



DECEMBER 2012

MONTHLY REPORT

**Queensland Reconstruction
Authority**

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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 December 2012 Monthly Report – the twenty-second 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, and the Authority's role will focus on working with our state and local government partners to deliver best practice expenditure of public reconstruction funds.

On 26 September 2012, the State Government announced the extension of the term of the Authority's operations to June 2014. As such, the Authority will continue to monitor progress across the established lines of reconstruction as well as providing the resourcing and support necessary to build the momentum of reconstruction.

The December report provides an update on progress and countdown to completion of the reconstruction program of works managed by the Authority along with progress of the implementation of the recommendations identified in the Queensland Floods Commission of Inquiry.

The Pipeline of works for all events actively managed by the Authority (2009 to 2012) has an estimated program value of \$12.2 billion. The State-wide Reconciliation indicates that over \$10.6 billion has now been administered in the program of works comprising:

- \$951 million of works is in 'Works under Assessment';
- \$3.5 billion of works is in 'Works in Market'; and
- \$6.1 billion of works is in 'Works in Progress or Delivered'.

At 7 December 2012, the pipeline of works indicates the breakdown by local government organisations and DTMR by region is:

- Far North Queensland - \$1,195.5 million;
- North Queensland - \$1,388.5 million;
- Central Queensland - \$3,247.0 million;
- Southern Queensland - \$2,474.1 million; and
- South East Queensland - \$1,611.1 million.

Of the State road network damaged during Cyclone Yasi and floods in 2010-11, 3,521 kilometres has been reconstructed. This represents 48% of the total to be reconstructed with a further 1,902 kilometres of road in delivery or being constructed on active works contracts.

The top iconic projects in this report features projects such as Hartmann Bridge, Amamoor Creek and Barcoo River Bridge.

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 Queensland Reconstruction Authority

1.1 Background

Between November 2010 and April 2011, Queensland was struck by a series of natural disasters. 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, have resulted in all Queensland being declared as disaster affected.

On 21 February 2011 in response to the disaster events, the Queensland Government established the Queensland Reconstruction Authority (the Authority) under the *Queensland Reconstruction Act 2011*.

The Authority's role was extended to cover historical and continuing disaster events in Queensland and, on 26 September 2012, the State Government announced the extension of the term of the Authority's operations to June 2014.

1.2 Purpose

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

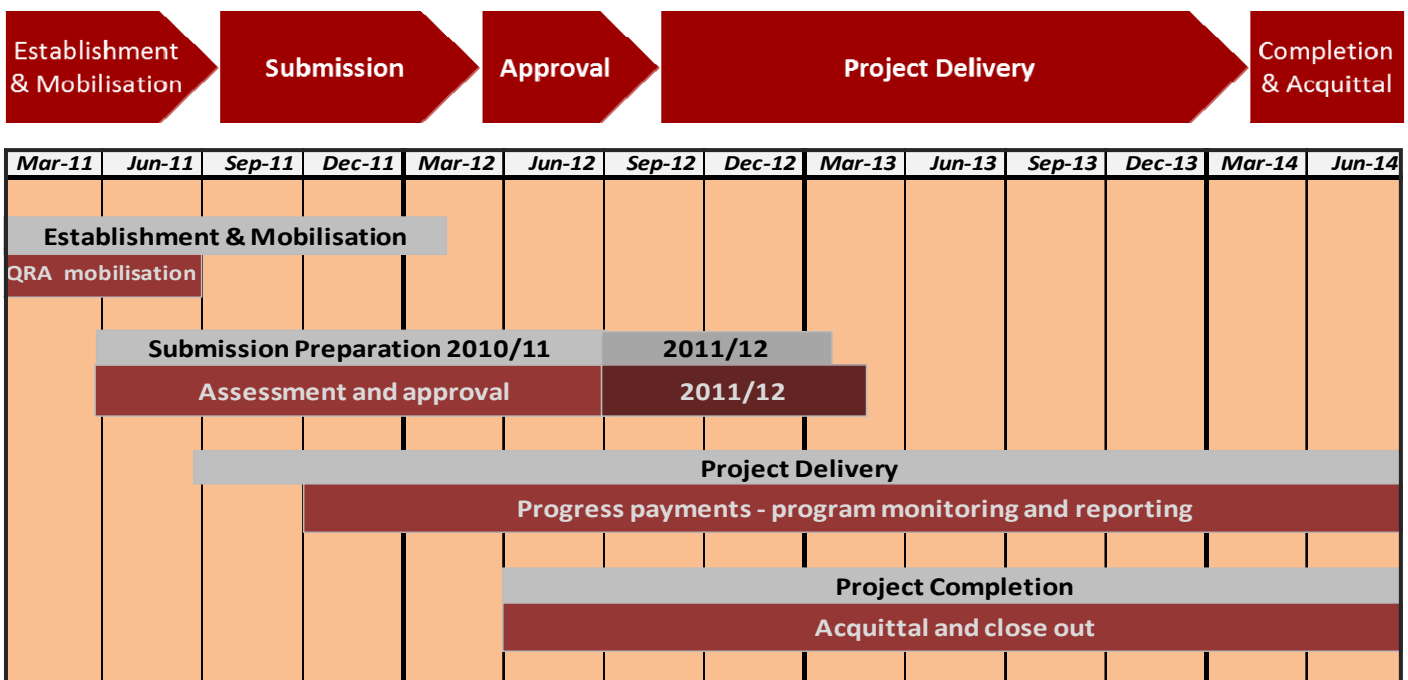
The Authority operates under the auspices of a comprehensive and integrated recovery and reconstruction plan for the State – *Operation Queensland* (the State Plan). This Plan outlines a roadmap, based on six lines of reconstruction, that provides strategic level guidance for the recovery work that has already begun and a framework for rebuilding a more resilient Queensland:

1. Human and Social
2. Economic
3. Environment
4. Building Recovery
5. Roads and Transport
6. Community Liaison and Communication.

The Authority is responsible for providing central coordination, control, funding and reporting across these activities with decentralised responsibility for delivery across responsible agencies for each line of reconstruction.

1.3 Timing

The focus of the reconstruction effort is now shifting from approving submissions to ensuring project delivery, with the bulk of reconstruction work occurring over the next 18 months.



Source: the Authority at May 2012



Section two:
Disaster Assistance



Section three:
Countdown to Completion

3.0 Countdown to Completion

3.1 Recent Developments

The Authority's role was extended to cover historical and continuing disaster events in Queensland and, on 26 September 2012, the State Government announced the extension of the term of the Authority's operations to June 2014. Section 139 of the *Queensland Reconstruction Authority Act 2011* was subsequently amended to reflect the new expiry date of the Authority to 30 June 2014.

3.2 Looking forward

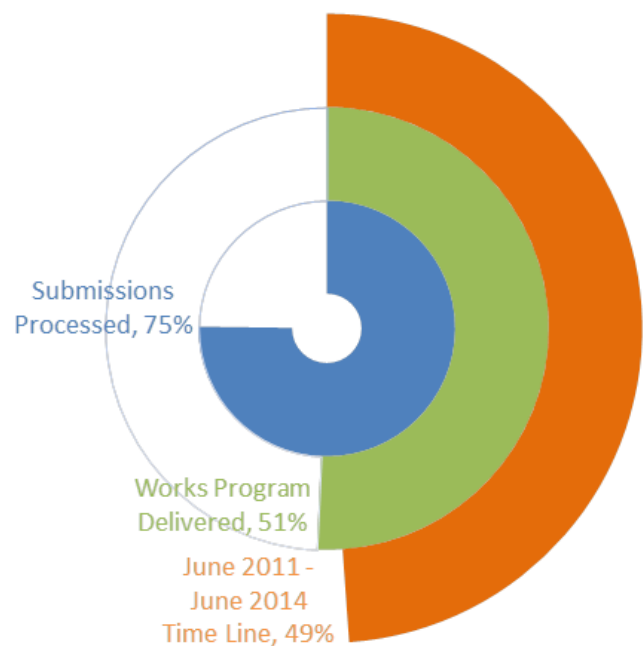
The primary focus of the Authority has shifted from the management of applications to program delivery and progress will continue to be monitored along with countdown to completion of the reconstruction program of works, highlighting high performing areas and success stories.

3.3 Combined Program Progress

At 3 December 2012, the breakdown of progress for the combined program of works indicates:

- Submissions processed - 75%
- Works program delivered - 51%
- June 2011 - June 2014 timeline - 49%

Figure 3.3.1 Combined Program Progress

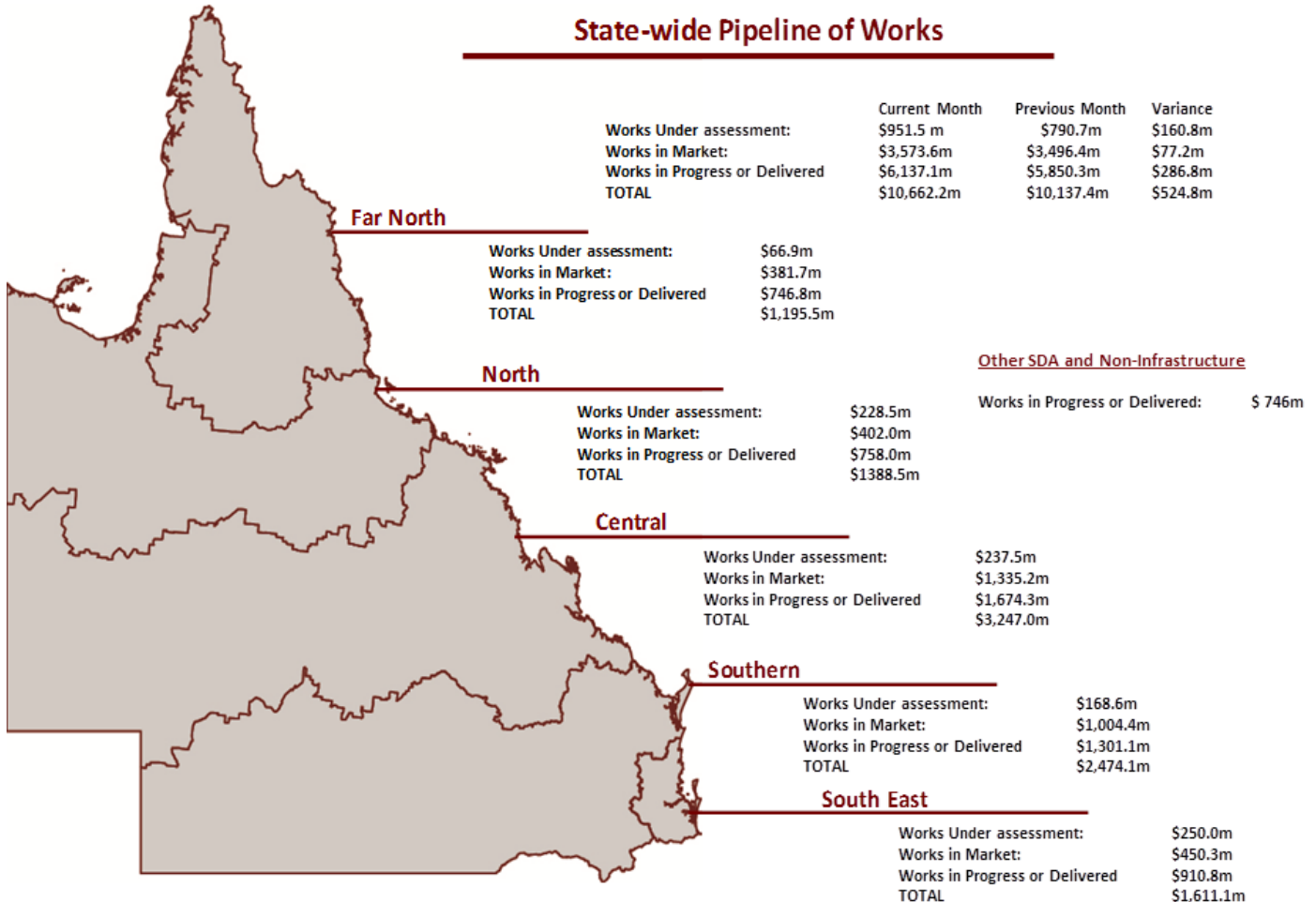


3.4 State-wide Pipeline of Works

The Pipeline of works includes all events actively managed by the Authority (2009 to 2012) with an estimated program value of \$12.2 billion. Previous versions of the pipeline were based on 2010/11 events only (\$7.5 billion estimate).

The State-wide reconciliation indicates that:

- \$951 million of works is in 'Works under Assessment';
- \$3.5 billion of works is in 'Works in Market'; and
- \$6.1 billion of works is in 'Works in Progress or Delivered'.



