

QUEENSLAND RECONSTRUCTION AUTHORITY

Monthly Report

November 2014

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Message from the Chief Executive Officer

Major General Richard Wilson AO (Ret'd)
Chairman
Queensland Reconstruction Authority

Dear Major General Wilson

It is with pleasure that I present the November 2014 Monthly Report – the 45th 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. Since its establishment, the role of the Authority has subsequently been extended to cover historical and continuing disaster events in Queensland.

The November report provides an update on the progress of recovery. Following the passing of the timeframe for delivery of much of the reconstruction works arising from the 2011 and 2012 events, the Authority is currently focused on closing out the massive volume of works completed up to 30 June 2014 for acquittal to the Commonwealth. Concurrently, the Authority is also actively managing delivery of the considerable program of works remaining from Tropical Cyclone Oswald and other events of 2013 and 2014 through the damage assessment, submission preparation and approval and delivery phases.

The November report is provided following completion of the Authority's September 2014 review of damage 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. The review included updated estimates for the 2013 and 2014 events which are currently in the delivery phase, and preliminary final costs for the relevant 2011 and 2012 event works which were largely completed by 30 June 2014. Following completion of the September 2014 review, the Authority's total program of works has been revised to \$13.3 billion.

As at 3 November 2014:

- an additional \$57 million in submissions have been received by the Authority since last month
- an additional \$144 million has been processed by the Authority since last month
- a cumulative value of \$12.25 billion of the \$13.3 billion works program (2009 to 2014) has been reported to the Authority as being in progress or delivered by delivery agents as at 30 September 2014.

The November report reports on the recent completion of four betterment projects - Villis Bridge and Biddaddaba Creek Road bridge (Scenic Rim Regional Council), Aurukun Access Road (Aurukun Shire Council) and Oaks Creek Crossing (Etheridge Shire Council) - and also provides updates on the progress of major reconstruction projects underway, including the Category D Brisbane Ferry Terminals projects.

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



Frankie Carroll
Chief Executive Officer
Queensland Reconstruction Authority

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Section one:
Introduction



1.0 Introduction

1.1 Background

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

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

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

1.2 Purpose

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

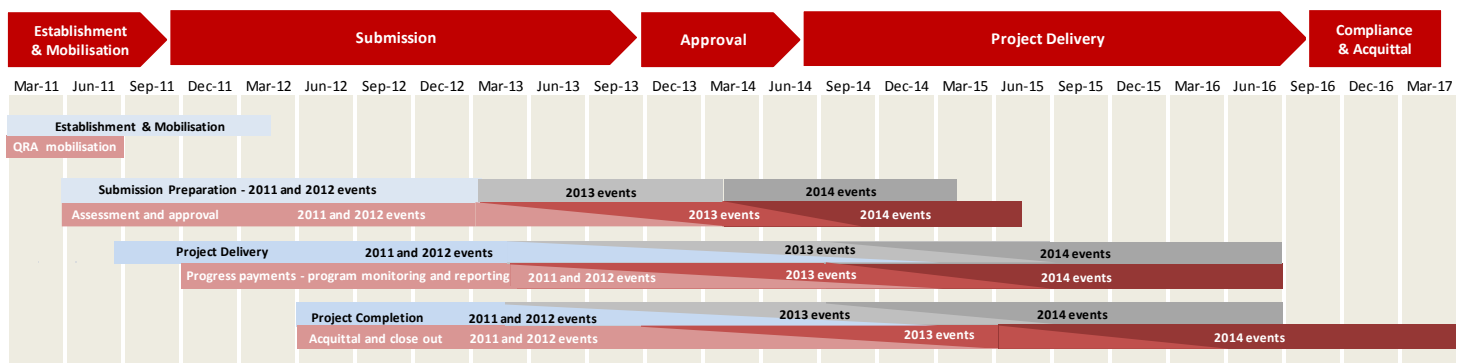
The Authority is charged with managing and coordinating the Government's program of infrastructure renewal and recovery within disaster-affected communities, with a focus on working with our State and local government partners to deliver best practice expenditure of public reconstruction funds.

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

1.3 Timing

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

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



Section two:
Disaster Assistance

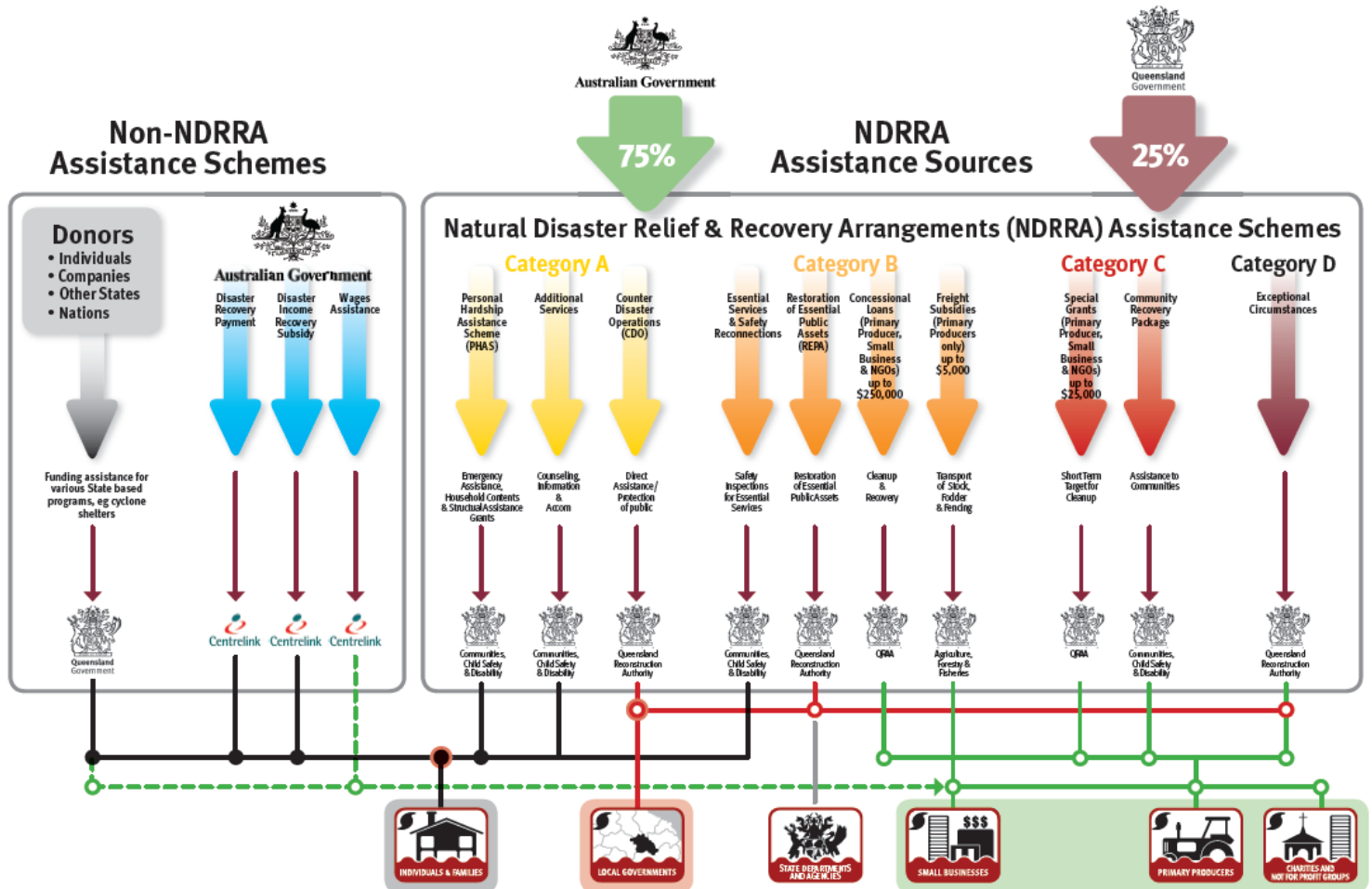


2.0 Disaster Assistance

2.1 Queensland Disaster Assistance Framework

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

Figure 2.1.1 Queensland Disaster Assistance Framework



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

Disaster events managed by the Authority

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

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

This report includes references to event periods described as follows:

