water Supply Intake Station betterment project - May 2014



4.2 Program spotlights

DTMR / Sunshine Coast Regional Council Grigor Bridge and Obi Obi Road

Following damage sustained as a result of the 2010 and 2011 flood events, works are now complete on two key reconstruction projects located approximately 30 kilometres apart in the Sunshine Coast hinterland.

Grigor Bridge is a key crossing over the Mary River on the Maleny-Kenilworth Road near Conondale. The original single-lane timber bridge was built in 1929 and was extensively damaged during flooding in October 2010 and again in January 2011.

Works to construct the new bridge involved re-alignment of the adjacent section of Maleny-Kenilworth Road and demolition of the old timber bridge. To improve the long term life of the reconstructed road, DTMR carried out complementary works to widen the bridge to two lanes, raise the bridge and fund the associated costs of embankments and culverts. The total project value of approximately \$10.6 million included both NDRRA and DTMR complementary funding. Works commenced in March 2013 and was completed in April 2014, two months ahead of schedule.

Protecting the local environment has been a priority on the project. The engagement of environmental specialists at every stage of the project has minimised the impact on the many significant species in the catchment area. Construction activity was scheduled to accommodate the breeding cycles of a number of iconic species including the Mary River Turtle and Mary River Cod.

Works on **Obi Obi Road** were situated on a downhill gravel section of the road near the township of Mapleton.

Work undertaken by DTMR provided a robust solution to landslip problems on this road. Precast planks were anchored in place to restore the shoulders and guardrail repairs and designed to ensure that future loss of fill on the slope does not result in a reduction of road width. The restoration works for Obi Obi Road cost \$2.9 million, consisting of both NDRRA and complementary funding by DTMR. Works commenced in July 2013 and were completed in December 2013.



Following reconstruction works (inclusive of complementary works) on Grigor Bridge (top) and Ob-Obi Road (bottom)

TURN ON
HAZARD LIGHTS
WHEN QUEUED

DTMR

Safety focus leads to Queensland first

Given the scope and scale of works in DTMR's reconstruction program, the safety of the community and roadworkers continues to be the highest program priority. The focus on safety has led to a Queensland first in the form of new traffic signage aimed at reducing end-of-queue incidents.

To improve safety at roadwork sites, DTMR documented all roadwork safety devices in one document making it easier for contractors to implement safety requirements.

The tactics used include queued traffic signage, portable rumble strips, pilot vehicles to escort vehicles through roadworks and speed-activated signage that displays the vehicle's speed and a message to thank drivers for doing the right speed or to ask them to slow down. Other tactics include portable traffic signals and UHF CB radio alert system that notifies drivers that roadworks are ahead and to slow down.

DTMR also devised 'Turn on hazard lights when queued' signage – the first of its type in Queensland – in response to driver feedback. Feedback showed that when approaching queues, motorists were not aware traffic had stopped as brake lights were not visible because most drivers in the queue had turned off their engines and applied hand brakes. To some drivers, the queue looked like a line of moving traffic when, in fact, the traffic had stopped.

Placed at roadworks site entry points, the 'Turn on hazard lights when queued' signage is an innovative and low-cost solution aimed at reducing end-of-queue incidents on rural roads. There have been no end-of-queue incidents in South West Region since the hazard light signage trial in March 2013 – a great outcome. Consequently, all reconstruction work sites in the South West Region are now using this signage and other regional offices have requested the use of similar signage.

4.2 Program spotlights (continued)

Cook Shire Council Delivering efficiencies with day labour - Bamaga Road

Bamaga Road in Far North Queensland runs for almost 220km, 600km north from Cooktown and links remote communities throughout the Cape York Peninsula, providing the only land based access for locals and access for tourists to the Cape.

The remote nature of Bamaga Road ensures that when it is damaged, whether by natural disasters or monsoonal flooding, any repairs require road works crews to travel exceptional distances to the work sites, resulting in large costs and unique challenges.