(Source: the Authority: 7 December 2012 & DTMR 3 December 2012)

1. The pipeline now represents all open 2009-2012 events with a cumulative value of \$12.2 billion.
2. Additional works may have been conducted but are yet to be reported to the Authority
3. *Other SDA and non-infrastructure encompasses SDAs other than DTMR and non-infrastructure NDRRA grants received by the Authority.*

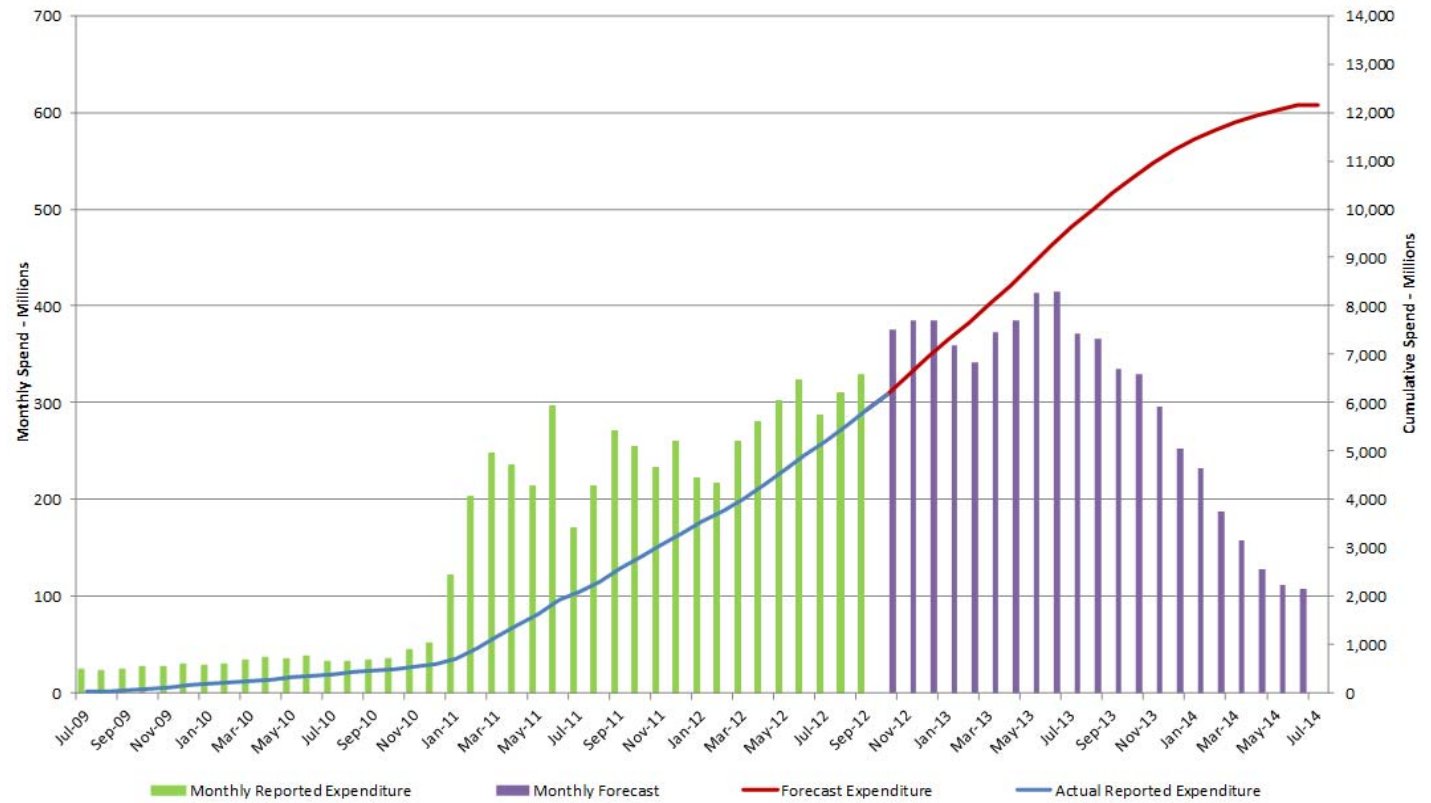
Pipeline of Works - Program Stage Description	
Stage	Description
Works under Assessment	Applications for packages which are currently under assessment by the Authority or are awaiting additional information from the applicant.
Works In Market	Applications for packages which have been approved by the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

3.5 Program of works

Combined Program of Works (Updated Quarterly)


The figure below represents the monthly expenditure and estimated costs for all events managed by the Authority.

Figure 3.5.1 Combined Program of Works






Source: the Authority - September 2012 Quarterly Review & 3 December 2012

3.6 Iconic projects* in reconstructing Queensland


Project	Value (\$m)	Description	Status
Colleges Crossing	\$11.0	Colleges Crossing is an important regional park in the Ipswich City Council area which occupies approximately 23.5 ha of riverside land, a short distance of the city's CBD, that offers the public the opportunity to interact with the river and enjoy large expanses of open space. Colleges Crossing suffered extensive damage to lighting, shelters, boat ramps, picnic facilities, roadways, pathways, playgrounds and amenities when flood waters and floating debris tore through the area in January 2011.	The project is progressing towards its expected completion date in early 2013.
Cardwell foreshore (Cat D & Cat B)	\$14.4	The Cardwell foreshore is an important infrastructure project in North Queensland that combines a range of projects intended to restore social, economic, transport and tourist infrastructure in a community that was severely impacted by TC Yasi. Funding for the project is being provided as restoration of essential public assets (REPA) and through special (Category D) funding under the Natural Disaster Relief Arrangements (NDRRA). Works at Cardwell will include: the construction of a rock wall to protect the road and surrounding area from future cyclones; foreshore; recreation; picnic; memorial; pedestrian facilities; a roundabout and formal parking.	See Civil Pty Ltd has been awarded the contract for the Cardwell Esplanade and Marine Infrastructure Recovery (CEMIR) package. Construction commenced in September 2012. A community information centre has been set up in Cardwell regarding the project.
 <p><i>Images above: Damage to Cardwell foreshore and reconstruction progress - November 2012.</i></p>			
Cunninghams Gap	\$57.0	The \$57 million task of reconstruction at 11 sites along 7km of highway has restored damage including major subsidence, landslips and rock falls. The final site of Clayton's Gully was the most badly damaged with a massive landslide one to two metres down the slope, damaging three of the four traffic lanes. The Department of Transport and Main Roads used more than 1,000 permanent soil nails, 50,000 cubic metres of rock and 20,000 tonnes of asphalt in the reconstruction. The completion of works will see both lanes of the highway opened again, restoring one of the most important transport routes in Queensland.	The last section of road works at Clayton's Gully was officially opened on 7 December 2012.
BCC RiverWalk (Cat D)	\$70.0	The Brisbane RiverWalk was unique pedestrian and bicycle path which linked the city's CBD with the inner suburb of New Farm. This floating infrastructure was destroyed by the January 2011 floods with the whole structure being subsequently removed. The Brisbane City Council conducted detailed public consultation and consequently decided to replace the previously floating walkway with a fixed structure with enhanced flood resilience. The project is funded under a Category D arrangement under NDRAA.	The detailed design was completed on 11 December 2012. The construction tenderers have been shortlisted to 5 and the tender is due to be awarded in May 2013.

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

3.6 Iconic projects in reconstructing Queensland (Cont'd)

Project	Value (\$m)	Description	Status
Stokes Bridge, Kents Lagoon Scenic Rim	\$1.6	Stokes Bridge crosses Warrill Creek on Kengoon Road. It was an older timber bridge which was of local historical and community importance. It represents many similar bridges throughout the State that were damaged in the flood event leaving them in unstable and unsafe conditions.	Work commenced in late October 2012.
 <p><i>Above left: Stokes Bridge before and at right: removal of the damaged bridge</i></p>			
Hartmann Bridge Goondiwindi	\$0.3	Hartmann Bridge is located approximately five kilometres north of the Barwon Highway on Minnel Road. Consisting of a series of large box culverts and link slabs founded on strip footings over the Weir River, Hartmann Bridge is a major transport link to agricultural areas north of Goondiwindi. A willingness to look at innovative technology, such as cutting-edge subgrade stabilisation methods, was used in the recently completed reconstruction of Hartmann Bridge at Toobeah.	Replacement concrete work was carried out by local company Tony's Concrete and Kerb of Goondiwindi and was completed in September 2012.
 <p><i>Above: innovative URETEK technology being applied in the reconstruction of Hartmann Bridge, Goondiwindi</i></p>			
Amamoor Creek Rd Gympie	\$1.8	Attracting country music fans from across the nation, the Gympie Music Muster is of major economic significance to the area. Amamoor Creek Road, which serves as the main access road to the Muster, suffered severe damage in three sections during the January 2011 floods. In each location, the floodwater in Amamoor Creek has caused a slip to occur under the road formation. Gympie Regional Council fast-tracked work to build back the main access road into the Gympie Music Muster in time for the August 2011 event.	The road was opened in time for the Gympie Music Muster.
 <p><i>Above: before and after restoration works of Amamoor Creek Road, Gympie</i></p>			

3.6 Iconic projects in reconstructing Queensland (Cont'd)

Project	Value (\$m)	Description	Status
Grantham (Cat D)	\$18.0	The Grantham Redevelopment Project was a whole-of-government and community response to the devastation caused by the flood event and aimed at providing affected residents with an opportunity to recover their lives and community by rebuilding on safer land adjacent to the town. On 10 January 2011, severe flooding in the Lockyer Valley caused devastating damage throughout the region, resulting in loss of life and property. Assessments of the damage show 119 homes sustained significant damage, 19 houses were damaged beyond repair and 10 were completely destroyed.	Just 11 months to the day since the Lockyer Valley was at the epicentre of Queensland's worst ever flooding disaster, an historic housing estate to relocate affected residents was officially opened. (Dec. 2011)
 <p style="text-align: center;"> <i>Grantham during the floods</i> <i>Commencement of works of redevelopment project</i> <i>Relocation of house to new site</i> <i>View of new estate</i> </p>			
Palm Island foreshore	\$12.3	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. In early 2012, Palm Island Aboriginal Shire Council held discussions with the Authority on an application being prepared for submission. This value engineering process resulted in a decreased submission value from an initial estimate of over \$20 million to a \$12.3 million application for restoration of several segments of the Island's protective seawall which had been damaged during Tropical Cyclone Yasi.	Council has started the revised program of works. Concept plans are being developed for the sea wall and a designer will be appointed early 2013. Completion of construction is expected early 2014.
Clump Point and Dunk Island Jetties	\$5.5	\$5.5 million was provided for the restoration of the Clump Point Jetty and Dunk Island as part of a \$15 million NDRRA exceptional circumstances package for the Cassowary Coast region. Dunk Island jetty will be repaired and the deck rebuilt, with a new extension to reconnect it to a more stable location.	The reconstruction of the Clump Point and Dunk Island jetties has begun, following its devastation by Cyclone Yasi in February 2011. Works are expected to be completed by late 2013.
Mt Sylvia Road	\$10.0	Several locations on Mt Sylvia Road were significantly damaged due to extreme flooding in 2010 and 2011, including eight creek crossings. Reconstruction of the first creek crossing began in November 2011. The works included the replacement of temporary pipe culverts installed as an emergency measure immediately after the disaster. To prepare for the works, extensive hydraulic modelling had to be carried out to gain a thorough understanding of the impact of flows on the crossings along Mt Sylvia Road. The Department of Transport and Main Roads has worked closely with the Lockyer Valley Regional Council and the Mt Sylvia community to implement a communication plan, using UHF radio broadcasts, as well as regular email updates about the reconstruction. This has assisted primary producers in the region to transport stock and produce to and from their properties in a timely manner.	The works are expected to be completed by late 2012, weather permitting.

3.6 Iconic projects in reconstructing Queensland (Cont'd)

Project	Value (\$m)	Description	Status
Barcoo River Bridge on the Landsborough Highway	\$6.2	<p>Works to repair this critical structure 60km north west of Tambo on the Landsborough Highway included underpinning bridge piers with concrete piles and jacking the bridge deck (up by 42 centimetres to correct damage to the structure) and installing steel shims (spacers) to position the deck at the correct level. The deck surface was replaced and damaged traffic barriers were repaired.</p> <p>The completion of the bridge is a significant milestone in the Central West, given there is an average of 462 combined daily traffic movements (262 light and 200 heavy vehicles) per day. Reconstruction works were completed on the Barcoo River Bridge in late September 2012 and the bridge was reopened to traffic on Tuesday 9 October 2012.</p>	The bridge is now open for traffic.



Above: Stabilisation and reconstruction works of Barcoo River Bridge.



Above: Completed bridge now open to traffic.

3.6 Iconic projects (Cont'd)

Iconic project example: Restoration of The Strand Foreshore Protection System, Townsville

Overview: The Strand Foreshore Protection System protecting Townsville's iconic Strand has had a \$3 million restoration after being severely damaged during Tropical Cyclone Yasi. The Protection System was developed in 1999 and consists of beach compartments, a buried seawall and rock-armoured headlands. The foreshore protection afforded by the beach and headland system along The Strand experienced damage. The Strand is a popular waterfront parkland.

Location: Townsville, North Queensland

Details: During the Yasi event, heavy seas and storm surge damaged the protection system. The rock walls were designed to dissipate wave action during heavy seas and protect the recreation area along The Strand.

The Strand was choked with fallen trees and debris after Tropical Cyclone Yasi and the immediate clean-up was identified by Townsville City Council as a priority to allow people to see that their city was on the way to recovery and returning to a state of normality.

Following the initial recovery phase, the Strand needed a major foreshore restoration program. The Authority approved the funding for the restoration of the protection system and was completed in December 2011, in time for the upcoming summer and cyclone season.



Above: Damage to rock wall at Gregory St on The Strand.



Above: Following restoration works.



Above: Damage to The Strand waterfront and parkland.