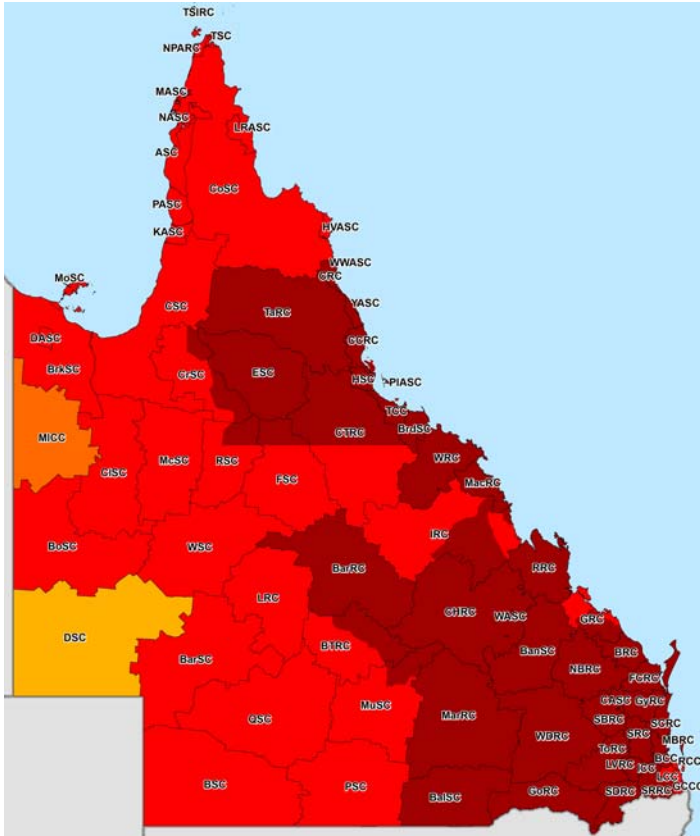
- **2014 events:** Activated disaster events managed by the Authority which occurred in the financial year ended **30 June 2014**
- **2013 events:** Activated disaster events managed by the Authority which occurred in the financial year ended **30 June 2013**, including Tropical Cyclone Oswald and associated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

2.0 Disaster Assistance

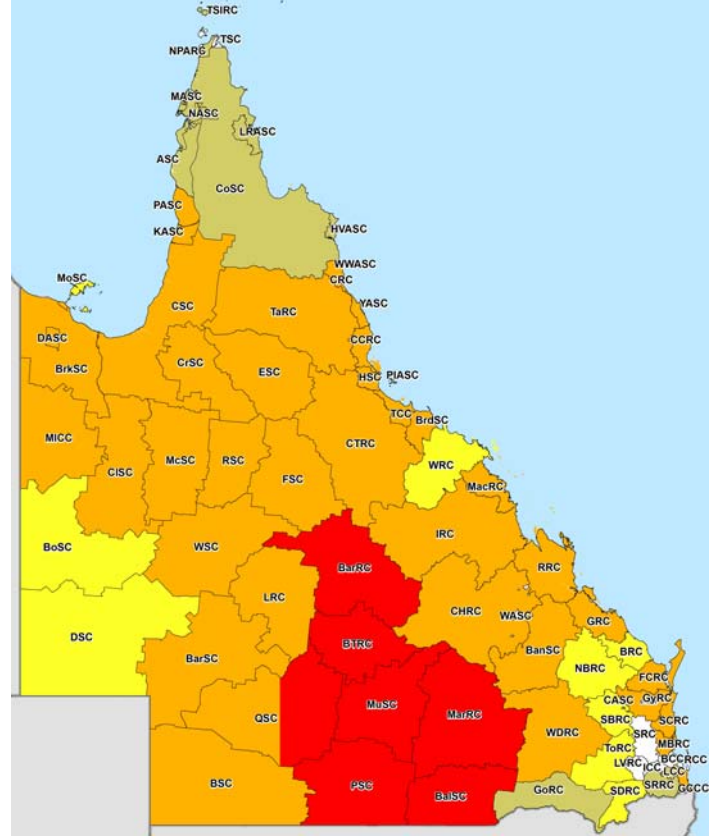
2.2 Disaster assistance by event period

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

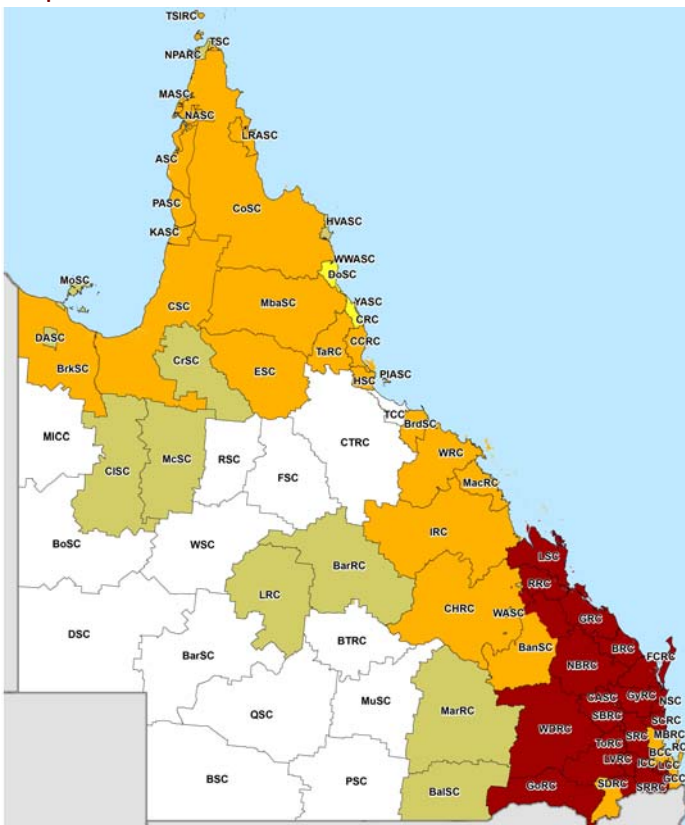
Map 1 - LGAs disaster activated under NDRRA for 2011 events



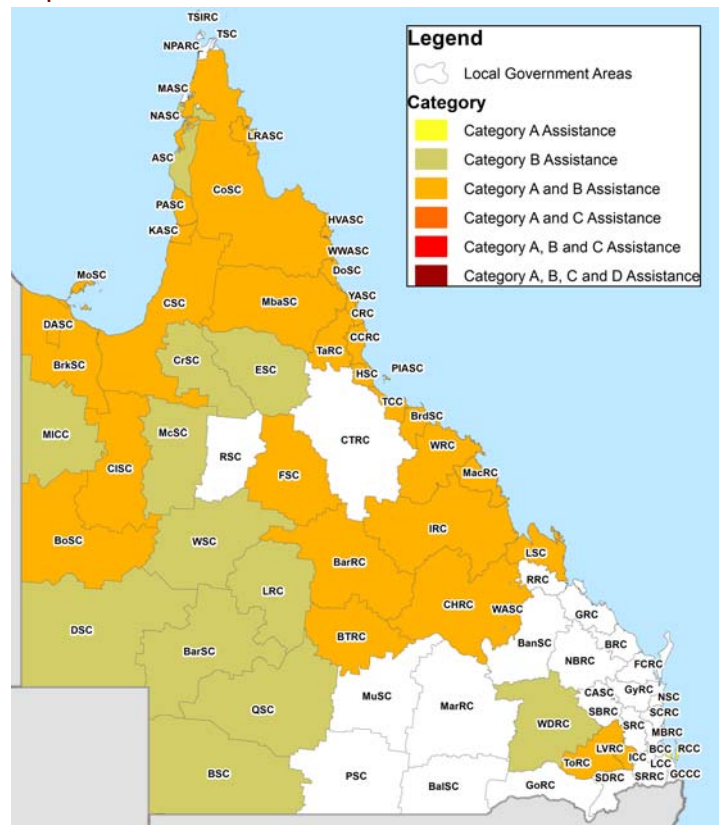
Map 2 - LGAs disaster activated under NDRRA for 2012 events



Map 3 - LGAs disaster activated under NDRRA for 2013 events



Map 4 - LGAs disaster activated under NDRRA for 2014 events



* Refer Appendix A for glossary of LGA abbreviations

2.3 Events managed by the Authority

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

There have been no new activations for NDRRA financial assistance since the last report.

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
- Far North Queensland Peninsula Flooding (27-31 January 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 *

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 events managed by the Authority:

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

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

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

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

2.4 Additional assistance measures

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

2.4.1 Betterment fund

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

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

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

2.4.2 Other assistance measures

Tropical Cyclone Oswald

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

2011 events

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

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

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

Section three:

Program Status



3.0 Program Status

3.1 Recent developments

The timeframe for councils and state agencies to complete much of the works from the devastating floods and cyclones of early 2011 and the series of events which impacted the state in the summer of 2011-12 passed on 30 June 2014 and the Authority is currently undertaking the considerable task to close out and acquit the massive volume of works completed prior to 30 June 2014 on the 2011, 2012 and 2013 events for acquittal in the 2013-14 Commonwealth Claim.

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

During October, the Authority 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 below.

Following issue of the Australian Government Productivity Commission’s draft report into natural disaster funding arrangements on 25 September 2014, the Queensland Government provided a written submission and participated in public hearings during October. The final report to the Australian Government is due in December 2014.

3.2 Combined program status

Following completion of the September 2014 NDRRA estimates review process, the estimated program of works for all events actively managed by the Authority (2009 to 2014) has been revised to \$13.3 billion.