Bamaga Road suffered damage at multiple sites during the events of 2011 with damage including washouts causing the loss of pavement formation, deep scouring, rutting and potholing. Cook Shire Council was approved for restoration works including gravel resheeting, debris removal, drain reinstatement and rock protection.

Council's decision to use its internal labour force to carry out supervisory and quality assurance works, rather than using external contractors, has seen the final expenditure for the project reduced by nine percent to approximately \$488,000 compared to the original estimated value.

If Cook Shire Council were not able to undertake these works using local contractors and its own personnel, suitably qualified persons would need to be sourced from Cairns (a distance of over 785km from Bamaga Road) or even further afield.

"Being able to use our own available resources has certainly provided a great outcome for this project," said Cook Shire Council Mayor Peter Scott.

"The remote location would have been a challenge for contractors not familiar with our region, whereas our own crews were able to deliver the work to a tighter timeframe and far more cost effective than any alternative. Local knowledge and expertise are key elements to conducting successful works in Cook Shire."



Right: Damage to (top and centre) and following reconstruction works (bottom) to Bamaga Road

4.2 Program spotlights (continued)

Fast-tracking reconstruction works from the 2014 events iDARMS infrastructure assessments

A key success factor in monitoring the pace of recovery and rebuilding from natural disasters is undertaking structured and planned assessments of damage. Another is commencing reconstruction as early as possible after the disaster event followed by regular reconstruction audits.

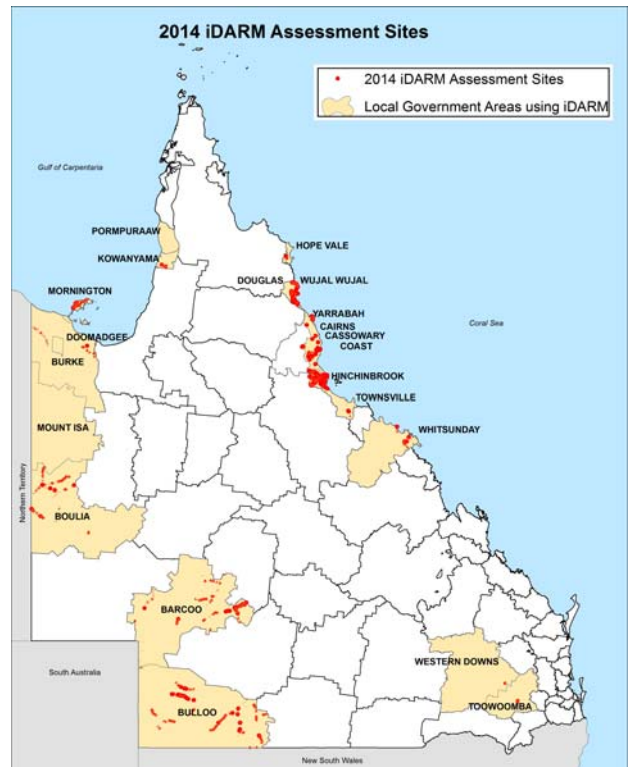
The Damage Assessment and Reconstruction Monitoring system (DARMSys™) was developed by the Authority in conjunction with the Department of Community Safety following the natural disasters of 2010-11 to monitor damage and reconstruction progress. In 2013, the DARMSys™ platform was further developed to capture damaged public infrastructure data (iDARM).

iDARM provides a solution for local governments to easily log the damage on their roads, bridges and other public assets. Assessors collect data using a GPS enabled hand held Trimble device, which is then uploaded by Wi-Fi directly to the Authority's systems, making the process of applying for NDRRA funds simpler and faster.

The development of a data collection platform for damaged public infrastructure insures greater assessment integrity and an improved quality in councils' NDRRA submissions.