Section four:
Progress Reports

4.1 Progress of LGAs and DTMR by Region (See Appendix B LGA by region map)

4.1.1 Far North Queensland

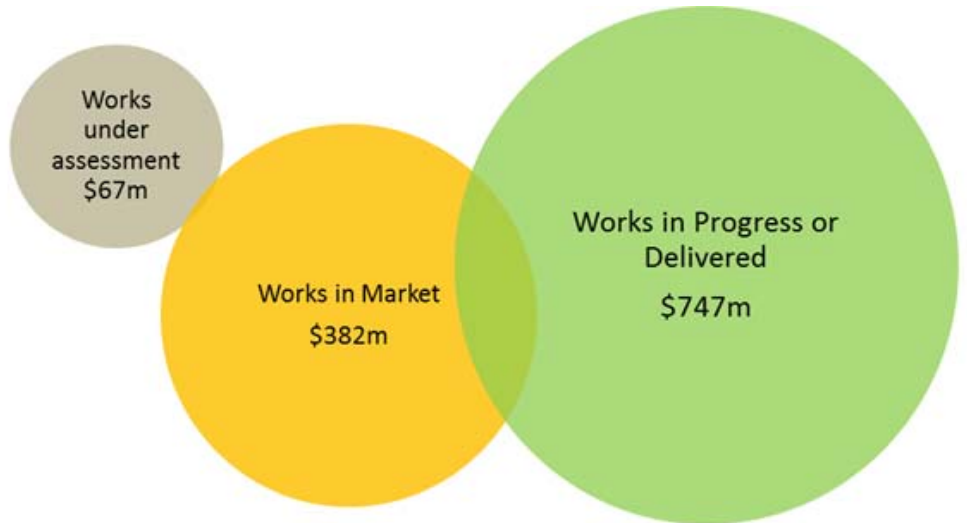


Diagram representing progress - FNQ

Case example: Cassowary Coast Regional Council

Project:	Mission Beach - Clump Point and Dunk Island Jetties
Location:	Far North Queensland - Mission Beach is a three hour drive north from Townsville and two hour drive south from Cairns. Clump Point Jetty is the gateway to Dunk Island and the Barrier Reef.
Type of works: (Cat D)	Restoration and replacement of Clump Point and Dunk Island jetties
Estimated value:	\$5.5 million
Estimated completion:	Late 2013
Progress at November 2012:	\$5.5 million was provided for the restoration of the Clump Point Jetty and Dunk Island Jetty as part of a \$15 million NDRRA exceptional circumstances package for the Cassowary Coast region. The reconstruction of the Dunk Island jetty has begun, following its devastation by Cyclone Yasi in February 2011. The jetty will be repaired and the deck rebuilt, with a new extension to reconnect it to a more stable location. Works are expected to be completed by late 2013.



Above: damaged jetty at Clump Point



Above: Images of damage and works underway at Dunk Island Jetty

4.1 Progress of LGAs and DTMR by Region

4.1.2 North Queensland

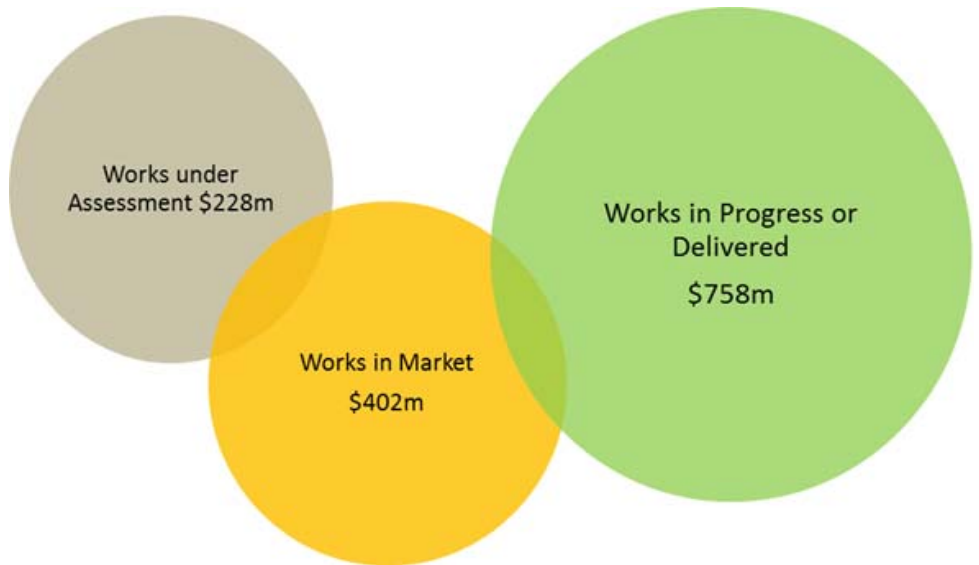


Diagram representing progress - NQ

Case example: Townsville City Council

Project:	Balgal Beach pontoon
Location:	North Queensland - between Townsville and Cardwell.
Type of works:	Reconstruction of pontoon to address safety issues for the community due to the risk of contact with estuarine crocodiles and stingers, and allowing access to the infrastructure for community activities.
Estimated value:	\$360,000
Estimated completion timeframe:	December 2012
Progress at November 2012:	Balgal Beach's popular boating pontoon is now officially open for business. While the new 11 tonne pontoon is 11m in length and 3m wide and has been constructed in the same position as the original facility next to the boat ramp, one section of the walkway from the original pontoon was retrieved and reused in the replacement project.



Images above: Balgal Beach Pontoon destroyed - February 2011



Above: The new Balgal Beach pontoon - November 2012

4.1 Progress of LGAs and DTMR by Region

4.1.3 Central Queensland

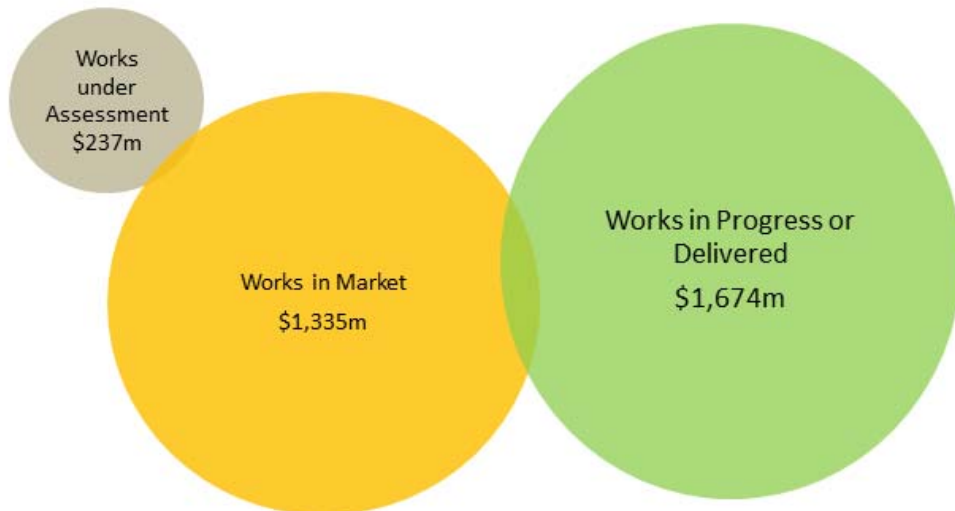


Diagram representing progress - CQ

Case example: Department of Transport and Main Roads

Project:	Diamantina Developmental Road - damaged as a result of monsoonal conditions and torrential rain resulting in high water table for an extended period relating to the natural disaster event.
Location:	Boulia to Dajarra - (80 kms of road), Central Queensland
Type of works:	Restoration of the road include various works including: removal of surface debris, shoulder resheet/edge repair, repair/replace concrete batter/drainage protection, shoulder resheet, and pavement rehabilitation by insitu cement stabilisation.
Estimated value:	\$5.4 million
Estimated completion timeframe:	August 2012 - December 2013
Progress at November 2012:	Works commenced in August 2012.



Above: Damage to concrete batter on Diamantina Developmental Road



Above: Showing scouring to the road shoulder.



Right: Major pavement deformation from heavy traffic following the Monsoonal flood event.

4.1 Progress of LGAs and DTMR by Region

4.1.4 Southern Queensland

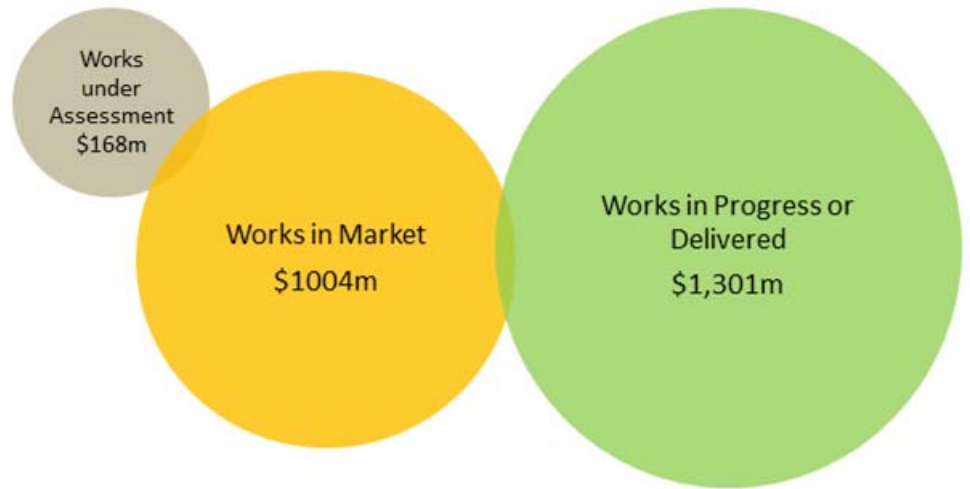


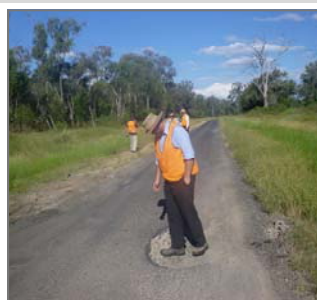
Diagram representing progress - SQ

Case example: Goondiwindi Regional Council

Project:	Callandoon Road, Goondiwindi
Location:	Callandoon Road, including a major culvert crossing of Callandoon Creek on Callandoon Road about 20km west of Goondiwindi, was damaged as a result of the Western Queensland flooding event. The crossing is critical for access from several properties on the flood plain of the Macintyre River and is an important access route for valuable cotton and wheat crops to access the cotton gin and wheat depot in Goondiwindi.
Type of works: (Cat B)	Restoration - Major pavement and bitumen repairs including dig outs, insitu stabilisation and shoulder repairs throughout a large majority of the road.
Estimated value:	\$7.26 million
Estimated completion timeframe:	Goondiwindi Regional Council is planning to complete works in advance of the cotton season harvest, starting in April 2013.
Progress at November 2012:	Works began on the culvert repairs and road reconstruction in September 2011 however, the road was again almost completely submerged by flooding of the Macintyre River in November/December 2011. Work resumed in February 2012, however additional rain delayed work once again.



Images above showing damage to the culvert on Callandoon Road



Images above show damage and inspection of damage and reconstruction of Callandoon Road.

4.1 Progress of LGAs and DTMR by Region

4.1.5 South East Queensland

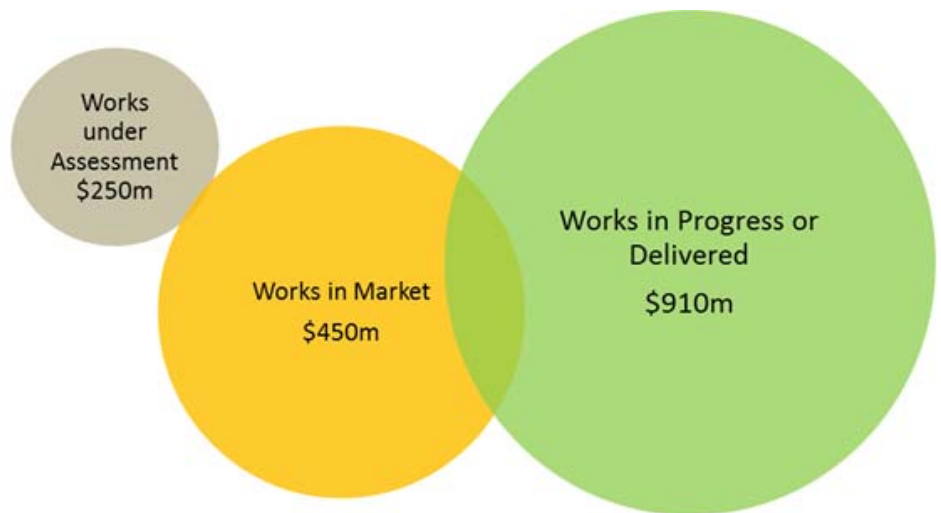


Diagram representing progress - SEQ

Case example: Toowoomba Regional Council

Project:	Reconstruction of Gowrie-Glencoe Road
Location:	Glencoe, Kingsthorpe / Gowrie Junction, Darling Downs region, South East Queensland
Type of works:	Reconstruction of flood damaged road and installation of culverts to assist with drainage.
Estimated value:	\$1.15 million
Estimated completion timeframe:	7 months (completed October 2012)
Progress at November 2012:	Box and pipe culverts have been installed on a section of Gowrie-Glencoe Road between Lilydale Road and Baxters Road. New stormwater drainage has been constructed and drainage repaired. Earthworks and stabilising and pavement works were delayed due to wet weather in late June. Despite that, Gowrie Glencoe Rd was reopened to traffic in July. Earthworks continued in adjoining properties and a final seal was applied in October. The side-track was closed and final rejuvenation and associated earthworks completed.



Above: Gowrie-Glencoe Road following reconstruction.