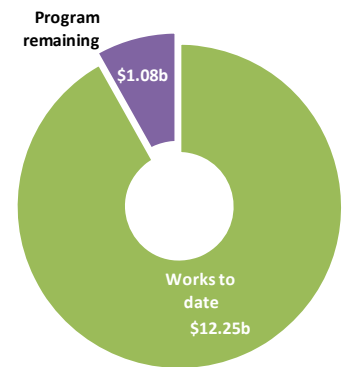
The review included updated estimates for the 2013 and 2014 events which are currently in the delivery phase, and preliminary final costs for the relevant 2011 and 2012 event works which were largely completed by 30 June 2014.

The estimated cost of the damage from the 2014 Events is \$455 million, the damage from the 2013 Events is estimated to be \$2.0 billion and the cost of the 2011 and 2012 Events is estimated to be \$6.8 billion and \$1.6 billion respectively. The cost of the 2009-10 Events managed by the Authority has been finalised at \$2.4 billion following acquittal of the remaining works from these programs in the 2012-13 Commonwealth Claim.

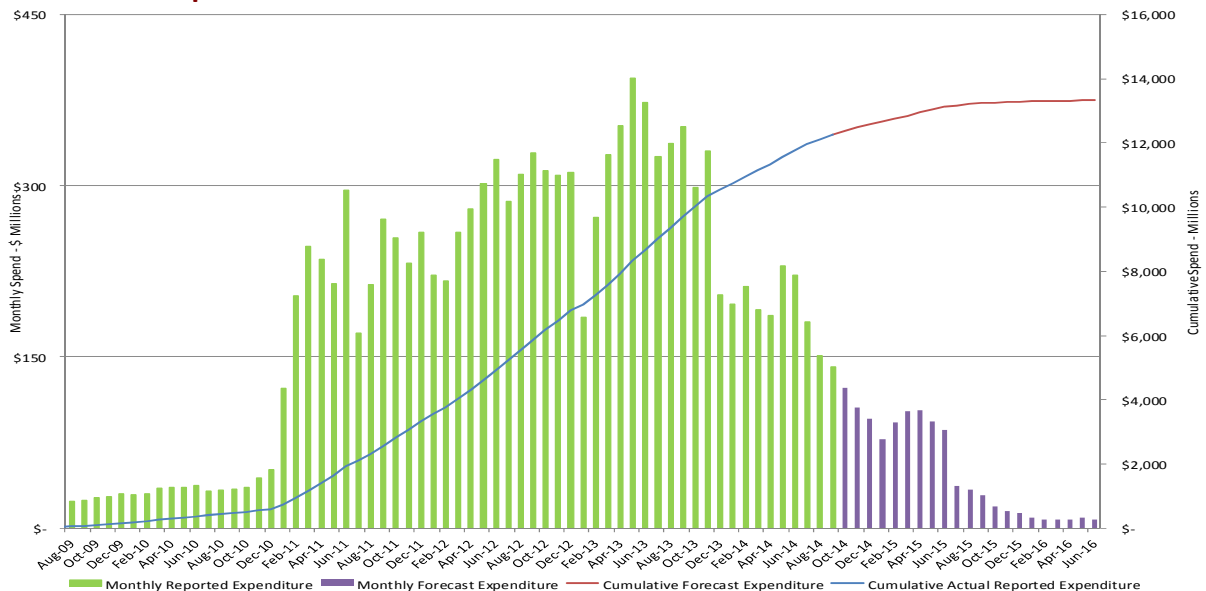
Since the last report, the combined program of works for all events managed by the Authority has progressed as follows:

- a cumulative value of \$18.0 billion in submissions have been received by the Authority to 3 November 2014, representing an increase of \$57 million since last month
- a cumulative total of \$17.5 billion has been processed by the Authority to 3 November 2014, representing an increase of \$144 million since last month
- a cumulative value of \$12.25 billion of the revised \$13.33 billion works program (2009 to 2014) has been reported to the Authority as being in progress or delivered by delivery agents as at 30 September 2014.

Figure 3.2.1 Combined progress as at 30 September 2014



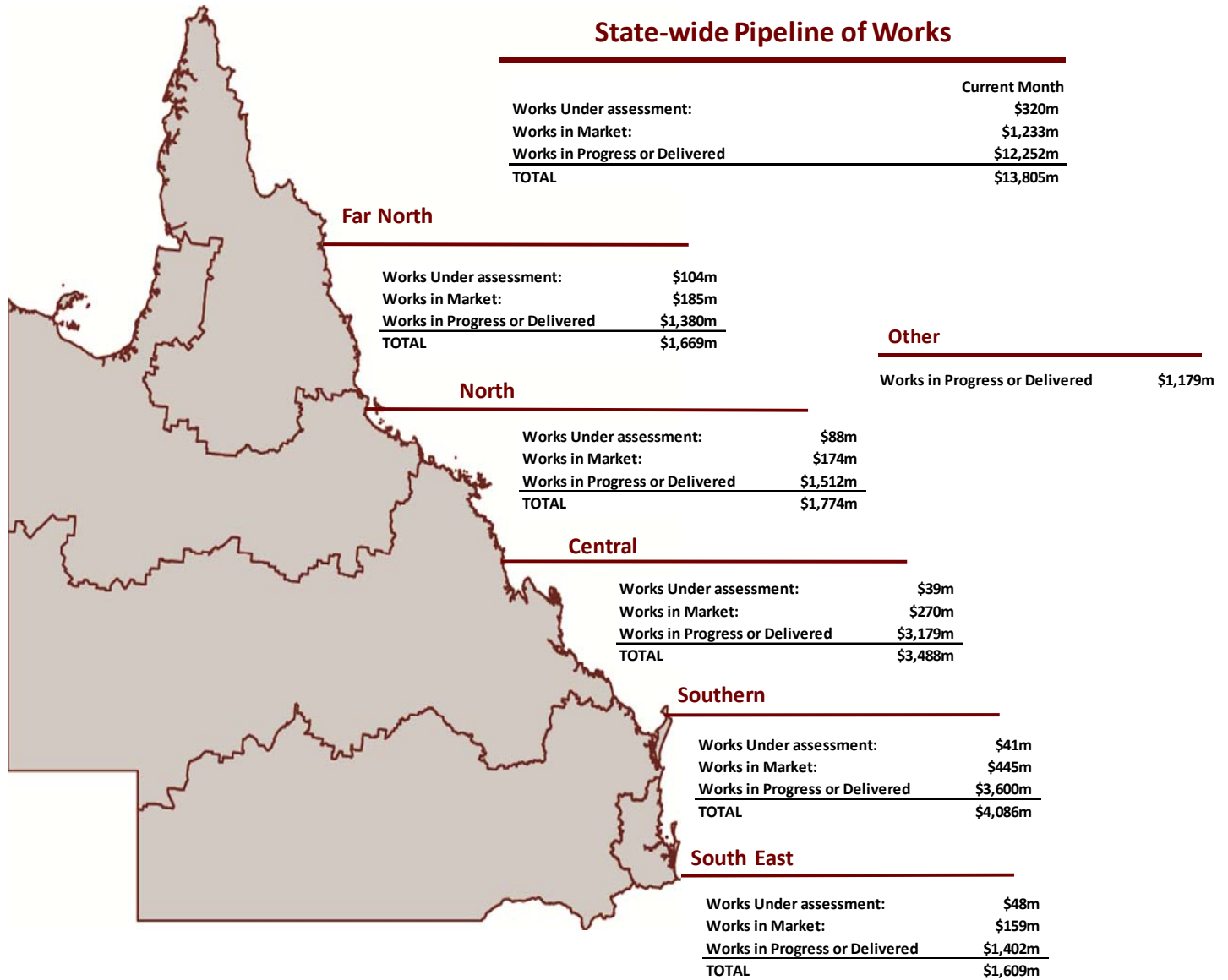
3.3 Program of works expenditure



Source: the Authority - September 2014 NDRRA Estimates Review & 3 November 2014

3.4 State-wide pipeline of works

Following completion of the September 2014 NDRRA estimates review process, the Pipeline of works for events actively managed by the Authority (2009 to 2014) has a revised estimated program value of \$13.3 billion, the status of which is set out below.



Source: DTMR at 30 September 2014; & Authority at 3 November 2014

Note:

1. Works Under Assessment and Works in Market represents data as at 30 September 2014 (DTMR) and 3 November 2014 (LGAs and Other). Works in Progress or Delivered represents spend by delivery agents to 30 September 2014 as reported to the Authority at 3 November 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 September 2014; and the Authority at 3 November 2014

3.5 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.