Since January 2014, the Authority has assisted 20 councils in completing iDARM assessments for infrastructure damage resulting from the 2014 events. For councils that elect to use the system, iDARM is used to supplement Council's other infrastructure damage assessments and data collection processes. To date, over 1,300km of road damage has been recorded and over 25,000 photos of damaged public infrastructure have been captured in 2014.

Infrastructure that was recorded as damaged in the iDARM phase will be surveyed to monitor the progress of reconstruction.



LGAs where iDARM infrastructure damage assessments have been undertaken in relation to the 2014 events



Right: iDARM teams undertaking damage assessments in the Whitsundays Regional Council area



Left: Community Recovery and Resilience Minister David Crisafulli with the Authority's Michael Kraus collecting data near Bloomfield Village.



Section five: Communications



5.0 Communications

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

5.1 Communicating progress

Media analysis

There has been a total of 281 media items in May 2014 (152 print – 54%, 45 TV – 16%, 84 radio – 30%), which reached a cumulative audience of over 9 million people, with the focus this month being on Cyclone Ita, proposed changes to NDDRA, as well as flood mitigation, council recovery, and betterment projects.

There were media mentions for regions recovering and rebuilding from natural disasters across Queensland, including articles in the Atherton Tablelander, Barcoo Independent, Cairns Post, Cooloola Advertiser, Courier-Mail, Daily Mercury, Gatton Lockyer Brisbane Valley Star, Gympie Times, Herbert River Express, Innisfail Advocate, Rockhampton Morning Bulletin, Queensland Times, and Tully Times; TV coverage on the ABC, WIN and Seven networks throughout the State; and radio mentions on ZINC FM Townsville, 4CA Cairns, Radio 4KZ Innisfail and ABC Radio Queensland.

The Betterment Fund received coverage for projects in Lockyer Valley, Western Downs, and Somerset with articles appearing in regional media including the Gatton Lockyer Brisbane Valley Star, Toowoomba Chronicle, Dalby Herald, and the Kilcoy Sentinel.

Engagement activities

In May, **Minister for Local Government, Community Recovery and Resilience, David Crisafulli**, travelled to Bundaberg to unveil an early warning system to prepare residents for future floods. **Minister Crisafulli** also visited Cairns and Mackay to inspect upgrades to several levee banks that will protect hundreds of homes from flooding, and met with the Tablelands, Cassowary and Hinchinbrook Councils to discuss cyclone recovery and flood mitigation.

The Minister together with **Authority Chief Executive Officer, Graeme Newton**, visited Cooktown for Community Cabinet during the month. **Minister Crisafulli** also visited the Hopevale Banana Farm and surrounding properties and businesses damaged by Tropical Cyclone Ita in Far North Queensland.

Authority Chairman, Major General Wilson represented the Authority at the Australian and New Zealand Disaster and Emergency Management Conference on the Gold Coast on 6 May 2014.

Authority representatives, including specialist damage assessment teams, continue to be on the ground in regions affected by Tropical Cyclone Ita to offer advice and support in the immediate aftermath of the event. At month end, Authority teams remain deployed assisting councils with infrastructure damage assessments and NDRRA submission preparation.

Communications

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

The Authority's website provides information to the public and continues to be enhanced with ongoing updates, including information about Betterment projects. There has been a large number of visits to the website since it was launched on 18 February 2011. At 31 May 2014, total website visits amounted to 420,957 - an increase of 1.4% since last month . (See Figure 5.1.1)

In May, the Authority received an additional 44 calls to its dedicated hotline and 350 additional pieces of written correspondence were received. (See Figure 5.1.2)