4.2 Progress of State-controlled roads and highways

The Roads and Transport line of reconstruction is aimed at reconnecting people and enabling the re-supply of communities across the State. The official recovery/emergent works phase for the 2011/12 summer has ended. Future recovery reporting will occur following any newly activated natural disaster and activation of Restoration of Essential Public Assets (REPA) under NDRRA.

At 30 November 2012, 4kms of state-controlled roads were closed or with limited access as per the map (page 22) showing the Operational Status of the Road Network. The current dry period is providing all Transport Network Reconstruction Program (TNRP) delivery agents with an excellent opportunity to deliver reconstruction works with minimal impact by wet weather.

The current state of activity:

- Roads – The cumulative spend by the TNRP to 31 October 2012 was \$2.7 billion consisting of \$548 million on recovery works and \$2.163 billion on reconstruction works.
- Rail - All Queensland rail lines closed due to weather events in the 2011/12 summer are recovered and services have resumed.
- Maritime - The project to reinstate damaged aids to navigation (beacons and buoys) in Mackay reached practical completion in September 2012. The major repairs required to boating infrastructure include the jetty repairs at Brampton Island and Nelly Bay on Magnetic Island which are complete and Picnic Bay on Magnetic Island which is well underway.

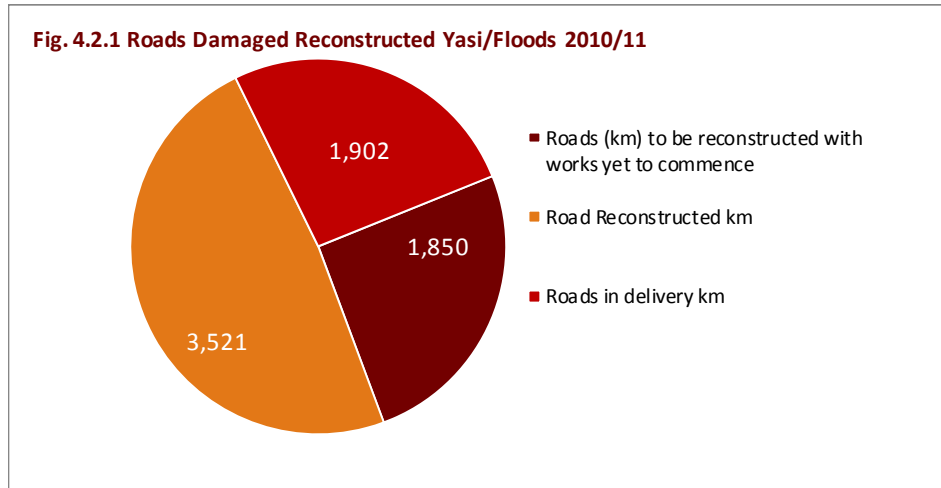
Key achievements:

- The October 2012 expenditure was \$205.1 million. It is anticipated that this momentum in expenditure will continue into November 2012 before slowing due to wet season and the December/January holiday period.
- There are a number of large contracts in the pipeline for construction starting in early 2013, with \$68 million of contracts going out to tender in the past month and \$122 million of contracts awarded. This is compared to the initial plan for October 2012 of \$13 million and \$46 million respectively.
- Since the commencement of the Transport Network Reconstruction Program, 435 contracts worth over \$3.872 billion have been awarded.
- There has been a significant improvement in the close out of action items on the TMR workflow tracking system with 29 TNRP-related notices closed in October 2012.
- A full TNRP Regional Project Office Risk Assurance review has been completed as scheduled, with all RPOs addressing risk management activities in a consistent and timely manner.
- The Indigenous Employment Initiative has exceeded its placement goal of 100 and is likely to achieve close to 120 placements by the time all major contracts are awarded and commenced. The retention rate across the program continues to be within industry standards, with positive feedback from contractors regarding their satisfaction with the program. (See case study in this report.)
- Darling Downs and South West regions distributed a joint email to stakeholders associated with the grain harvesting season. This provided details of how to access the wide-load permits system, Traffic and Travel Information line (131940) and included maps of current work sites. AgForce continues to include reconstruction information in updates to members.
- Information on reconstruction works provided by the regions continues to generate newspaper articles and radio interviews, all keeping stakeholders informed. Fitzroy region contributed 15 Facebook updates on reconstruction works generating good feedback and suggestions from users.
- A significant environmental find occurred this month in the Fitzroy Region when a joint TMR-Queensland Museum field study located three *Lerista Allanea* (Retro-sliders – or legless skinks). The survey resulted in the extension of the known distribution of the Retro-slider by 30 kilometres.

4.2 Progress of State Road Network (Continued)

Reconstruction of damage in 2010-2011

- TMR plans to reconstruct 7,273 km of roads damaged as a result of Cyclone Yasi and floods in 2010-2011. Of these roads, 3,521km had been reconstructed representing 48% of the total kilometres to be reconstructed. A further 1,902 km of road is being constructed on active works contracts. **See Figure 4.2.1 and TNRP Summary map.**



The status of road recovery and reconstruction packages at 2 November 2012 is:

- \$1,163 million of packages are completed for both recovery and reconstruction works as follows:
 - \$441 million of packages are completed for recovery works;
 - \$722 million of packages are completed for reconstruction works;
- \$2,709 million of reconstruction works are currently underway;
- \$227 million in reconstruction works tenders are currently being assessed for approval;
- \$196 million of reconstruction works packages are out to tender; and
- \$405 million of reconstruction works contracts are being prepared to go to market in the next month.

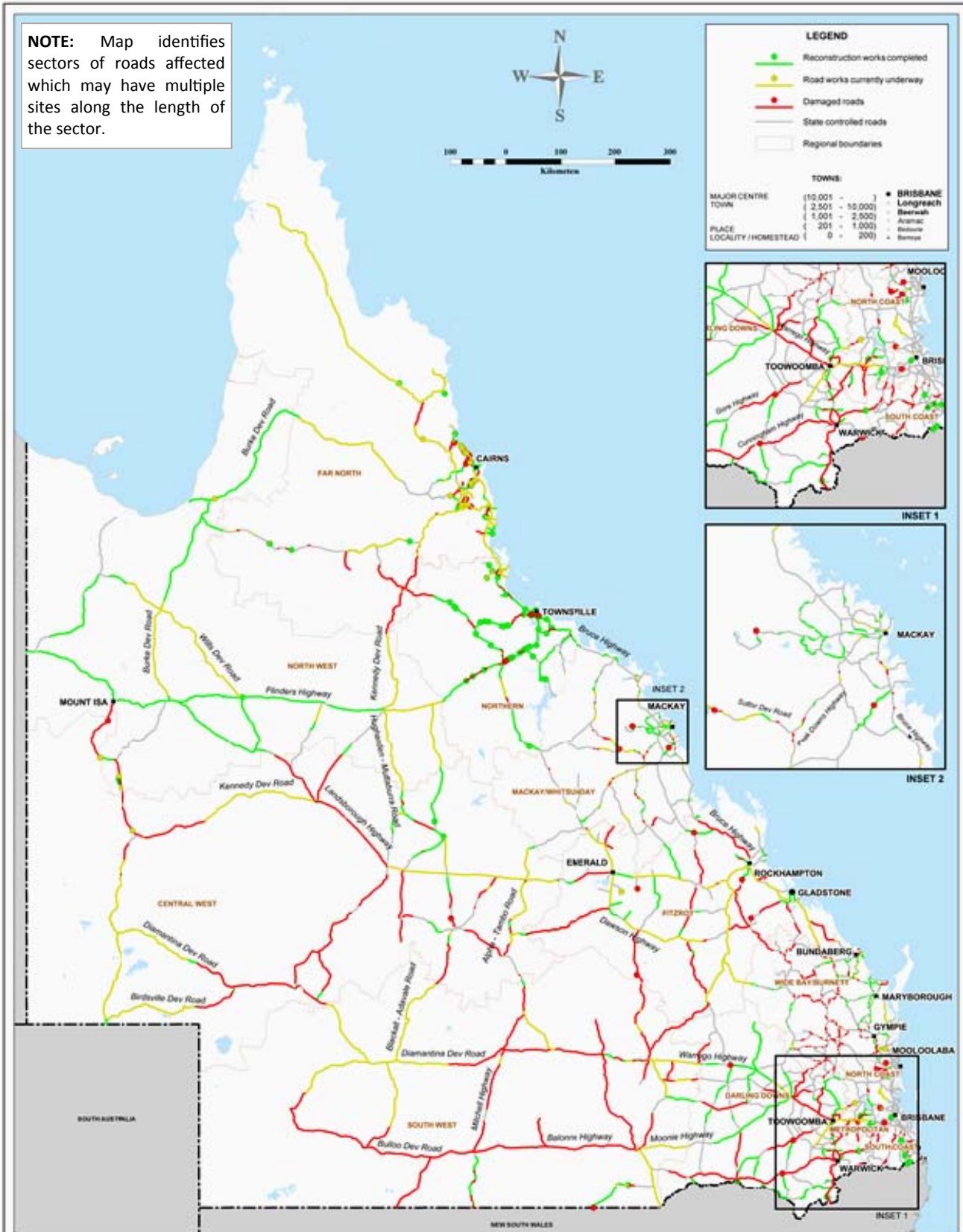
Note: these values include costs to reconstruct works from damage caused by events in 2010 as well as the events of 2011.

(Source: DTMR 3 December 2012)

Queensland Reconstruction Authority

Transport Network Reconstruction Program (TNRP - Summary of Reconstruction Works (October 2012)

NOTE: Map identifies sectors of roads affected which may have multiple sites along the length of the sector.



LEGEND

- Reconstruction works completed
- Road works currently underway
- Damaged roads
- State controlled roads
- Regional boundaries

TOWNS:

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

Branch/Unit: **TNRP Mapping Section**

Projection/ Datum: Geocentric Datum of Australia (GDA) 1994, Lat/Long

File location: C:\OS Field Implementation\06-04 GIS\Map Projects\Works Program 2012\1134\Map\TNRP_GLD_SummaryofReconstructionWorks.mxd

QUEENSLAND
Transport Network Reconstruction Program (TNRP)
Summary of Reconstruction Works
October

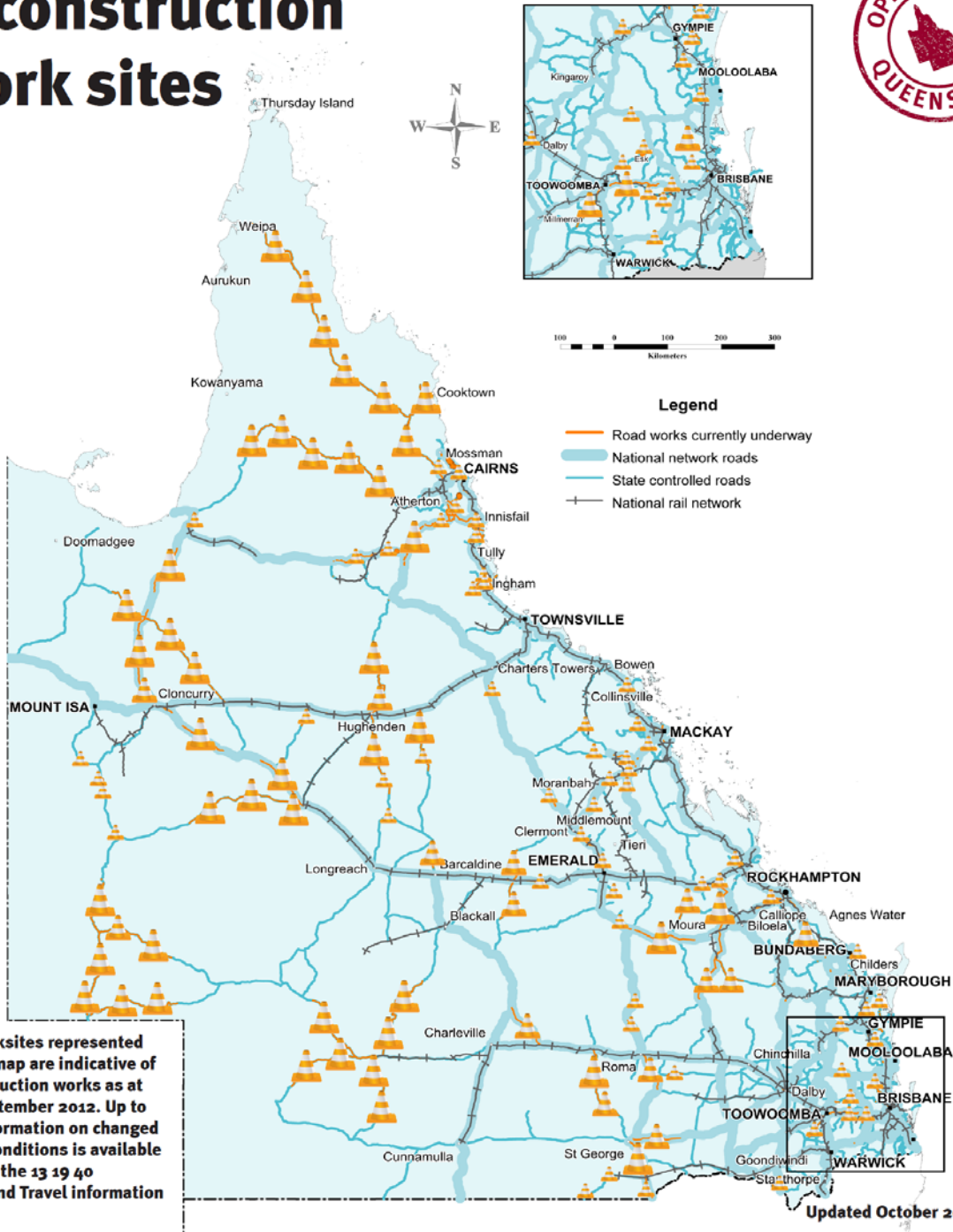
Transport and Main Roads
 Queensland Government

Plan No/ Job No:	Issue: A	Date: 13/11/2012
Drawn by: AL	Checked by:	

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(Updated October 2012)

Transport and Main Roads reconstruction work sites



Australian Government



Queensland Government

Roads and Transport Line of Reconstruction Case example, Mossman-Daintree Road, north of Cairns

Smoking Ceremony

Staff from the Department of Transport and Main Roads (TMR) and Stabilised Pavements Australia (SPA) involved in the delivery of reconstruction work on a Far North Queensland road participated in a traditional smoking ceremony recently.