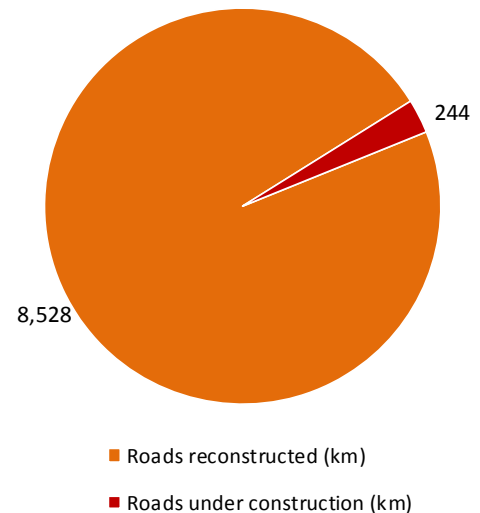
The current state of activity:

- **Roads** – \$6.2 billion of projects have been completed for both recovery and reconstruction works for works resulting from the disaster periods of 2010 to 2014 and \$317 million of reconstruction works are currently underway. Of the 8,772km of roads which DTMR plans to reconstruct following damage from the 2010 to 2013 natural disaster events*, 8,528km had been completed to 30 September 2014 and the remaining 244km of road is under construction on active works contracts. *See Figure 3.6.1 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.

Key achievements:

- During September 2014, DTMR expended approximately \$77 million on reconstruction works across the State arising from the natural disaster events of 2012, 2013 and 2014. DTMR has until 31 December 2014 to complete its remaining 2012 event works, until 30 June 2015 to complete its 2013 program and until 30 June 2016 to complete its 2014 programs of works.
- The cumulative spend on reconstruction of the transport network to 30 September 2014 is more than \$6.3 billion for works resulting from the 2010 to 2014 disaster periods.
- There was 405km of damaged roads reconstructed in September 2014 bringing the total reconstructed since the program commenced to 8,528km (97%) of the total damaged roads which DTMR plans to reconstruct from the 2010 to 2013 events*.
- Construction commenced on 17 projects valued at \$24 million in September 2014 including works on East Evelyn Road in the Far North region; seven 2013 event projects in Fitzroy region; and works on the Wills Developmental Road and Burke Developmental Road in North West region.
- Construction was completed on 48 projects valued at approximately \$115 million in September 2014 including seven 2012 event projects in Central West District; works on the Warrego and Cunningham Highways in the Darling Downs region; seven projects in the Far North region; works on the Flinders Highway (Julia Creek–Cloncurry) and Burke Developmental Road in the North West region; and eight 2013 event projects in the Wide Bay/ Burnett region.

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



Above: Rosewood–Warrill View Road – preparation for asphalt works

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

Fig.3.5.2 TNRP summary of reconstruction works to date - September 2014

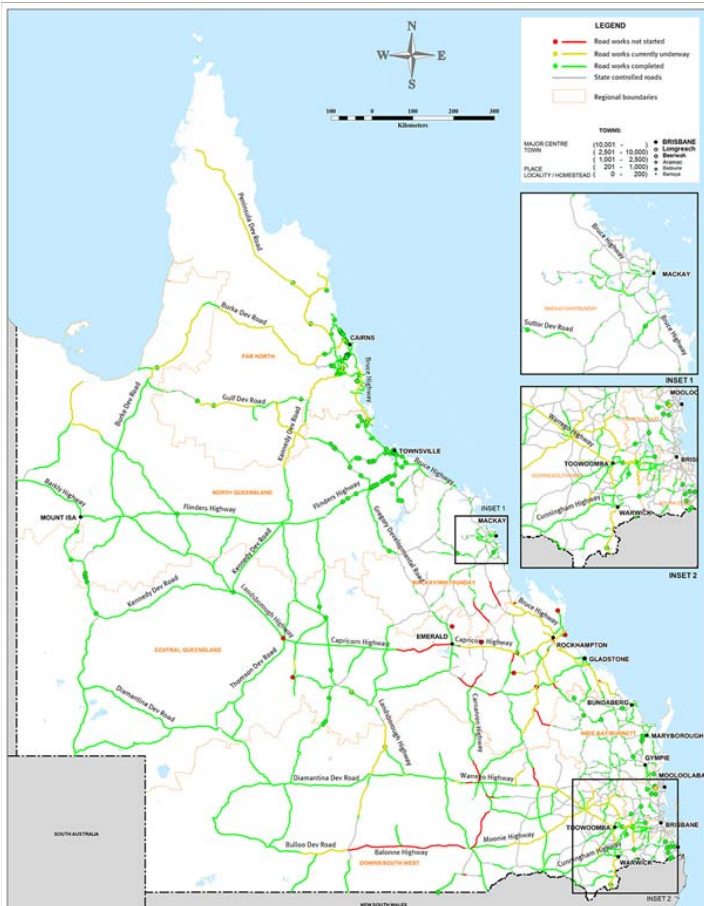
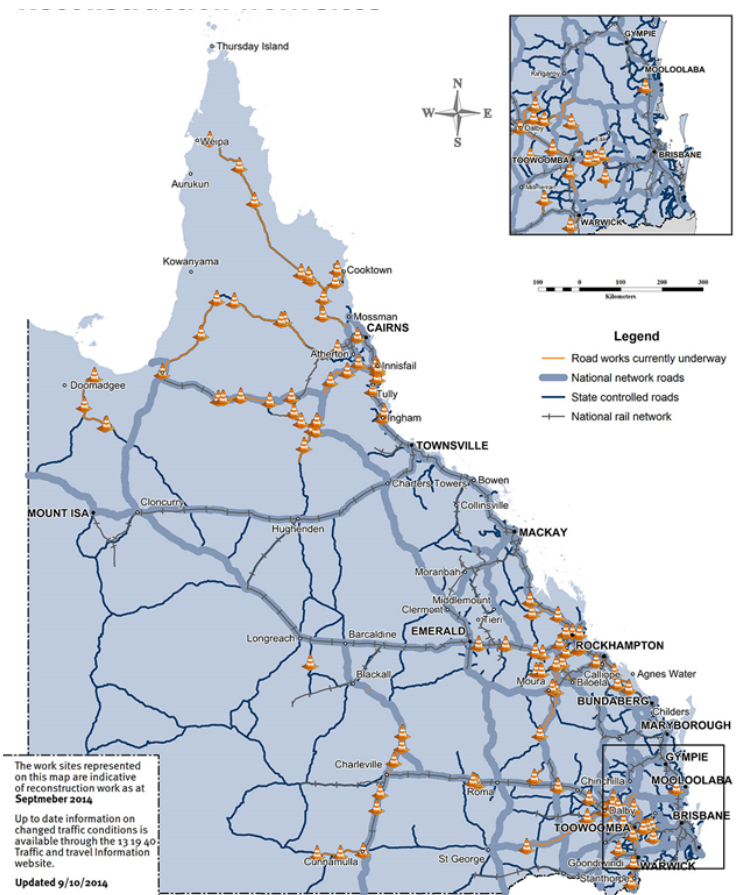


Fig 3.5.3 TNRP reconstruction work sites - September 2014



(Source: DTMR 30 September 2014)

3.6 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 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. To 3 November 2014, 222 active projects with an estimated total cost of approximately \$157 million have been approved. These projects have been approved to utilise \$78.9 million in Betterment funding with the balance funded through Category B NDRRA funding and Council contributions.

To date, all 34 LGAs have started to deliver more than 190 of the 222 approved projects and more than 80 projects have been reported as practically complete.

Reports on the recent completion of four betterment projects are provided in Section 4 - Villis Bridge and Biddaddaba Creek Road bridge (Scenic Rim Regional Council), Aurukun Access Road (Aurukun Shire Council) and Oaks Creek Crossing (Etheridge Shire Council).

Section four: Progress Reports



4.1 Iconic projects in reconstructing Queensland*

Project	Value (\$m)	Description	Status
BCC Ferry Terminals (Cat D)	\$73	<p>The January 2011 floods damaged all of Brisbane City Council's CityCat and City Ferry terminals. To return service as soon as possible, Council replaced the seriously damaged terminals with temporary terminals. Seven temporary terminals were built to pre-flood standards meaning that in the event of another major flood, it was likely it would need to be rebuilt again.</p> <p>Works to replace the terminals with more resilient, permanent structures are being delivered as part of a special (Category D) funding package for Brisbane City Council. The design of the new terminals integrates technical innovation, improved accessibility for all passengers and flood resilience.</p> <p>The replacement ferry terminals are located at The University of Queensland (St Lucia), Regatta (Toowong), North Quay (CBD), Maritime Museum (South Brisbane), QUT Gardens Point (CBD), Holman Street (Kangaroo Point), Sydney Street (New Farm) and Dutton Park.</p>	<p>In April 2014, Brisbane City Council announced McConnell Dowell Constructors as the successful tenderer to complete upgrades of the Ferry terminals.</p> <p>Works have commenced on the first four ferry terminal projects.</p> <p>Piling works at QUT Gardens Points started in June 2014. All marine piles are now complete and works are nearing completion on the marine access bridge and landside works. Brisbane City Council's offsite prefabrication works for the pontoon and gangway are also underway. Completion of the terminal is expected in February 2015, weather permitting.</p> <p>Construction of the new University of Queensland CityCat terminal began in early July 2014 and all marine piles are now complete. Fabrication of the pontoon and gangway is underway and landside works have commenced. Completion of the terminal is expected in March 2015, weather permitting.</p> <p>Piling works on the Maritime Museum ferry terminal started on 7 October 2014. At month end, all but one of the marine piles had been completed and land based works had commenced. The final pile will be installed and other upgrade works will commence during the terminal closure period in March 2015.</p> <p>Fabrication of the pontoon and gangway for the Regatta ferry terminal commenced in October 2014 and remains ongoing. All marine piles are complete and construction of the pier superstructure has commenced. The existing temporary terminal closed on 20 October 2014 and will remain closed while the upgrade is completed. The new terminal is expected to open in early 2015.</p> <p>During November, land-based civil works commenced on the Holman Street terminal site.</p> <p>Fabrication of the gangways and pontoons has commenced for all sites, including the North Quay and Sydney Street terminals.</p> <p>On-site construction at North Quay and Sydney Street is planned to commence in early 2015 with completion of all ferry terminal works required by mid-2015.</p>