Fig. 5.1.1 Website traffic

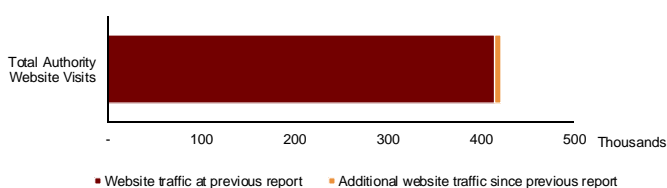
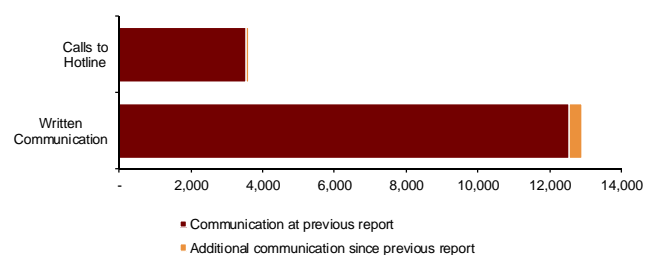


Fig. 5.1.2 Communications



(Source: the Authority at 30 May 2014)

5.2 Media reports

Rural road flood restoration works to start soon

Funding assisted 2013 flood restoration works are continuing across the region with \$6.5 million worth of work to start soon on rural roads mainly in the Boyne Valley.

Gladstone Regional Council Rural Services portfolio spokesperson Councillor Leo Neill-Ballantine said the works were part of \$80 million Queensland Reconstruction Authority (QRA) road and drainage works continuing to be rolled out.

"Flood damage to Council assets has been widespread with numerous rural and urban roads receiving initial emergent works to maintain assets in a serviceable condition while awaiting restoration repairs. These restoration repairs are now due to commence," Cr Neill-Ballantine said.

"A couple of crews will soon carry out work in the Boyne Valley for three months addressing damage to the rural road network and returning the assets to a similar condition as to before the 2012 and 2013 floods."

Work is also scheduled for construction of a \$900,000 culvert and road realignment of Blackmans Gap Road at Oaky Creek on the Miriam Vale side of the Blackmans Gap range.

"The road will be realigned in a better position for vehicular travel and provide increased flood immunity."

"Construction will continue into the new financial year and while there are not expected to be any road closures traffic control will be in place."

Stage 2 work on Euleilah Creek Bridge at Baffle Creek will start in coming weeks and also continue into the new financial year.

"Council recently completed Stage 1 works on the bridge deck and approaches, including resurfacing the traffic surface, minor concrete repairs and installation of guardrail with Stage 2 work focusing on under the bridge; repairing the bridge concrete substructure providing protection from the elements," Cr Neill-Ballantine said.

Regional flood restoration work updates can be viewed on Council's website at <http://www.gladstone.qld.gov.au/flood-restoration-works>

Coastal Rag, Agnes Water,
3 May 2014

\$300,000 approved for road works



ALEXANDRA SHEEHY

CYCLONE recovery works to start in the 2014 case harvesting season will begin next week, after council approved \$300,000 for the project.

The Harribrook Shire Council approved a "package of works" to restore the 12km stretch of unsealed roads in the region at a special meeting on Thursday afternoon.

"A council report states that the damage caused by Cyclone Ita last month has 'generally been limited to the unsealed drive road network'."

Councillor David Carr said the works will be temporary in nature, with the proper road to be completed through the NDIRA process.

"Having the Cyclone Ita event in the middle of April like we did, it has made us realise that the seasonal roads are a real issue," Cr Carr said at the meeting. "The case season is upon us and if we don't do something quick the roads aren't going to be up to standard for the case harvest."

"We are not going to go and build super highways with that money, we are going to go and make the roads safe and trafficable in order to get the case season underway. The proper road will come a bit later on as we get the tender process happening for the NDIRA process for the 2014 event on our gravel network."

The works, which derived from both unsealed roads from council and the Queensland Reconstruction Authority, will specifically address any case and safety issues on unsealed roads.

Council said it was vital for the works to be carried out to a standard that will allow efficient and safe harvesting and ensure there is no further impact to the local economy.

While the project is estimated to cost \$300,000, council's Engineering Service executive manager James Stewart said he expected it will come in at "half that figure."

He said it would cost about \$17,000 with each kilometre of road expected to cost \$1000 to repair.