The project is reconstructing sections of the Mossman-Daintree Road, north of Cairns. There is a traditional burial site adjacent to one of the sites under construction, south of the Daintree.

A smoking ceremony is an ancient custom among Indigenous Australians that involves smouldering various native plants to produce smoke to cleanse properties and ward off bad spirits.

The ceremony was led by Linc Walker, who operates the Kuku Yalanji Cultural Habitat Tours with his brother and is a descendant of the Julaywarra.



The Traditional Owners have ties to the Daintree clan group area *Julaywarra* and are part of the larger Eastern Kuku Yalanji community.

Sandy Davies, a representative of the Yalanjiwarra Jalunji Marrjanga Aboriginal Corporation, praised the involvement of construction staff.

“This was a positive cultural awareness opportunity,” Ms Davies said.

“It was great that staff from SPA and TMR were genuinely interested and keen to learn more about local Indigenous culture. That’s where reconciliation starts.”

The department acknowledges the Traditional Owners of the land on which the event was held, the Julaywarra people of the wider Eastern Kuku Yalanji community.

Left: Eastern Kuku Yalanji Elder and Traditional Custodian, Project Foreman (SPA), Superintendent’s Representative (TMR), Project Manager (SPA) and SKM Inspector.

Roads and Transport Line of Reconstruction Case example, North West Queensland **Indigenous trainees achieve certification on road sealing project**

Two Indigenous trainees have achieved certification in Civil Construction while working on the Wills Developmental Road in North West Queensland.

The Department of Transport and Main Roads formed the Wills Alliance to seal the remaining gravel sections of the Wills Developmental Road, north of Gregory Downs to Burketown.

Since the Wills Alliance project started, the project team has collaborated with traditional owner groups to implement a training program for local Indigenous people.

The training program includes a combination of hands-on experience and theoretical components and has been implemented in coordination with Myuma Pty Ltd, a Camooweal-based Indigenous training organisation, and local traditional owner groups.



Above: Indigenous Trainee, Rodney, on the Wills Alliance job in the North West Region

Three trainees have been employed on the project for more than six months, undergoing on-site training in road construction activities.

Two of these trainees completed their Certificate II in Civil Construction in August and have since gained full-time employment.

Four new trainees commenced on the Wills Alliance in late August as the project progressed north toward Burketown.

More than 15km of the stretch of gravel road is already sealed.

The works, which will seal 50km of road, are expected to be completed by December 2013, weather permitting.

Sealing the road will improve travelling conditions and access to townships including Burketown, Doomadgee and western Gulf of Carpentaria communities, particularly during the wet season.

There are several sources of funding for the work including Safer Roads Sooner, the Regional Safety Developmental program, Resources Developmental program and Natural Disaster Recovery and Relief Arrangements (NDRRA).

Under NDRRA the Australian Government provides 75% of the funding, with 25% from the Queensland Government.



Right: A Wills Alliance trainee, Rodney, working with colleagues on the Wills Developmental Road.

Roads and Transport Line of Reconstruction Case example - South West Region, Balonne Shire Council

Culvert replacement works nearing completion on the Castlereagh Highway

Reconstruction works are progressing well on the Castlereagh Highway with works nearly completed to replace three culverts between Kurray Station Airfield and Doondi Station near St George.

Over the next month (weather permitting), the construction crew will apply the finishing touches to these repaired sections of Castlereagh Highway by installing guideposts and floodway signs, undertaking concrete protection works on the northern culvert, removing side tracks and other minor works.

Motorists are already driving on two of the reconstructed sections of road - at Doondi Station and between Kurray Station Airfield and Doondi Station - and will soon be travelling over the replaced culvert at Kurray Station Airfield.

This contract, worth approximately \$4.5 million, has been delivered by RoadTek as part of the South West region's \$1.0 billion Transport Network Reconstruction Program.

In addition to this, RoadTek will also finish pavement repair works worth around \$3 million over the coming weeks on the Castlereagh Highway approximately 7km outside of St George.

More works to repair the Castlereagh Highway will commence over the next few months.



Above: Replaced culvert on the Castlereagh Highway between Kurray Station Airfield and Doondi Station, October 2012



Above: Bitumen sealing works on the Castlereagh Highway, 7km outside of St George, November 2012.

(Article courtesy DTMR 3 December 2012)

4.3 Cyclone Shelter Project

In May 2011, a \$60 million fund was announced to construct 10 cyclone shelters and multi-purpose facilities in Central and North Queensland. The shelters are being funded by a gift of \$30 million from the Emirate of Abu Dhabi and a further \$30 million contribution by the Queensland Government. The new cyclone shelters will be active civic assets with multi-functional uses and capable of housing up to 800 people at a time in the event of a cyclone. The new cyclone shelter in Cairns incorporates a double basketball court in the facility and will be able to accommodate approximately 1,500 persons.

The Department of Housing and Public Works (DHPW) is facilitating management of the program over the two financial years of 2011-12 and 2012-13. The Authority is responsible for distributing and acquitting the funds against agreed milestones under the program and managing the ongoing liaison with the Emirate of Abu Dhabi.

Table 4.3.1 Cyclone Shelter Progress Status

Cyclone shelter location	Delivery agency	Forecast Completion Date	% Complete
Bowen SHS	DH&PW	late December	98%
Heatley Secondary College, Townsville	DH&PW	early December	99%
Ingham SHS	DH&PW	late December	90%
Port Douglas SS	DH&PW	late December	90%
Proserpine SHS	DH&PW	late December	90%
Tully SS	DH&PW	late December	85%
Weipa	DH&PW	January 2013	75%
Yeppoon SHS	DH&PW	Completed	100%
Mackay, new SHS	DET&E	late December	75%
Edmonton Leisure Centre, Cairns	Cairns Regional Council	March 2013	50%

The target completion date for the cyclone shelter projects was originally planned for November 2012, weather permitting, in time for the commencement of the cyclone season. The extended wet weather conditions and unforeseen latent conditions on some sites have resulted in delays to several projects being managed by DHPW, in particular Proserpine, Port Douglas, Tully, Townsville, Ingham, Bowen and Weipa.



Above: Cyclone Shelter - Yeppoon SHS - officially opened on 14 November 2012.

The Mackay cyclone shelter, being managed by the Department of Education, Training and Employment, is anticipated to be completed in January 2013. The Cairns Regional Council is managing the delivery of the Edmonton Leisure Centre Cyclone Shelter and is anticipated to be completed in March 2013.

DHPW has developed a communications strategy to inform affected communities and Local Disaster Management Groups of potential delays in completion of the shelters. The Yeppoon cyclone shelter was officially opened on Wednesday 14 November 2012.

(See Table 4.3.1 for the status of cyclone shelter progress)

(Source: DHPW 3 December 2012)

4.4 Queensland Floods Commission of Inquiry (QFCI) recommendations

On 21 May 2012, Cabinet agreed to the Government's response to the QFCI's final report. The Authority is the nominated lead agency to implement a number of the recommendations relating to the repository and display of flood information and the undertaking of flood investigations.

The recommendations have been grouped into three themes;

- Ensuring there is a flood study for every urban area in Queensland, identifying current gaps, prioritising areas in greatest need and working with councils to determine how studies/investigations will be undertaken (Recommendations 2.4, 2.5 and 2.6);
- Ensuring there is a repository of flood studies where information can be stored and accessed and for the Queensland Government to make available its flood mapping (Recommendations 2.11 and 2.16); and
- Making changes to the Temporary State Planning Policy 2/11 - *Planning for stronger, more resilient floodplains* to remove the possibility of councils using the base-level 'Interim Floodplain Assessment Overlay' as the only source of flood data in their planning schemes (Recommendation 4.5).

The Authority has made significant progress in response to these requirements. To date, the Authority has:

- developed the Queensland Flood Study Information Database, which will be a collation of existing flood information across the State - completed on 28 September 2012;
- launched its Flood Portal (FloodCheck) on 28 September 2012 - a secure website which draws information from the database and displays it in a GIS web-based application;
- drafted and implemented changes to the Temporary State Planning Policy - *Planning for stronger, more resilient floodplains*, which is being utilised by the Department of State Development, Infrastructure and Planning in the review of the State Planning Policy 1/03 which is scheduled for release in early 2013; and
- established the Queensland Flood Mapping Program, which will deliver level 2 flood mapping for up to 100 flood prone towns across the State (Recommendations 2.4, 2.5 and 2.6). A program of work has been developed ensuring that the key milestone of up to 100 towns are completed by 31 January 2013.

(Source: the Authority December 2012)

4.5 Communications

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

4.5.1 Communicating progress

Media analysis - There have been a total 259 reconstruction media items from 1 to 30 November (208 print, 14 TV and 37 radio) with the main focus being the opening of the first North Queensland cyclone shelter and the commencement of works on the Dunk Island jetty.

North Queensland media featured predominately this month including high volumes of coverage in the Tully Times, Rockhampton Bulletin and Cairns Post.



Engagement activities - In early November, Volunteering Queensland - with support from Emergency Management Queensland - launched their new interactive community resource on the Queensland Disaster Management Arrangements (QDMA). *Disasters: Know your role* includes a three minute animated presentation on the QDMA and the role of the individual and broader community in the system, followed by a range of interactive components to test your knowledge and demonstrate the varied roles of QDMA agencies and stakeholders.

The first of 10 new cyclone shelters jointly funded by the Queensland Government and the Government of the Emirate of Abu Dhabi was officially opened on 14 November 2012. The Deputy Premier and Minister for State Development, Infrastructure and Planning was joined by the Assistant Foreign Minister for Economic Affairs in the United Arab Emirates, His Excellency Khalid al Ghaith, to open the facility that can provide shelter for up to 800 people in the event of a cyclone.

The Authority continued to work with local councils including the Central Highlands and Maranoa Regional Councils and Ipswich City Council on floodplain management to assist with implementation of the Floods Commission of Inquiry (QFCI) recommendations.

On 29 November 2012, the Townsville City Council officially opened the Balgal Beach pontoon. Major General Richard Wilson and the Townsville City Council Mayor, Cr Jenny Hill, attended the event with members of the local fishing community. Although it is a small project in the scheme of the state-wide reconstruction program, the boat ramp reconstruction was very welcomed by the local community for its recreational and safety aspects, showing the importance of these projects to local communities.

On 30 November 2012, a delegation from the National Emergency Crisis and Disaster Management Authority of The United Arab Emirates visited the Authority to learn about Queensland's approach to disaster reconstruction.

Queensland's planning response, following the 2010/11 floods and cyclones, was well recognised at the Annual Planning Awards in Canberra. The Authority was awarded the overall Exceptional Planning Achievement Award for the *Planning for Stronger, More Resilient Floodplains* as well as awards for the categories of Improving Planning Processes and Practices and Promotion of Planning.

Queensland Government's Traffic and Travel Information (TTI) website www.131940.qld.gov.au was updated with information on works across the State and associated changes to traffic conditions. Information was also made available to road users through community service announcements, VMS, SMS subscription services, A3 posters in service stations and truck stops, and through the local print media via media statements.

In addition, TMR published the Mackay Whitsunday Reconstruction Update, and the South West Road works update, which detailed road works occurring in these regions.

The Toowoomba Regional Council published its Flood Recovery Update which describes major road works and reconstruction projects occurring throughout the Toowoomba region.

Queensland Health distributed Recovery News, a quarterly newsletter developed by the Centre for Trauma, Loss and Disaster Recovery. The Family Bereavement Service also continued to provide telephone and face-to-face counselling and support to individuals across the State who were bereaved as a result of the 2010-11 floods and cyclones.

4.5.1 Communicating progress (Continued)

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

The Authority's website provides information to the public and continues to be enhanced with ongoing updates, including the launch of the public Flood Information Portal.