Left: Progress of construction on QUT Gardens Point ferry terminal - October/November 2014

* 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
Dawson Highway (Biloela to Banana)	\$5.6	<p>Following Tropical Cyclone Oswald in January 2013, the Biloela area experienced 193mm of rainfall over a four-day period.</p> <p>The rainfall caused the pavements of the Dawson Highway, between Biloela and Banana, to become saturated and suffer a loss of strength. This resulted in subsequent extensive pavement failures at various locations including potholing, rutting, shoving and longitudinal and crocodile cracking. The fast-flowing waters caused considerable erosion of batters, scouring and damage to structures.</p> <p>Reconstruction works will include pavement repairs and overlay, and repairs to existing drainage structures.</p>	<p>Detailed design of works arising from 2013 events was complete by the end of August 2013.</p> <p>The tender was awarded to Georgiou Group in January 2014 and construction commenced in July 2014.</p> <p>The project was substantially completed in mid-September 2014.</p>



Above: Completed works on the Dawson Highway



Right: Warrego Highway works at Bowenville.

Warrego Highway (Jondaryan to Dalby)	\$41m	<p>During the Tropical Cyclone Oswald natural disaster event in January 2013, the Warrego Highway pavement and foundations were saturated, resulting in structural weakening of the asset.</p> <p>This section of the road is built on predominantly flat terrain, which makes it vulnerable to water ingress through the pavement and foundations as adjacent table drains remain full for several weeks during and after these types of weather events.</p> <p>Long lengths of pavement failures across the full pavement width resulted along many section of the Highway.</p>	<p>The road construction contract was awarded to FK Gardner & Sons Group of Toowoomba.</p> <p>Construction started in July 2014.</p> <p>New traffic safety measures have been implemented for this project, including side tracks to keep both lanes of traffic open and moving during the reconstruction works.</p> <p>Works are currently under way in Bowenville, Jondaryan and on the eastern side of Dalby.</p> <p>Construction is expected to be completed by December 2014, weather permitting.</p>
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4.2 Program spotlights (continued)

Scenic Rim Regional Council Villis Bridge and Biddaddaba Creek Road betterment projects

Scenic Rim Regional Council recently completed two reconstruction projects which were supplemented with additional funding from the Betterment Fund to increase the resilience of its local road network.

Villis Bridge on Niebling Road provides the only access route across Warrill Creek for primary producers and other properties in the district of Tarome, approximately 8kms west of Aratula.

During the 2013 floods, the timber bridge was completely torn away from its foundations and washed downstream, restricting access to residents and emergency services for around three weeks. The floods also caused significant scouring and erosion damage to the banks on either side of the bridge and the creek widened by approximately five meters.

A temporary 10km side track was formed to provide access but due to the rough surface of the road the alternate route has potential to harm livestock, which has a direct impact on operational costs for primary producers.

Council's betterment project involved construction of a new concrete bridge as well as providing grouted stone pitching stream bank protection for 30m either side of the bridge. It is expected that the project will provide increased flood immunity and resilience for the bridge and access route.

The works commenced in November 2013 and were completed within approximately six months at a total cost of approximately \$1.8 million.

Right: Following the 2013 floods, Villis Bridge was completely washed away (top); and the new concrete bridge following completion of betterment works in 2014 (bottom)



Biddaddaba Creek Road, adjoining Beaudesert-Nerang Road, provides access to a number of rural and residential properties and small farms approximately 15kms west of Beaudesert. The floodway across the creek was a single cell corrugated multi-plate culvert that sustained damage in the floods of 2011 and 2013, resulting in severe deformation of the culvert and diminishing the integrity of the steel structure resulting in road closures, and vehicle load limits. With limited freighting available due to load restrictions, larger trucks are required to use a 20km detour, which adversely impacts sale of produce and transport costs.

Council's betterment solution replaced the steel arch culvert with a new concrete bridge with protection barriers. The new bridge offers better hydraulic and geotechnical attributes, improving resilience and flood immunity.

The works commenced in February 2014 and were completed in August at a total cost of approximately \$900,000.

Left: Damage on Biddaddaba Creek Road showing cracking in road surface due to culvert movement (top); and the new concrete bridge following completion of betterment works (bottom)

4.2 Program spotlights (continued)

DTMR

Young achievers gain valuable experience on reconstruction program

As well as providing an essential service in rebuilding communities impacted by the natural disasters of 2010 to 2013, some of Queensland's young engineers have been given an opportunity to make their mark on some challenging projects.

Just one example of the excellence in engineering on the program is Andy Wilson, a Project Manager from DTMR's Roma Depot, who was recently awarded Queensland Young Engineering Technologist of the Year in the 2014 Queensland Engineering Excellence Awards.

Andy was nominated in recognition of his performance on the Charleville flood mitigation project and a number of TNRP projects in the Roma area, and his positive attitude and character.

The Queensland Engineering Excellence Awards program recognises the contribution engineers make to the community through their innovations, teamwork, ingenuity and creativity. The awards program provides an opportunity to encourage excellence through the identification and promotion, both within the profession and the community at large, of outstanding achievements in the science and practice of engineering.



DTMR Director-General Neil Scales with Queensland Young Engineering Technologist of the Year Andy Wilson at the 2014 Queensland Engineering Excellence Awards

DTMR

Traffic coordination a top priority on Darling Downs

With DTMR's huge reconstruction program in full swing on all approaches to Toowoomba from late 2012 to early 2014, there was increased potential for delays and safety risks for road users travelling through multiple projects in the region.

DTMR's Darling Downs flood reconstruction program reconstructed close to 400km of road damaged by the 2011 flood events during 2013. There were multiple sites operating simultaneously on the Gore, New England and Warrego highways, which converge in Toowoomba. The state and federal road network also had ongoing maintenance works, and there were reconstruction works on alternative routes and council roads.

To manage this, DTMR's Darling Downs Regional Project Office (RPO) convened a Traffic Coordination Group, including DTMR staff, emergency services, contractors and transport industry representatives. Developing an understanding of the combined works program was critical to delivering a seamless and meaningful communication program for stakeholders.

Initially, the group met weekly and focused on impacts on the network caused by lane closures on both the up and down lanes on the Toowoomba Range, as well as multiple worksites on the other routes. The success of this group led to the formation of a second group based in the southern Darling Downs to coordinate activities while multiple contracts were delivered on the Cunningham Highway.

Among the mitigation measures were structured traffic management advice, a network of Variable Message Signs to provide motorists with early warning of delays and alternative routes, daily police patrols on the Warrego and Cunningham Highways to ensure road users obeyed road rules, circulation of roadworks maps and site contacts to Oversized and Over Mass (OSOM) vehicle operators to alert them to width restrictions and site contacts, and agreement with the OSOM vehicle operators to call ahead to roadworks sites to enable contractors to manage wide loads.

These initiatives resulted in a number of successes for the program including timely completion of multiple projects on all the highways converging at Toowoomba, despite the overlapping timeframes, no accidents directly attributed to roadworks and limited complaints despite more than 12 months of consistent delays on key routes.



Large load approaching a Darling Downs worksite (top) and police patrol on Toowoomba Range (bottom)

4.2 Program spotlights (continued)

Aurukun Shire Council Aurukun Access Road betterment project

Aurukun is one of the most remote and isolated communities in Australia with little access to goods, services and opportunities for social interaction.

The Aurukun Access Road is an essential part of the area's transport infrastructure, providing the only road link to and from the Aurukun community and the only connection for the community to the Peninsula Developmental Road which leads to Weipa.

Following intense rainfall and runoff during Tropical Cyclones Olga, Neville, Ului and Paul in 2010, Aurukun Access Road was extensively damaged.

Council's betterment project was to upgrade a 10km section of the road from gravel to bitumen. The section of road is the worst impacted during heavy rainfall with the surface consisting of pisolitic bauxite, which became boggy in the wet and very loose and powdery in the dry.

The betterment works are expected to provide a safer, all-weather access for residents and visitors and increase the pace of recovery after flooding. The works are also expected to contribute an economic benefit through a reduction in freight costs for the Aurukun community. Freight costs increase significantly when the road is closed due to flooding as goods must be brought in to Aurukun by sea or air. A more rapid return to normal operation will reduce the community's reliance on expensive air and sea freight.