"There are portions of it which should be classed under NDIRA and then there are portions of it which will be a council cost," Mr Stewart said at Thursday's meeting.

Mr Stewart said works will start on Tuesday with the majority of the roads set to be addressed by the start of crushing season on June 17.



Herbert River Express

Herbert River Express,
17 May 2014

\$680m outlay paves a path to better Mackay roads

SWAMPED by back-to-back disasters that crumbled busy regional roads, Mackay Regional Council used the costly events to borrow funds and benefit road users.

Council has spent \$680 million in six years to restore and rehabilitate roads.

Happy to have a better roads and happier commuters, Mayor Deirdre Comerford said they had gone through short-term pain for long-term gain, and council had delivered a stronger, more resilient road network.

The big cost included \$270 million in flood damage funding from state and federal governments — Natural

Disaster Relief and Recovery Arrangements (NDIRA).

Council contributed \$410 million. Commuter Jarred Cannon, who works to build better roads with council's civil projects, is a daily user of one improved road, Paradise St, and "loves it".

Comerford said the works involved more than 1500km of roads, including 400km in the urban area. Residents should know it took a lot of money to repair and restore roads.

However, the government NDIRA funds end on June 30 and council will return to its usual \$30m to \$35m annual road expenditure.



HITTING THE PAVEMENT: Taking it to the streets are (from left) Mackay Mayor Deirdre Comerford, councillors Kevin Cassey and Ross Walker and Mackay Regional Council employee Jarred Cannon.

Daily Mercury, 15 May 2014

Funding helps secure 'fantastic' bridge

PEDESTRIANS who cross Myall Creek are celebrating the announcement that Dalby's Mercy Bridge will be replaced by June 30.

The iconic footbridge has been closed to the public since 2013 and Western Downs Regional Council confirmed last week that, weather permitting, a replacement structure would be fully operational by the end of the financial year.

The replacement composite fibre and concrete bridge will cost \$672,227, with the State Government contributing almost \$540,000 towards the project from the Queensland Betterment Fund.

The \$566,914 Myall Creek retaining wall project – funded through the National Disaster Relief and Recovery Arrangements program – will be completed at the same time.

The council's spokesman

for works and engineering services, Councillor Andrew Smith, said he was thrilled the Mercy Bridge was finally being replaced.

"I think from an accessibility perspective, it's massive for the community," he said.

"It's obviously been a bit of a nuisance not having it open."

"I believe the new bridge looks great, it's more durable and, aesthetically, I think we've got a great outcome."

"The people of Dalby are really proud of Myall Creek."

Minister for Agriculture, Fisheries and Forestry, John McVeigh helped make the funding announcement in Dalby in December.

McVeigh said he was pleased the State Government was able to help replace a piece of infrastructure that was "very important to the local community".



BETTER BRIDGE: Councillor Andrew Smith comments.

PHOTO: LYNDON KEANE

Dalby Herald,
13 May 2014

New bridge a sustainable way forward

A TIMBER bridge severely damaged by the 2013 floods in the Somerset township of Harlin is being replaced with a million dollar concrete bridge.

Foggs Bridge on Foggs Road is the latest in about a dozen timber bridges to be replaced with durable concrete structures following the 2011 and 2013 floods. Replacement of the damaged 42 metre long timber bridge started in February and is almost complete.

The bridge, that crosses Maronghi Creek, has been replaced with a single lane concrete bridge measuring 45 metres long and five metres wide. Somerset Mayor Graeme Lehmann said Council was working towards replacing all of the region's timber bridges over several years.

"We are fortunate that the Queensland Reconstruction Authority have funded the replacement of several timber bridges that were damaged in the 2011 or 2013 floods," Cr Lehmann said.

"With that funding we are able to replace timber bridges with cost effective and sustainable structures which will be in service for at least the next century."

Cr Lehmann said there are about 50 timber bridges in the region that will need replacing in the future.