There have been a large number of visits to the website since it was launched on 18 February 2011. At 3 November 2012, total visits amounted to 245,149. *(See Figure 4.5.1)*

In November, the Authority received an additional 68 calls to its dedicated hotline and 251 additional pieces of written correspondence were received. *(See Figure 4.5.2)*

Fig. 4.5.1 Website traffic

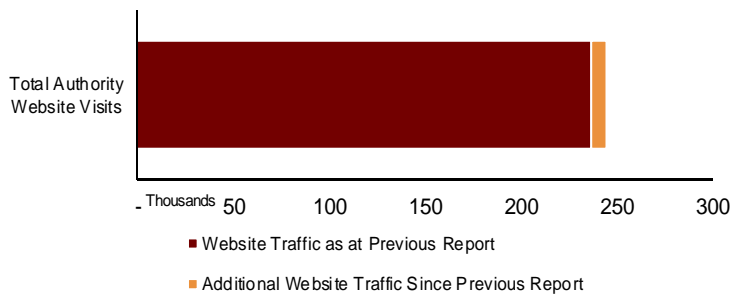
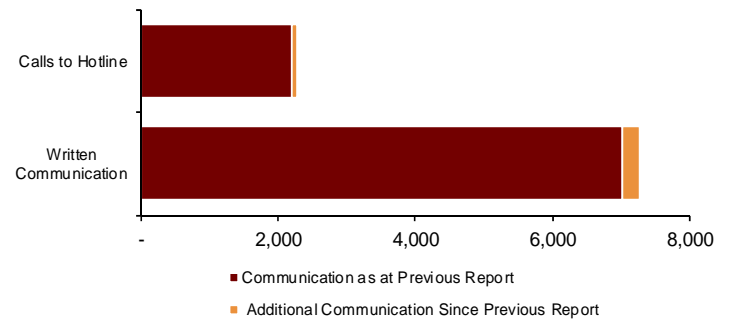


Fig. 4.5.2 Communications



(Source: the Authority at 3 November 2012)

4.5 Authority Communications (Cont'd)

4.5.2 Media Reports

Herbert River Express, 7 November 2012

Jetty back in business

THE Lancelotti Bank Jetty Terminal is officially back in business after a major reconstruction project. The jetty, which was destroyed by the 2011 floods, has been rebuilt and is now open for business. The reconstruction project was completed in just 18 months, a testament to the hard work of the Queensland Reconstruction Authority and the Lancelotti family. The jetty is now a popular spot for tourists and locals alike, and is expected to bring in a significant amount of revenue for the local economy.

Bush Telegraph, 6 November 2012

Crossing is back in action

Linda Mantova REPORTER

FARMERS and residents living south-west of Clifton will have reduced trip bills after Toowoomba Regional Council completed work to the Duncannon Rd crossing over Spring Creek recently, at a cost of \$300,000. The crossing was washed away in the January 2011 floods, and local primary producers have had to travel the long way around, to get to their farming country on the fertile black soil flats on the other side ever since. Following the floods, neighbours who once lived two minutes from one another, had to travel 20 minutes for a friendly cuppa and a catch up, for close to two years. One local who has had to travel a 30km "round trip" just to get from his home to his farming country is Allan Eshark, who normally only had to travel 8km to work his land.

"I have 121 hectares of country on the flat, and when the crossing was out for the last 22 months, I had to travel 17km just to get to it," he said. "The diesel bill will be greatly reduced now." Another Clifton farmer who did it tough after the crossing was destroyed in the devastating floods was Terry O'Halloran. "At one stage during the six-week job, they had a diesel engine running 24 hours a day to keep the water away, and they were concerned that the noise was disturbing us," he said. Mr O'Halloran said the reopening of the crossing was great for people of the district. "There has been a lot of traffic through since it reopened," he said. "It was normally took him a couple of minutes and a half a kilometre of travelling time became a major inconvenience." "It's great now the crossing has been re-built, as it will mean less miles, and I will have an all-weather road to access a fair bit of the property." "The contractors, FK Gardner and Sons, did a good job and were very obliging, as my home is right on the creek near the crossing," Mr O'Halloran said. "At one stage during the six-week job, they had a diesel engine running 24 hours a day to keep the water away, and they were concerned that the noise was disturbing us," he said. Mr O'Halloran said the reopening of the crossing was great for people of the district. "There has been a lot of traffic through since it reopened," he said. "It was normally took him a couple of minutes and a half a kilometre of travelling time became a major inconvenience." "It's great now the crossing has been re-built, as it will mean less miles, and I will have an all-weather road to access a fair bit of the property." "The contractors, FK Gardner and Sons, did a good job and were very obliging, as my home is right on the creek near the crossing," Mr O'Halloran said.

Southern Times, 22 November 2012

Road to recovery

Council's plan to fix the region's severely damaged roadways, after substantial flooding, is back on the road. Southern Downs Regional Council has awarded two major contracts for the NDRA (Natural Disaster Recovery and Relief Arrangements) Flood Restoration Project ("the Project") in relation to flood recovery roadworks to be undertaken across the region. NDRA funding is provided by both the Commonwealth (75 per cent) and Queensland (25 per cent) governments to assist local governments in the restoration of essential public assets following a disaster event. The flooding, which devastated the region in December 2010 and January 2011, was declared a natural disaster event and therefore, Council was eligible to make submissions for NDRA grant assistance for restoration works. Council has decided to deliver most of the construction of the restoration works via a single large contract, with a relatively small portion of the works being delivered by day labour. The contract for the Project consists of the construction of the restoration works via a single large contract, with a relatively small portion of the works being delivered by day labour. The contract for the Project consists of the construction of the restoration works via a single large contract, with a relatively small portion of the works being delivered by day labour. The contract for the Project consists of the construction of the restoration works via a single large contract, with a relatively small portion of the works being delivered by day labour.

Cairns Post, 28 November 2012

Dunk Island jetty work under way

CYCLONE-RAVAGED Dunk Island is finally making steps towards recovery with long-awaited repair work to the jetty beginning this week. Cassowary Coast Mayor Bill Shannon said contractors Civil Plus had begun the extensive repair work by stripping the decking of the structure and work on the piles. The work will involve full reconstruction of the jetty structure and the installation of new piles. The jetty is a vital link to the island and is expected to bring in a significant amount of revenue for the local economy. The reconstruction project is expected to be completed in just 18 months, a testament to the hard work of the Queensland Reconstruction Authority and the Cassowary Coast Regional Council.

NDRRA paving the way

JOHN FLYNN REPORTER

GET ready for more major road works in the Innisfail CBD, with close to \$8 million in NDRRA project works soon to get underway for some of the worst roads in Innisfail. At its meeting on Thursday, Cassowary Coast Regional Council approved a \$1.07 million tender to rebuild the flood-damaged Martin and Sherwood Streets for their entire lengths. Another major tender valued at \$1.809 million was approved to reconstruct Rankin Street between Grace Street and Emily Street and to reconstruct Ernest Street between Grace Street and the Campbell Street corner adjacent to Brothers League Club. The CBD works are likely to be particularly complex, with engineers expecting to need to rebuild kerbing and channelling when the old pavement surface is ripped up. "We're fairly certain a lot of the kerbing and channelling is going to fall in," CRCR Special Projects

Innisfail Advocate, 14 November 2012

Manager Tony Rooks told Thursday's council meeting. The projects were announced on a day when CRCR approved close to \$14 million in projects funded through State/Federal/Natural Disaster Relief and Recovery Arrangements packages. "We're putting a lot of money into the local economy," Mayor Bill Shannon noted while tallying up the tenders. Five major tenders were awarded, amounting to a total of \$13.16 million for cyclone and flood recovery work. Repair work will begin on 70 bridges and more than 400 culverts across the region, and the Innisfail wharf retirement wall. Reconstruction work will also begin soon on Tully Gorge Road. Council awarded the tenders after receiving a report on \$163 million worth of cyclone and flood-related work that has either been completed or is under way, out to tender or at the planning stage. Director of Works David Trotter

described the extent of work as "enormous", saying it was a two-year project for the council which was being undertaken on top of a \$37.4 million capital works program. To find out which works are currently under way and which are coming up, go to Council's website at www.cassowarycoast.qld.gov.au. Across the board there were wild variations in the tender offers submitted to council. Innisfail firm Subloos was awarded one of the tenders to the value of \$5,400,000 for minor repair works on 70 bridges and 420 culverts. Downer EDI, which has already picked up the major NDRRA works contract for the region, was awarded the \$4,046 million tender for Tully Gorge Road, with its quote being less than half of the highest tender offer. RMS NQ was awarded the Rankin Street and Ernest Street project while Northern Civil Earthworks will undertake the Martin and Sherwood Street jobs.

Building bridges in the community

Brisbane City Council further flood recovery. The bridge is now open to pedestrians and cyclists, after traffic control signs were placed throughout the area of the works. During the rebuild, Council also introduced plantings along the embankment to reduce erosion and improve biodiversity. Works to strengthen the pedestrian bridge and protect the long-term stability of the bank began in August.

Standing on solid ground

New multi-purpose cyclone shelter offers Yeppoon refuge. The shelter will be available to the public on an emergency basis. The shelter is a multi-purpose facility that can be used for a variety of purposes, including as a cyclone shelter, a community centre, and a meeting room. The shelter is located in a safe area and is equipped with all the necessary facilities to ensure the safety of those who seek refuge there. The shelter is a testament to the hard work of the Queensland Reconstruction Authority and the local community.

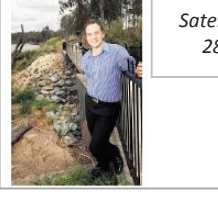
Capricorn Coast, 14 November 2012. The shelter will be available to the public on an emergency basis. The shelter is a multi-purpose facility that can be used for a variety of purposes, including as a cyclone shelter, a community centre, and a meeting room. The shelter is located in a safe area and is equipped with all the necessary facilities to ensure the safety of those who seek refuge there. The shelter is a testament to the hard work of the Queensland Reconstruction Authority and the local community.

Matthew Bourke. The repair work will also protect the adjacent bank from future erosion and ultimately ensure the safety of the local community. The repair work will also protect the adjacent bank from future erosion and ultimately ensure the safety of the local community. The repair work will also protect the adjacent bank from future erosion and ultimately ensure the safety of the local community.

Generous funds back our shelter

UAE joins us to fund life saving protection. The shelter is a multi-purpose facility that can be used for a variety of purposes, including as a cyclone shelter, a community centre, and a meeting room. The shelter is located in a safe area and is equipped with all the necessary facilities to ensure the safety of those who seek refuge there. The shelter is a testament to the hard work of the Queensland Reconstruction Authority and the local community.

Rockhampton Bulletin, 17 November 2012. The shelter is a multi-purpose facility that can be used for a variety of purposes, including as a cyclone shelter, a community centre, and a meeting room. The shelter is located in a safe area and is equipped with all the necessary facilities to ensure the safety of those who seek refuge there. The shelter is a testament to the hard work of the Queensland Reconstruction Authority and the local community.



Satellite Brisbane North, 28 November 2012

Contract for lower Butler Street works

The Cassowary Coast Regional Council has awarded a contract for the upgrade of Lower Butler Street in Tully to Koppens Development. The contract is valued at \$2,741,146 excluding GST. The works include earthworks, demolition works, concrete and drainage works, retaining walls, walkways and footpaths as well as road works and surfacing works. The project is a testament to the hard work of the Queensland Reconstruction Authority and the Cassowary Coast Regional Council.

Tully Times, 1 November 2012

big factor for this project. "The project has to be finished by January 2013." "Koppens Development submitted a comprehensive time of 21 weeks starting from October." "Koppens Development was deemed the preferred tenderer." "Sufficient Natural Disaster Relief and Recovery Arrangement funding is approved for the pavement reconstruction works to the Lower Butler Street and the Transit Centre." "Council has allocated sufficient funds in the Transport Capital Works Program for the complementary works associated with the upgrade of the intersection with Murray Street and the Tully Mill Entrance, footpaths and drainage upgrade works." "Chief Executive officer Terry Brennan asked what percentage of the works was covered by the QRA." "Mr Rooks replied 80 per cent was covered by QRA and 20 per cent was covered by Council." "Councillor Bryce Macdonald asked if the works would affect heavy vehicles trying to access the Tully Mill." "Mr Rooks said the contractor had contacted the mill and there were no foreseen issues.

Courier Mail, 26 November 2012

Green light given for Riverwalk replacement

Andrew Macdonald COUNCILS REPORTER. OF the highest profile casualties of last year's Brisbane floods is a step closer to resurrection with a design finalised for a replacement New Farm Riverwalk. Lord Mayor Graham Quirk will this morning announce a construction tender is set to go ahead from early next year - after the final selection of an elevated fixed-structure design to replace the former floating walkway - following lengthy discussions over funding. While more than 3000 cyclists and pedestrians were estimated to use the former walkway - which cost about \$600,000 a year to maintain - debate followed the floods raged about whether the structure was worth the cost. "The project has to be finished by January 2013." "Koppens Development submitted a comprehensive time of 21 weeks starting from October." "Koppens Development was deemed the preferred tenderer." "Sufficient Natural Disaster Relief and Recovery Arrangement funding is approved for the pavement reconstruction works to the Lower Butler Street and the Transit Centre." "Council has allocated sufficient funds in the Transport Capital Works Program for the complementary works associated with the upgrade of the intersection with Murray Street and the Tully Mill Entrance, footpaths and drainage upgrade works." "Chief Executive officer Terry Brennan asked what percentage of the works was covered by the QRA." "Mr Rooks replied 80 per cent was covered by QRA and 20 per cent was covered by Council." "Councillor Bryce Macdonald asked if the works would affect heavy vehicles trying to access the Tully Mill." "Mr Rooks said the contractor had contacted the mill and there were no foreseen issues.