Sealing works began in September 2014 and were completed in October 2014 at a total cost of approximately \$900,000.



Damage to Aurukun Access Road (top); and on completion (bottom) of reconstruction and betterment works (bottom)



Oaks Park Crossing damage (top); and nearing completion of reconstruction and betterment works (bottom)

Etheridge Shire Council Oak Park Crossing betterment project

Oak Park Crossing, over Copperfield River, is an essential access point for local Lydnhurst residents and cattle properties which requires the causeway to carry roadtrains to transport around 10,000 cattle to market each year.

Oak Park Road suffered extensive damage in 2010 and during the 2013 event, water flowing at high velocity caused serious deformation, cracking and erosion of the floodway slab.

The damage caused major disruption to the local community, isolating some residents and farmers and adding a further 180km or four hours to the total travel distance on an alternative access route that also becomes damaged in the wet season. Not only did this increase the risk to community safety, it also restricted transportation of cattle, which has a significant financial impact on local residents who work in the cattle industry.

Council's betterment project involved the installation of a series of reinforced concrete boxed culverts to raise the level of the approaches and increase the flow capacity. Works also included the installation of concrete cut off walls and aprons, reconstructing both approaches with cement stabilised treatment and two coat bitumen seal, and constructing a temporary side track to allow the road to remain open during works.

The works began in April 2014 and were completed in November 2014 at a total cost of approximately \$1.2 million.

**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 315 media items in October 2014 (133 print – 42%, 45 TV – 14%, 137 radio – 44%), which reached a cumulative audience of over 6 million people, with the focus this month being on council recovery, betterment projects, preparedness and resilience activities and the Australian Government Productivity Commission’s proposed changes to NDRRA funding.

There were media mentions for regions recovering and rebuilding from natural disasters across Queensland, including articles in the Cairns Post, Central Queensland News, Courier Mail, Fraser Coast Chronicle, Herbert River Express, Innisfail Advocate, Mareeba Express, Sunday Mail, Sunshine Coast Daily, The Australian, Toowoomba Chronicle, Townsville Bulletin, Tully Times, Queensland Country Life, Western Cape Bulletin and Whitsunday Guardian; TV coverage on the Channel Seven, Channel Nine, Channel Ten, Sky News Business and WIN networks throughout the State; and radio mentions, including on ABC Radio Queensland, 4BC, 4KQ, SeaFM, Hot Tomato, River FM and Radio 4KZ Innisfail.

The Betterment Fund received coverage for projects in Toowoomba, Mapoon, Lockyer Valley and Burdekin Shire with articles appearing in regional media including the High Country Herald, Mareeba Express, Western Cape Bulletin, Queensland Times Ipswich, Gatton Lockyer Valley Star and the Advocate.

Engagement activities

In October, **Minister for Local Government, Community Recovery and Resilience David Crisafulli** travelled to Toowoomba, Gympie, Bundaberg and Townsville following release of the Australian Government Productivity Commission’s draft report into natural disaster funding arrangements to discuss the impacts of the report’s draft recommendations to Councils. The Queensland Government participated in the public hearings in relation to the report in Brisbane and Townsville during October with **Minister Crisafulli** attending the Brisbane hearing.

From 19-20 October, **Minister Crisafulli** attended Community Cabinet in Bundaberg, in addition to attending several Get Ready Queensland activities around the State including the Get Ready Resilience Awards in Townsville on 16 October.

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 October 2014, total website visits amounted to 444,004 - an increase of 1.0% since last month. *(See Figure 5.1.1)*

In October, the Authority received an additional 30 calls to its dedicated hotline and 320 additional pieces of written correspondence were received. *(See Figure 5.1.2)*

Fig. 5.1.1 Website traffic

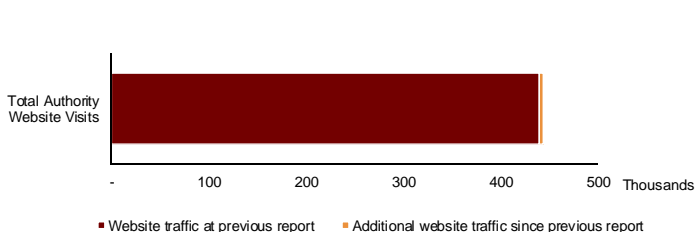
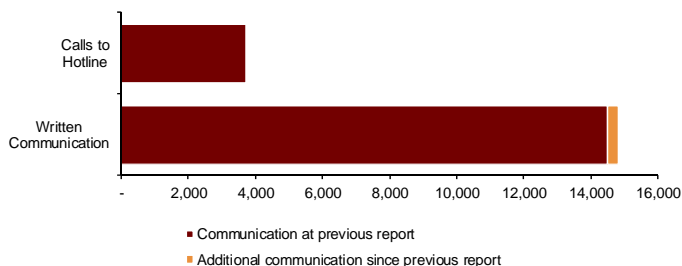


Fig. 5.1.2 Communications



(Source: the Authority at 31 October 2014)

5.2 Media reports

Town unites back with \$40m revamp

CARDWELL'S \$40 million revamp has begun a new era for the town and will play an integral role in the 150-year celebrations.

Following the devastating Cyclone Yasi in February 2011, Cardwell spent a number of years rebuilding the town to its former glory and beyond.

The \$40 million revamp of the popular Cardwell foreshore was officially opened late last year, in time for the 150-year Cardwell celebrations that have taken place throughout the year.

The picturesque foreshore has always been popular with travellers and after the revamp now features two children's play areas, an outdoor amphitheatre and stage for local entertainment and events, a wide bike/way stretching the length of the foreshore, toilets and fitness equipment.

Casuarina Coast Mayor Bill Shannon said the celebrations marked a special time for the town that has bounced back from recent misfortune.

"It is not only about the actual disaster like a cyclone but also about the following rebuilding of a town," he said.

"Sometimes the cure to the problem is as hard as the problem in the first place. They pay for it."

"But now Cardwell is reaping the benefits of all their hard work. I was there recently and

the town is really busy. The shops are trading well, there have been plenty of visitors, the foreshore looks a treat and a huge number of positive comments have been coming through.

It is fantastic that the foreshore was finished in time for the celebrations, it is a fantastic time for the town.

"This is an exciting year for Cardwell, with many positive things happening - not only the 150-year celebrations but also by the end of the year the Kiriama Range Road will be open once again.

"Hopefully a buyer will come along for Port Lincoln brook. That would be a huge step towards where it was before."

Cardwell Community Futures Forum chairman Lindsay Hallam said the Cardwell community was incredibly proud of the foreshore.

"We want to make sure that the foreshore is a gift to a great facility and a major drawcard for the town," he said.

"The more attractive we make it, the more chance we have of bringing people back to the town."



Bill Shannon

Townsville Bulletin, 1 October 2014

Weipa-Mapoon Road upgraded

A KEY road in Mapoon has been made more resilient.

David Kempton, Member for Cook, said the Weipa-Mapoon Access Road was an unsealed gravel road that provided the only access for the Mapoon community to Weipa and the Peninsula Developmental Road.

"Intense rainfall and run-off during Tropical Cyclones Olga, Neville, Ului and Paul extensively damaged the road in 2010. It was reformed and re-sheeted," said David Kempton.

"In 2013, the road was impacted again as a result of Tropical Cyclone Oswald, with damage including loss of gravel and formation.

"Combined, the damage bill was in excess of \$1.5million. In addition to these disaster events, the road surface and shoulders can suffer heavy scouring even in minor storms.

"By sealing this part of the road, Council's betterment project will improve safety for motorists and enable the community to safely evacuate during major rainfall and flooding events.

"As the only access point in and out of this community, it will also improve access for emergency services (from Weipa) and facilitate access to supplies and essential services during disaster events and in the recovery phase.

"Existing sections of the road have already been sealed and have shown to be more resilient to damage."



The sealed road after the works were completed

David Kempton said the \$1.9 million project included up to \$975,000 in Betterment funding. "Works were completed in September."

The \$80 million betterment fund is a Queensland Government initiative, jointly funded by the State and Federal Governments as part of the Natural Disaster Relief and Recovery Arrangements.

"Over the years, we went from roadworks, a cattle crossing at low tide, then a footbridge which kept getting washed away and finally a low-level ford crossing. Then when the bridge was close to being built, Cyclone Yasi came and wiped away the ford crossing preventing vehicle travel for over three months.

"It was especially hard for families and workers and people that needed medical care." Federal member Warren Entsch said that the bridge has always been needed.

"He recalled "Years ago, before I was a politician, I had a contract to remove cross through the Bloomfield River. I used to stay at the old mission and recognised the access problems for the community.

"This bridge is important and is a winner for the community. But, as with everything, there are winners and losers.

"But, the 5/6 metre creek is right now sitting on a rock about 100 metres from here.