The replacement of Foggs Bridge was funded by the Queensland Reconstruction Authority through its Natural Disaster Relief and Recovery Arrangements funds.



Construction on a new concrete bridge on Foggs Road at Harlin is almost complete.

Kilcoy Sentinel,
8 May 2014

Queensland Times,
23 May 2014



TORN UP: Widgee road damage following last year's flooding.

South Burnett roadworks start

THE start of road repairs in the South Burnett, following last year's floods, has been welcomed by Member for Wide Bay Warren Truss.

Roadworks will commence on the Burnett Hwy between Goomeri and Gayndah, on the Burnya Hwy between Murgon and Gayndah and on the Murgon-Gayndah Rd, between Murgon and Boobyjan, to repair some of the damage caused by the 2013 floods," Mr Truss said.

The work will involve new pavement overlay, stabilisation of the road surface and associated drainage works. It is expected these measures

will be completed by late July, depending on weather conditions.

The road reconstruction is funded 75% by the Federal Government and 25% by the State Government under the Natural Disaster Relief and Recovery Arrangements.

"The reconstruction work will restore and improve the road quality in the South Burnett region and will be a real step forward for the region after the damage from flooding in recent years. Better quality roads means safer and quicker travel for local residents and businesses," Mr Truss said.



Cr Rick Stanfield stands on a reconstructed section of The Head Road at Carney's Creek where flood waters undermined the road surface. The road up to Teviot Falls and on to Killamey is now open.

The Head Road

Popular tourist route re-opens

by WENDY CREIGHTON

THE Head Road opened to traffic on Monday. It was closed in early February 2013 after flood rains caused landslides on the mountainous sections leading up to the Teviot Falls and destroyed three crossings at Carney's Creek.

Scenic Rim Regional Councillor, Rick Stanfield said residents and visitors would welcome the announcement that the tourist route was now trafficable.

"Repairing and reconstructing the steeper sections has offered some real challenges as in some places the works involved shoring up the road to repair slippage."

"In one place, a gabion wall had to be built as a form of bridging platform to stabilise the road."

"The slopes above and below the road where it passes through the Main Range National Park also had to be stabilised as part of the project."

He said the cost of the works amounted to more than \$1 million.

"And that doesn't take in the cost of initial repairs to the creek crossings to make them trafficable and the later reconstruction of the crossings and repairs to embankments up and downstream of the crossings."

"It is a popular tourist route and I know residents and local businesses will welcome the news of its re-opening."

The project was funded by the State and Federal governments through National Disaster Relief and Recovery Arrangements grants.

Fassifern Guardian, 14 May 2014

Cooloola Advertiser,
27 May 2014



Mayor Steve Jones meets with the Honourable David Crisafulli, Minister for Local Government, Community Recovery and Resilience, to discuss the project.

Construction underway on Thistlethwaite Bridge

Construction work on Grantham's Thistlethwaite Bridge is now underway.

In addition to \$450,000 in funding provided to repair the bridge, Council received \$1,259,160 towards the project, thanks to State and Federal Government Flood Restoration Betterment Funding.

The project will replace the existing bridge with a new, three-span concrete bridge.

Grantham-Winwill Road will be closed at the bridge during the expected four-month construction period. Alternative routes will be available by using Gatton-Clifton Road and Flagstone Creek Road.

Council's Mayor Steve Jones said the bridge was first damaged in 2011, and again in 2013, and was in desperate need of repair.

"The new structure will also be built with more resilient abutments and scour protection," Cr Jones said.

"This is another example of our commitment to rebuild Lockyer Better."