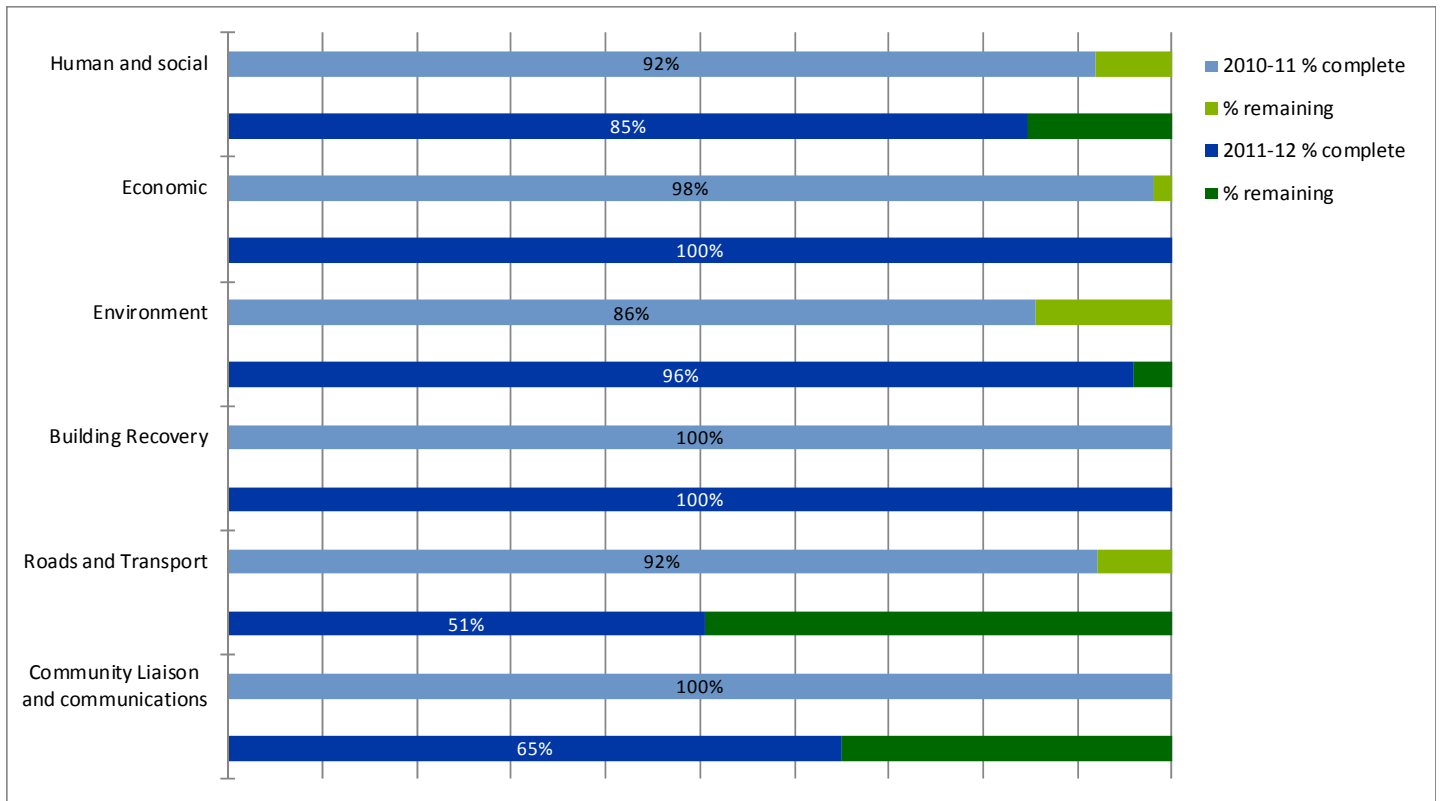
Recovery project: Contractors are stripping decking of the jetties and housing pylons

4.6 Progress of Lines of Reconstruction

The graph below represents progress to completion for all key tasks based on expected completion timeframes and weighted for key tasks completed. The graph shows the status for each event period indicated in light blue/green for 2010-11 events and dark blue/green for 2011-12 events.

Details of the progress of identified key tasks for all six Lines of Reconstruction are further outlined in **Appendix C: Lines of reconstruction - status of progress.**

Status of progress to completion for all key tasks activated as a result of the 2010-11 and 2011-12 events for the six Lines of Reconstruction.





Appendices

Appendix A: 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 allocation. For reporting purposes, the schemes are divided into the sections outlined below.

Grant Assistance Available for Queensland Disasters		
	NDRRA	Non-NDRRA
Individuals and families	Personal Hardship and Assistance Scheme (PHAS) Emergent Assistance Grants Essential Household Contents Grants Structural Assistance Grants Essential Services and Safety Reconnection (ESSR) Safety Inspections Repairs	Premier's Disaster Relief Appeal Australian Government Disaster Recovery Payments
Local Governments, State Departments and Agencies	Counter Disaster Operations Restoration of Essential Public Assets Queensland Local Council Package	
Small Businesses, Primary Producers and Charities and Non-Profit Groups	Concessional Loans Grants Freight Subsidies for Primary Producers Rural Resilience Fund Operation Clean-up Special Disaster Assistance Loans to Charities and Non-Profit Organisations Exceptional Concessional Loans	Disaster Income Recovery Subsidies Cyclone Yasi Wage Assistance Sport Flood Fight Back Scheme Tourism Industry Support Package Queensland Natural Disaster Jobs and Skills Package Racetrack Recovery Assistance Flood Recovery Program QLD Flood and Cyclone Legal Help

Disaster event periods managed by the Authority:

This report includes references to the event periods as listed above. Each event period has been described in the report as follows:

2011-2012: Activated disaster events managed by the Authority from **August 2011 to March 2012**.

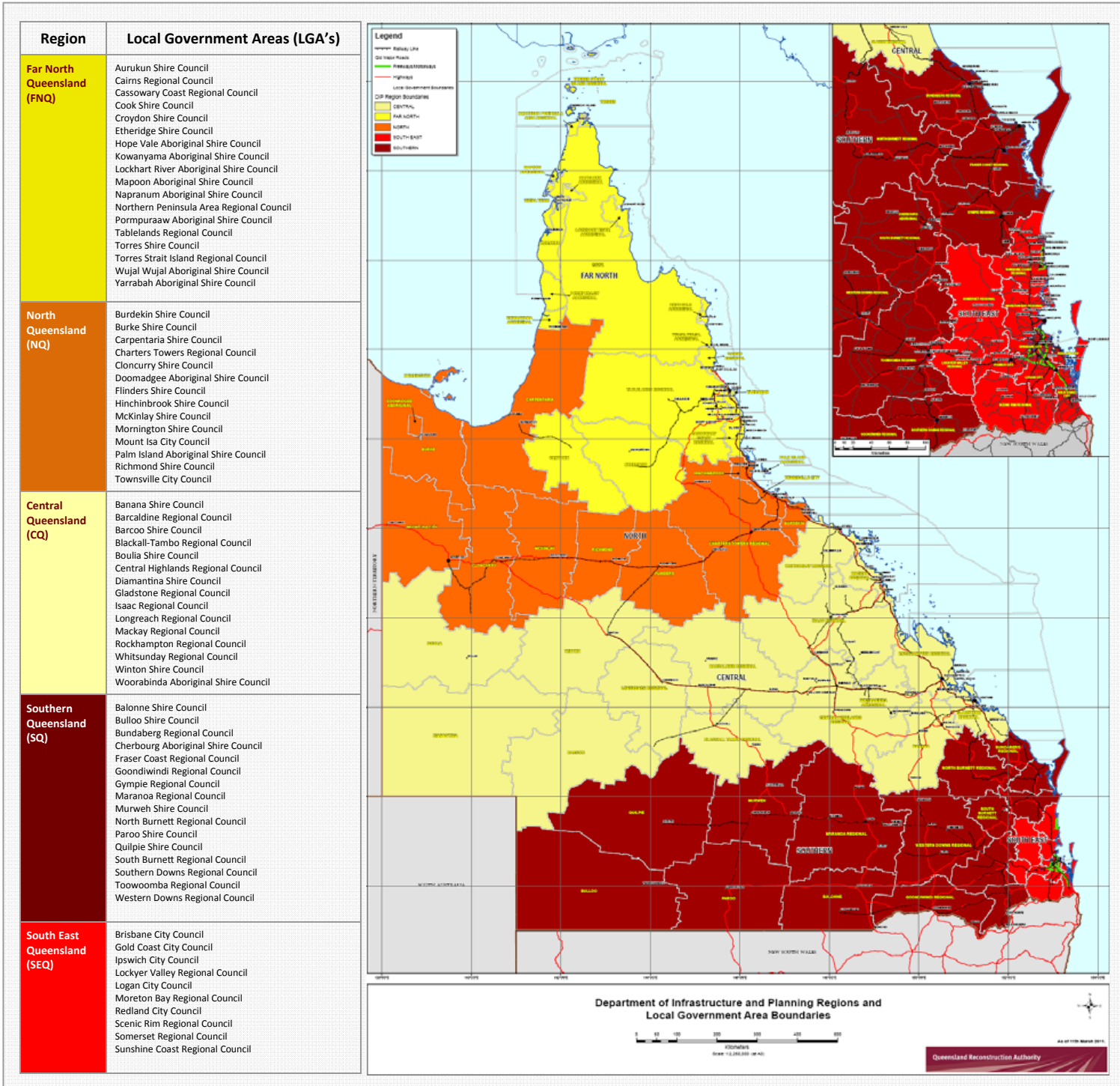
2010-2011: Activated disaster events managed by the Authority from **November 2010 to April 2011**
including Tropical Cyclone Yasi and Queensland flooding (November 2010 to February 2011).

2009-2010: Activated disaster events managed by the Authority prior to November 2010.

Combined Program—relates to all the activated disaster event programs managed by the Authority.

The list of the activated disaster events can be found on www.disaster.qld.gov.au.

Appendix B: Local Government Areas by Region

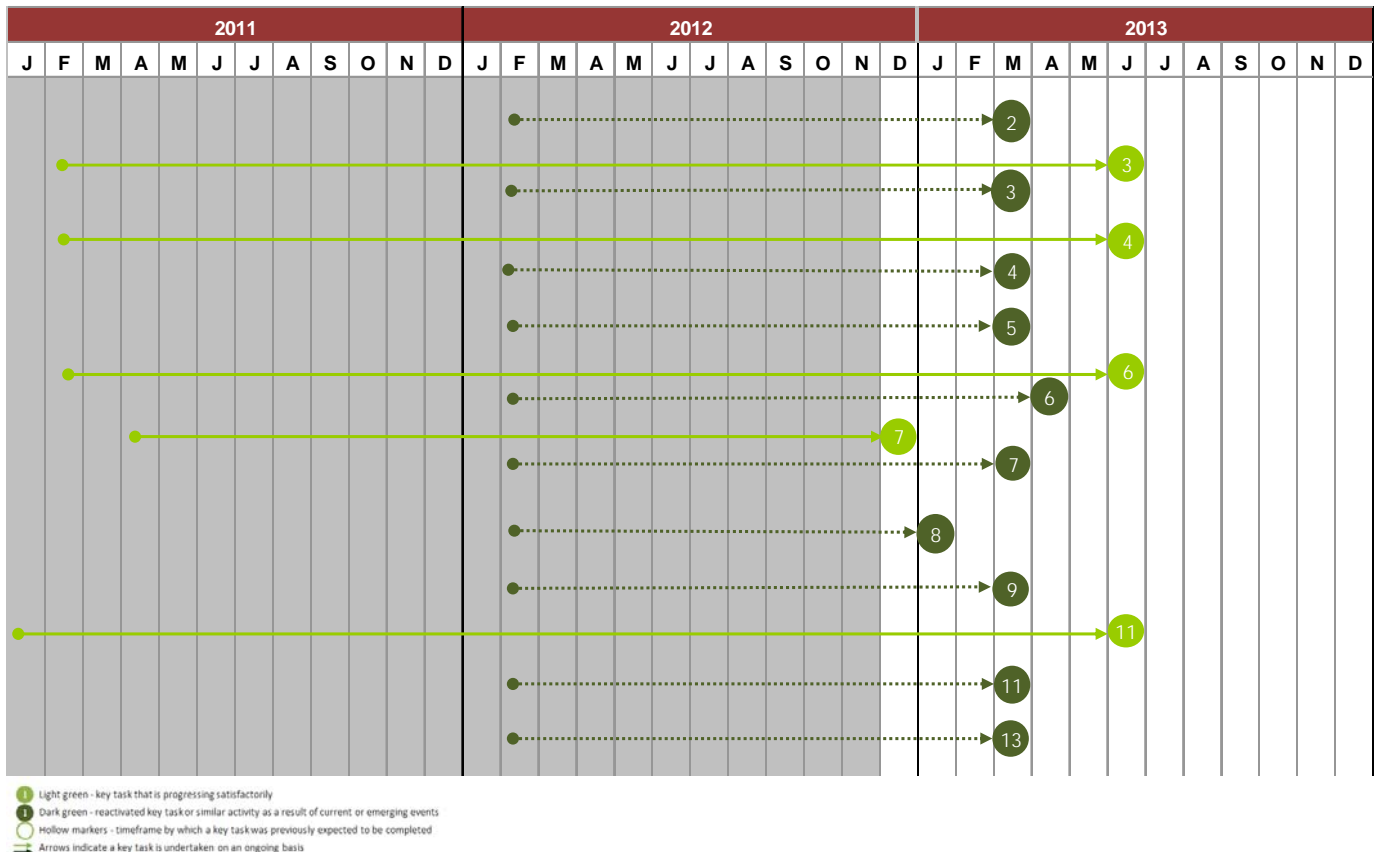


Appendix C: Lines of reconstruction - status of progress

Operation Queenslander identified six lines of reconstruction and the key milestones against which reconstruction progress is measured. This section reports on progress to completion across these lines of reconstruction.

Human and social

Approximately 92% of the Human and Social Line of Reconstruction key tasks activated for the 2010-11 events are completed and 85% of the reactivated key tasks as a result of the 2011-12 events are also complete. The graph below shows progress of remaining key tasks for each event period - 2010/11 shown in light green and 2011/12 shown in dark green.