"He obviously didn't want to miss the party, but he must be crying now. He knows it's going to be that much harder to get a regular food supply."

On a more serious note, Mr Entsch recalled that after Cyclone Yasi, one of the local women made a telling point when she said "In the year 2011, no child should have to walk across a creek infested river to get to school."

State member David Kempton pointed out that "Finally we have a real solution to an ongoing problem.

"An important re-design before construction caused some initial delay.

"Although uncomfortable at the time, the re-design prevented more re-design being wasted by providing a more costly but a long term solution.

"The new design lifted the height to withstand flooding in the Q5 level, a one flood in five years level - with a 100-year lifespan at a cost of \$1 million. Cyclone Ita has already tested the strength of the bridge and it came through brilliantly."

The new bridge is actually the responsibility of the Douglas Shire, which will also take

Two-lane highway is set to re-open

By ERIN SMITH

THE New England Hwy at Applethorpe is expected to be re-opened to two lanes at the weekend, putting an end to the long waits for traffic lights for motorists.

A Department of Transport and Main Roads spokesman said the department were undertaking flood works between Glen Apple and Warwick.

"The works, which will cost about \$1 million, will repair the road surfaces damaged by the heavy rain and flooding in January last year," the spokesman said.

"We have also replaced a damaged culvert on the highway near Applethorpe."

The roadworks outside Applethorpe State School have been going on for a number of weeks.

However, the spokesman said the highway would be reopened on Saturday.

"The surface will be rescaled using a two-stage process," she said.

"The first seal is expected to be completed on Friday and the final seal will be completed during one day in

The works, which will cost about \$1 million, will repair the road surfaces damaged by flooding...

November.

"Traffic signals will be replaced by stop-go traffic controllers during the line marking and the application of the road seals."

The works have been funded by the Natural Disaster Relief and Recovery Arrangement. Additional funding was provided by the state government to replace the culvert.



IT'S NEARLY FINISHED: Roadworks at Applethorpe. PHOTO: FILE

Community praise after major project

TOOWOOMBA Mayor Paul Antonio said he was pleased Goggs St and the adjacent West Ck channel area were open for people to use.

"First of all, I would like to thank the community for their patience," Cr Antonio said.

"Special thanks are due to the businesses on Goggs, Tointon, Kenric, Clifford and Prescott Sts and along the West Creek Channel for working with the project team while the works were being delivered.

"This has been a complicated project with significant work underground and in the channel, requiring a great deal of excavation and heavy vehicle movements.

"The local businesses should be commended for remaining patient while these critical flood recovery works were being built."

Cr Antonio said the main feature of the work was to install a new stormwater network under Goggs St, linking to pipes installed at Kenric St to flow through to the West Ck channel, which also was widened.

"This project has a long list of benefits for residents and businesses and the wider community," he said.

"The West Ck project will assist in providing flood mitigation for up to one in 100-year storm event.

"There also are other benefits, including new road surfacing, driveway,

kerb and channel and footpaths for sections of Goggs Street."

Cr Antonio said opening up of the channel and installation of a new footbridge and footpaths would re-activate this area of Toowoomba.

"People walking between Goggs St and the Police Station's Youth Club have easy access across the new footbridge," he said.

"The cycling and walking paths also connect the area to the south, from Goggs Park, towards Herries St and the centre of Toowoomba.

"Whether you are taking a walk or riding a bike, this is an attractive area to travel through."

infrastructure of Toowoomba," Cr Tait said.

"We have other projects completed or under way along the route from Port Douglas to Cooktown, including the Outer Circulating Road project.

"We also have projects under way across the region, including the flood early warning system for Oakey."

BUSINESSES AFFECTED BY THE CLOSURE

- Absolute
- Batteries
- Autoland Car Sales
- BCF
- BJ Mechanical
- Breathing Gym / THE BASS
- Bright 'n' Fresh Dry Cleaning
- Carpet Call
- Clark Rubber
- Corolla Group
- Custom Auto Refinishing
- Danny Liek's Tyre Service
- Garden City Auto Air
- Glenfield Interiors
- Mayhem Choppers
- Pillow Talk
- Range Star Service Centre
- Reg Collins Car Sales
- Reg Collins Mechanical
- Russell and Sons
- Toowoomba Detailing Centre
- Toowoomba Flower Market

Toowoomba Chronicle, 14 October 2014

More floodwork money flows into Fassifern

ROAD reconstruction projects worth more than \$2.5 million will be rolled out as part of the latest disaster restoration contract awarded by Scenic Rim Regional Council.

Repair works associated with re-aligning the east of Tropical Cyclone Oswald in January 2012 and subsequent weather events in February and March, last year.

Norte Pty Ltd has been awarded a \$2.67 million contract to deliver the construction package, involving the repair of 11 sections of road throughout the region.

Mayor John Brent said Council was well advanced in rolling out repairs to the damage caused by east-Tropical Cyclone Oswald.

"There are only a couple of reconstruction contracts remaining to be awarded and delivered," Cr Brent said.

"We expect to finalise all outstanding restoration projects by the end of 2014/15 assuming that Mother Nature does not have other plans.

"The list of projects includes bridges and community infrastructure from east-Tropical Cyclone Oswald and the disaster events of 2010/11 and 2012 has exceeded \$130 million in total."

Disaster restoration works are funded by the State and Federal governments under the Natural Disaster Relief and Recovery Arrangements.

Fassifern roads on the list:

- Beckwith Rd, Limestone Ridges - 130m
 - Charlwood Rd - 70m
 - Cham Hwy Service Rd, Radford - 130m
 - Mumbilla Rd, Mumbilla 402m
 - Roadvale Rd - 963m
 - Stanfield Rd, Coulson - 41m
 - Stuart Rd, Terriestville - 167m
- The figures quotes relate to part restoration and capture the total length of road to be repaired but on-ground works will involve multiple sections of roadway.

Fassifern Guardian, 29 October 2014

Bridge to bring new growth up the Track

THE new Bloomfield Bridge provides a stronger link between the local shires which will help bring business opportunities, the DDC mayor Julia Lee, told the gathering at the official opening of the bridge last Friday at Wujal Wujal.

Cr Lee said it made a stronger connection between the Douglas, Wujal and Cooktown shires that would prove beneficial "for everyone right along the route from Port Douglas to Cooktown."

Certainly the locals at Wujal Wujal were thinking expansively.

"It was their very own Sydney Harbour Bridge, according to Wujal Wujal mayor or Clifford Harrigan.

"About 700 people from three river communities living around the Bloomfield River between Cape Tribulation and Cooktown reckon they now have their own Sydney Harbour Bridge.

"They include the De Garra (southside) and Ayton (northside) communities plus the Kuku Yalajal people from Wujal Wujal.

The long-awaited bridge was officially opened and named the Bobby and Jacky Ball (Dirra Kari) Bridge after two elders and their grandfather, the legendary warrior Dirra Kari.

The local Wujal Wujal community was relieved and ecstatic - politicians were justifiably proud, and a few passing shed travellers - unwillingly held up for a time - happily joined in the celebrations.

The opening was timed to coincide with the NADOC celebrations and school holiday activities in the community. A wonderful new mural (Where the Rainforest meets the Sea), a photo competition, a film festival, live music and finally fireworks rounded off activities.

Wujal mayor Clifford Harrigan said: "The bridge was a long time coming, and only after a long battle. All around us standards are getting higher and safety and access are taken for granted. Many people outside the region don't understand that occurs when high tides or regular wet weather flooding split the communities and families that live on both sides of the river."

"Over the years, we went from roadworks, a cattle crossing at low tide, then a footbridge which kept getting washed away and finally a low-level ford crossing. Then when the bridge was close to being built, Cyclone Yasi came and wiped away the ford crossing preventing vehicle travel for over three months.

"It was especially hard for families and workers and people that needed medical care." Federal member Warren Entsch said that the bridge has always been needed.

"He recalled "Years ago, before I was a politician, I had a contract to remove cross through the Bloomfield River. I used to stay at the old mission and recognised the access problems for the community.

"This bridge is important and is a winner for the community. But, as with everything, there are winners and losers.

"But, the 5/6 metre creek is right now sitting on a rock about 100 metres from here.

"He obviously didn't want

to miss the party, but he must be crying now. He knows it's going to be that much harder to get a regular food supply."

On a more serious note, Mr Entsch recalled that after Cyclone Yasi, one of the local women made a telling point when she said "In the year 2011, no child should have to walk across a creek infested river to get to school."

State member David Kempton pointed out that "Finally we have a real solution to an ongoing problem.

"An important re-design before construction caused some initial delay.

"Although uncomfortable at the time, the re-design prevented more re-design being wasted by providing a more costly but a long term solution.

"The new design lifted the height to withstand flooding in the Q5 level, a one flood in five years level - with a 100-year lifespan at a cost of \$1 million. Cyclone Ita has already tested the strength of the bridge and it came through brilliantly."