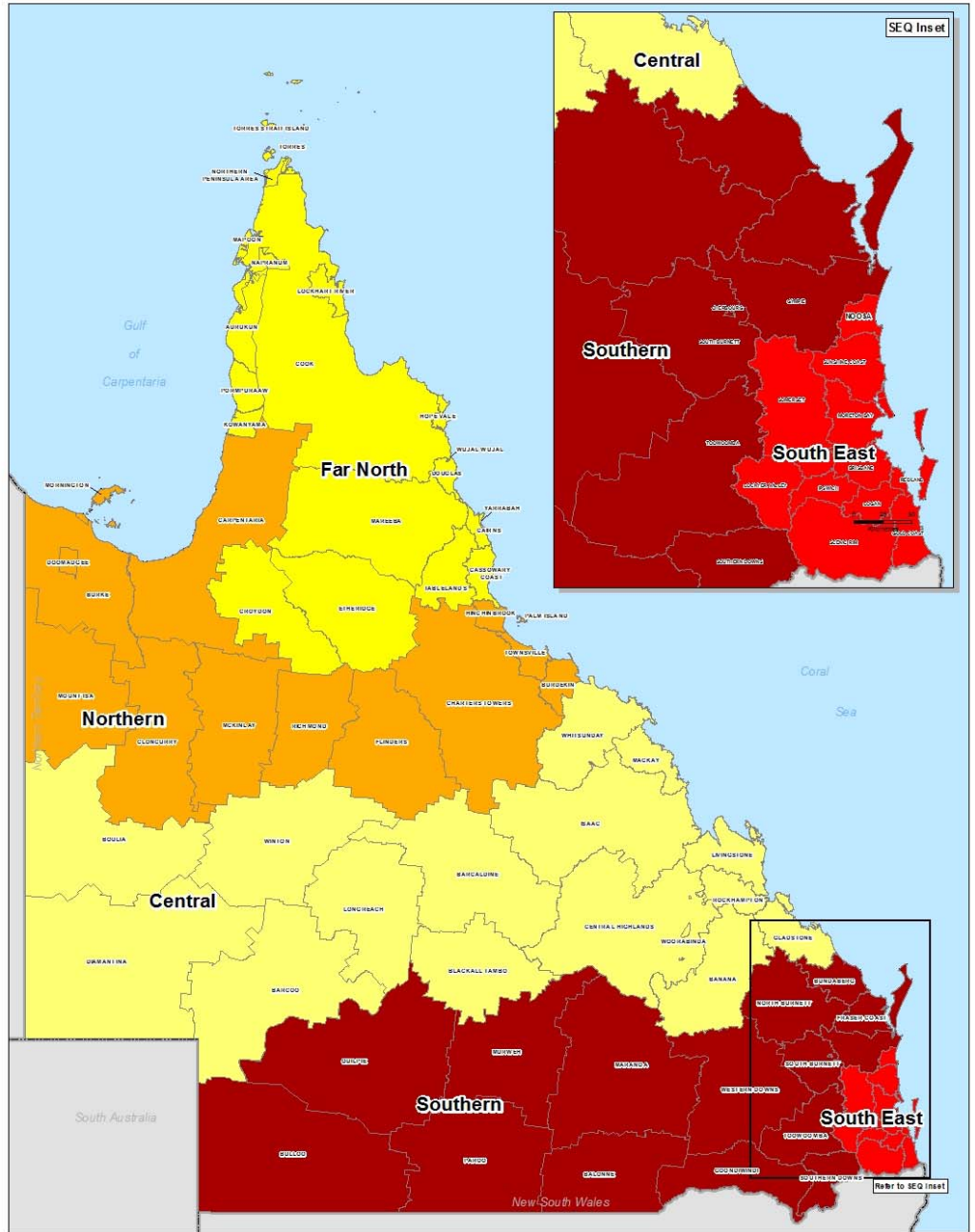
For more information contact Council on 1300 005 872 or visit Council's website on www.lockyervalley.qld.gov.au

Gatton Lockyer Brisbane Valley Star, 14 May 2014

Appendices

Appendix A: Local Government Areas by Region

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



Local Government Areas and QldRA Reporting Regions
 Scale at A4: 1:6,700,000

Legend

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

As at 5/02/2014

Queensland Reconstruction Authority

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