The new bridge is actually the responsibility of the Douglas Shire, which will also take



Port Douglas & Mossman Gazette, 9 October 2014

Stanthorpe Border Post, 9 October 2014

care of ongoing maintenance. Mayor Julia Lee said: "We're strongly committed to providing safe access to the communities around the river, visiting government officers, tradesmen, tour operators and travellers.

"Douglas Shire has also committed funding to lift damaged low level crossings at De Garra on the south side of the river," she said.



PHOTOS: MYLINE

Show your support New bridge welcomed

AFTER more than eight months of construction work and traffic diversions, the Goggs St precinct has finally reopened and businesses in the area are thriving.

While everyone agrees the work was necessary, the decline in customer numbers for businesses on Goggs, Tointon, Kenric, Clifford and Prescott Sts was substantial.

"Since work started on the West Creek channel upgrade in February, construction work and lost profit for our business has been continuous.

Construction completed included making West Creek wider and deeper, installing a new stormwater network along Goggs St, repairing the road surface between Prescott and Clifford Sts, and re-surfacing the southern half of Goggs St between Clifford and Kenric Sts.

The finished infrastructure will now provide flood mitigation and better protection for residents and businesses in the area during storm events.

The Goggs St works were funded through the State and Federal Governments' Natural Disaster Relief and Recovery Arrangements, in conjunction with Toowoomba Regional Council and the Royalties for the Regions program.

The construction work officially finished and the roads reopened in the first week of October.

Russell & Sons' Russell & Sons is a locally owned and operated business that was established in 1984.

They represent as the supplier and installer of a wide range of milking equipment for the dairy industry, where they now also supply, install, repair and service agriculture and domestic pumps.

Russell & Sons operated on Russell St when it was in 1984, premises on Goggs St in 1986.

"Our location and street access is important for our business as trucks, including cattle trucks, need to be able to get in and out," said owner and manager John Russell.

"For this reason, the recent closures impacted on Russell & Sons' on-site customer flow.

"It was not a good start to the year because people couldn't get to us when, or as easily, as they wanted to," Mr Russell said.

"We're very happy it is over and done with and now we can get back to how things were."

"Our customers are important to us and when they can't access the services we provide, it's not good."

Mr Russell would like to thank everyone to visit their store to see what services and products they can offer.

Thankfully, bus traffic has increased as customers come in to take advantage of Carpet Call's extensive range of products and their best service practices.

In the future they plan to employ more staff to assist moving their client's interior furnishings needs.

"As a new business we needed good customer feedback and we were fortunate to be awarded the area due to the road works," Mr Gough said.

Absolute Batteries' Tommowah opened on Clifford St in April 2014.

Due to the recent works, the new business has had the start. Carpet Call and Bradley owners David Gough and Bradley Gough said:

"As a new business we needed good customer feedback and we were fortunate to be awarded the area due to the road works," Mr Gough said.

Absolute Batteries' Tommowah is a specialty store selling batteries for all types of vehicles, and all farm equipment through to motorhomes and caravans.

The team is looking forward to a long lasting business relationship with all of their battery needs.

Carpet Call "Carpet Call started on the corner of Prescott and Goggs Sts five months ago. They are glad that the area is fully operational again. It's good to see the community gain access to our front door and it created lifestyle to park parking for staff and customers," said Carpet Call's owner Renato van Niek.

THERE is good news for people who use Grantham-Winwell Rd. The Thistlethwaite Bridge is again open for business.

After undergoing a \$2.5 million rebuild, the bridge reopened to traffic last Friday afternoon.

It had been closed since work began on the bridge in May, after it was damaged in the 2011 and 2013 floods. During that time drivers had to factor in an additional 10 minutes to their travel time using the alternative routes on Gatton Clifton Rd and Flagstone Creek Rd.

Originally a timber bridge, it has been rebuilt as a three-span concrete bridge.

Lockyer Valley Regional Council Mayor Steve Jones said the council has contributed more than \$500,000 to the project.

"After the previous bridge was damaged it was clear we couldn't rebuild this bridge the same way," he said.

"We needed to look outside the square and this new, three-span concrete bridge was the answer.

"In the long run it makes much more sense to spend a bit more money once, as opposed to spending my...



SOLID AS A ROCK: The Thistlethwaite Bridge at Grantham reopened to traffic last Friday.

requiring the bridge: The Thistlethwaite Bridge at Grantham reopened to traffic last Friday.

"The bridge is a vital link to communities around Grantham as well as for local producers and businesses including Stankeke's beef processing plant.

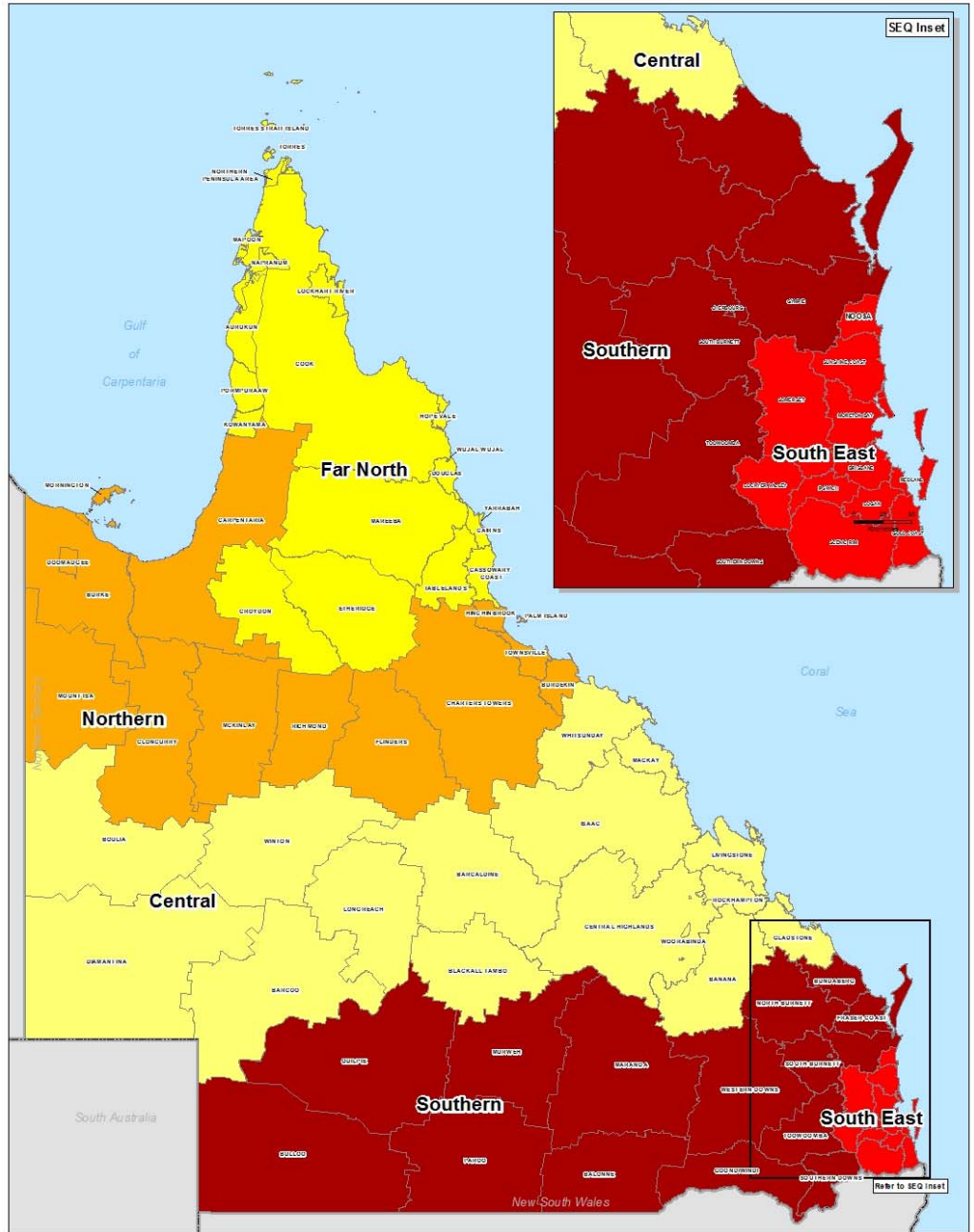
"The project included funding from the Natural Disaster Relief and Recovery Arrangements flood restoration (State and Federal governments) and Transport Infrastructure Development Scheme funding (State and Government).

The Thistlethwaite Bridge last year, before it underwent a \$2.5 million rebuild. PHOTOS: MYLINE

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	
	CfSC 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	
	CISC Cloncurry Shire Council	
	DASC Doomadgee Aboriginal Shire Council	
	FSC Flinders Shire Council	
	HSC Hinchinbrook Shire Council	
	McSC McKinlay Shire Council	
	MoSC Mornington Shire Council	
	MICC Mount Isa City Council	
	PIASC Palm Island Aboriginal Shire Council	
	RSC Richmond Shire Council	
	TCC Townsville City Council	
	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	
	BRC 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 QdRA 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

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