2010/2011 events managed by the Authority

Remaining key tasks:	
3	Provide public information and advice on community and public health issues
4	Contribute to a reconstruction communication strategy to manage community expectation and inform communities
6	Provide community development support, including community engagement and capacity building activities
7	Support the development and implementation of both cross-cutting planning and local community, economic and environmental recovery and reconstruction plans
11	Provide additional services including counselling, personal support and specialised mental health services

2011/2012 events managed by the Authority (shown in dark green)

Remaining reactivated key tasks	
2	Activate and process emergency assistance payments, Natural Disaster Relief and Recovery Arrangements (NDRRA) grants and other relevant sources of relief
3	Provide public information and advice on community and public health issues
4	Contribute to a reconstruction communication strategy to manage community expectation and inform communities
5	In conjunction with Queensland Treasury, seek federal and state funding for additional costs associated with disaster related service delivery
6	Provide community development support, including community engagement and capacity building activities
7	Support the development and implementation of both cross-cutting planning and local community, economic and environmental recovery and reconstruction plans
8	Transition local health, social, education and community services to normal
9	Connect displaced householders to housing assistance and support mechanisms
11	Provide additional services including counselling, personal support and specialised mental health services
13	Develop subordinate implementation plans to achieve key tasks at project level

(Source: DCCSDS 2 December 2012)

Appendix C: Lines of reconstruction - status of progress (Cont'd)

Economic

Approximately 98% of the Economic Line of Reconstruction key tasks activated for the 2010-11 events are now complete and all reactivated key tasks as a result of the 2011-12 events are also complete. Ongoing work continues as part of core business. The graph below shows progress of remaining key tasks for each event period - 2010/11 shown in light green and 2011/12 shown in dark green.



- 1 Light green - key task that is progressing satisfactorily
- 1 Dark green - reactivated key task or similar activity as a result of current or emerging events
- Hollow markers - timeframe by which a key task was previously expected to be completed
- Arrows indicate a key task is undertaken on an ongoing basis

(Source: DSDIP 30 November 2012)

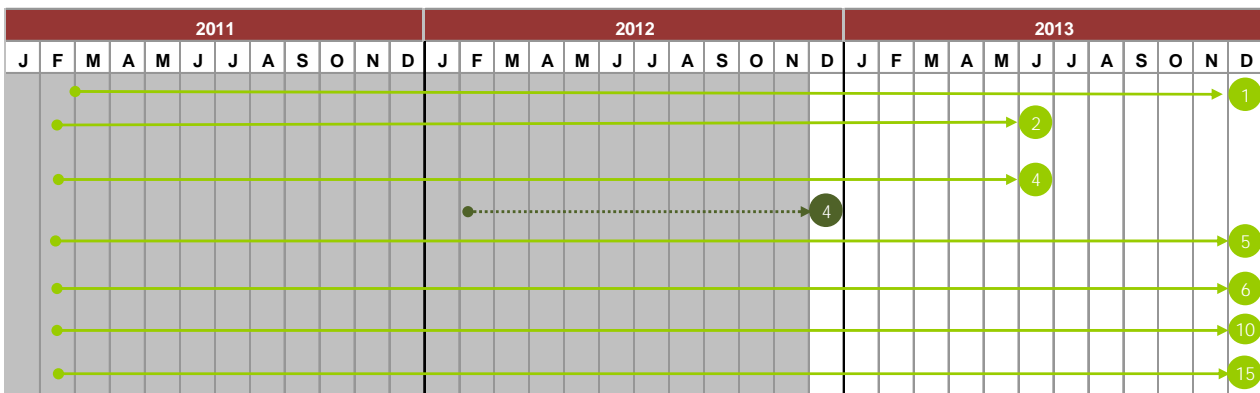
2010/2011 events managed by the Authority

2011/2012 events managed by the Authority (shown in dark green)

Remaining key tasks:	Remaining reactivated key tasks
1 Rapid restoration of a competitive and sustainable Queensland economy	Nil
10 Advise on Natural Disaster Relief and Recovery Arrangements (NDRRA) measures	

Environment

Approximately 86% of the Environment Line of Reconstruction key tasks activated for the 2010-11 events are now complete. Only one reactivated key task as a result of the 2011-12 events remains outstanding, meaning 96% have been completed. The graph below shows progress of remaining key tasks for each event period - 2010/11 shown in light green and 2011/12 shown in dark green.



Remaining key tasks:	Remaining reactivated key tasks
1 Coordinate and prioritise rehabilitation of the natural environment and community assets including reserves, parks, waterways and wildlife	4 Restore damaged infrastructure on State protected areas
2 Implement through planning, monitoring, assessment and advice, strategies to reduce future impacts on the natural environment in both urban and rural landscapes, focusing on long-term resilience and sustainability	
4 Restore damaged infrastructure on State protected areas	
5 Conduct ecological assessment and restoration of protected areas, ecosystems and species	
6 Assess and reconstruct soil health and biodiversity in upland areas and flood plains	
10 Assess event impacts on the natural environment and natural resources	
15 Support the expeditious repair of water and sewerage infrastructure	

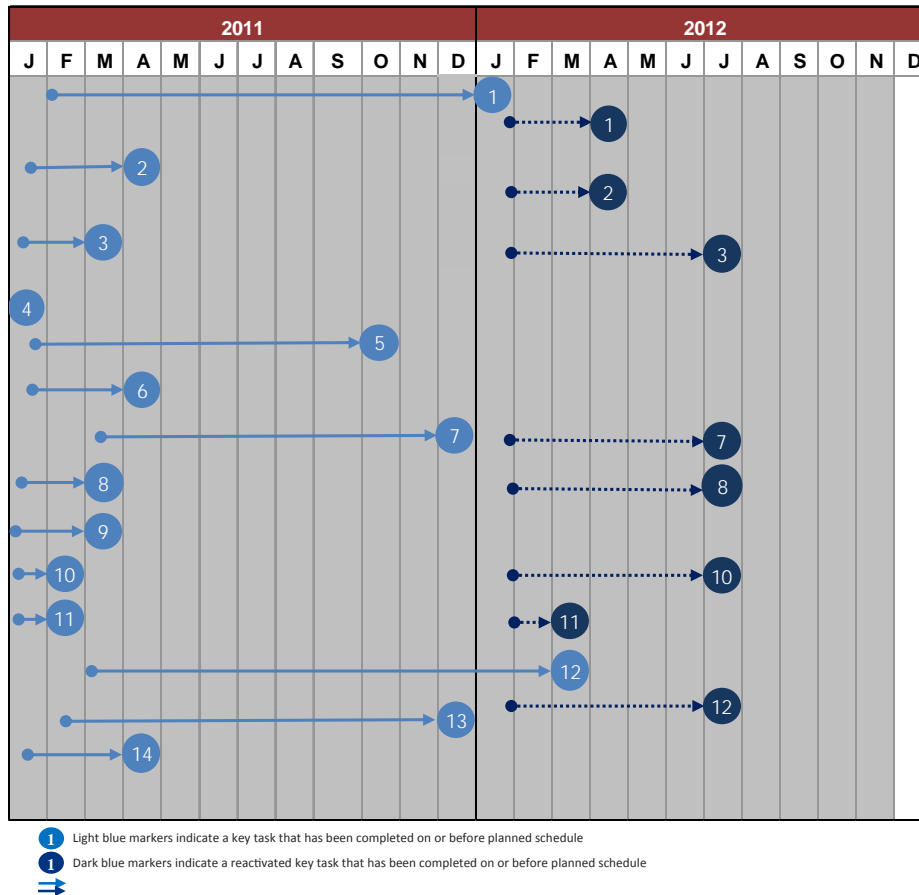
- 1 Light green - key task that is progressing satisfactorily
- 1 Dark green - reactivated key task or similar activity as a result of current or emerging events
- Hollow markers - timeframe by which a key task was previously expected to be completed
- Arrows indicate a key task is undertaken on an ongoing basis

(Source: EHP 30 November 2012)

Appendix C: Lines of reconstruction - status of progress (Cont'd)

Building Recovery

All key tasks for the Building Recovery line of reconstruction for both disaster event periods are now complete. The graph below shows completed timeframes of key tasks for each event period - 2010/11 shown in light blue and 2011/12 shown in dark blue.



2010/2011 events managed by the Authority

Key tasks	
1	Develop and implement solutions for temporary and long-term accommodation
2	Conduct assessment of damage to building stock, particularly housing
3	Repair government building assets to allow functional operations
4	Facilitate the repair of identified iconic buildings
5	Determine repair/rebuild approach for community assets
6	Coordinate and prioritise medium to long-term demolition, repair and rebuilding
7	Support, monitor and advise on reconstruction supply chain activities
8	Support the Department of Communities Structural Assistance Grant assessments and develop contractor engagement strategy
9	Support the Appeal Fund process and contractor engagement strategies
10	Facilitate community access to independent building repair advice
11	Identify and recommend action, where necessary, to address any regulatory impediments to successful building recovery
12	Monitor and report on the progress of Building Recovery program
13	Support the development and implementation of both cross-cutting planning and local community, economic recovery and reconstruction plans
14	Develop subordinate implementation plans to achieve key tasks at project level

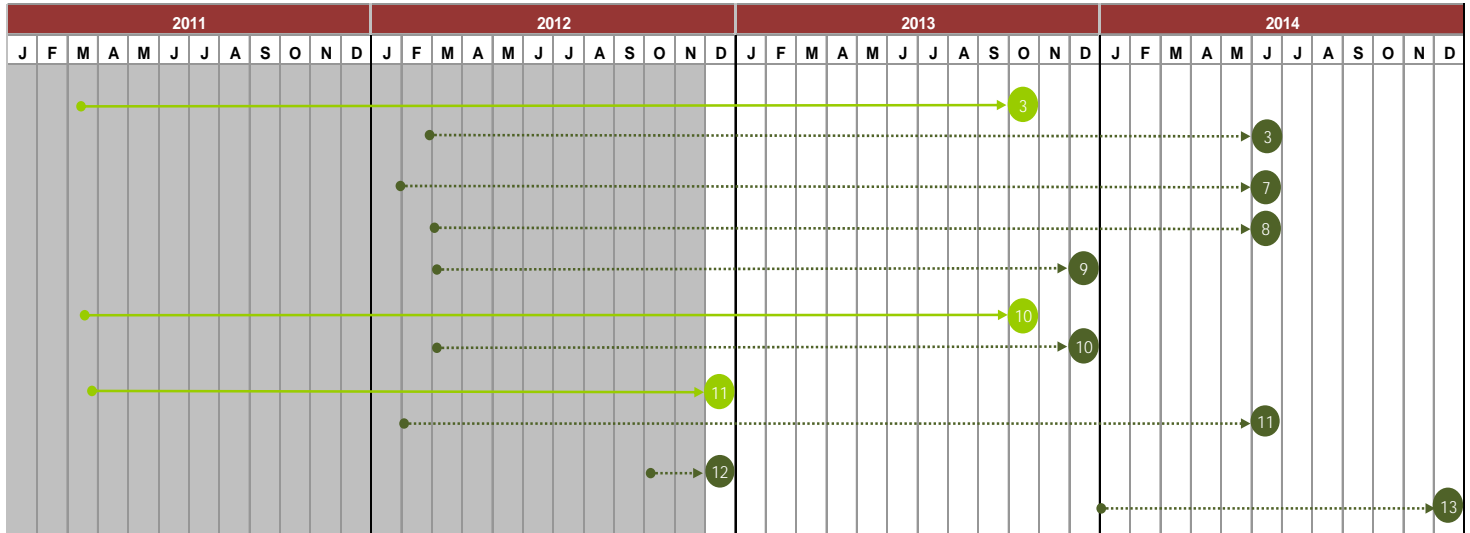
2011/2012 events managed by the Authority (shown in dark blue)

Reactivated key tasks	
1	Develop and implement solutions for temporary and long-term accommodation
2	Conduct assessment of damage to building stock, particularly housing
3	Repair government building assets to allow functional operations
7	Support, monitor and advise on reconstruction supply chain activities
8	Support the Department of Communities Structural Assistance Grant assessments and develop contractor engagement strategy
10	Facilitate community access to independent building repair advice
11	Identify and recommend action, where necessary, to address any regulatory impediments to successful building recovery
12	Monitor and report on the progress of Building Recovery program

Appendix C: Lines of reconstruction - status of progress (Cont'd)

Roads and Transport

Approximately 92% of the Roads and Transport Line of Reconstruction key tasks activated for the 2010-11 events are now complete. Eight reactivated key tasks as a result of the 2011-12 events remains outstanding, meaning 51% have been completed. The graph below shows progress of remaining key tasks for each event period - 2010/11 shown in light green and 2011/12 shown in dark green.



2010/2011 events managed by the Authority

Remaining key tasks:	
3	Continue to implement, monitor and review the transport reconstruction plan
10	Review existing Queensland Transport and Roads Investment Program (QTRIP) (capital works plans) to accommodate the NDRRA program
11	Support the development and implementation of both cross-cutting planning and local community and economic recovery and reconstruction plans

2011/2012 events managed by the Authority (shown in dark green)

Remaining reactivated key tasks	
3	Continue to implement, monitor and review the transport reconstruction plan
7	Develop regional reconstruction projects and activities accounting for regional reconstruction priorities and goals.
8	Moderate regional reconstruction projects within the state-wide reconstruction program and other roads and transport infrastructure programs
9	Prepare NDRRA submissions as required
10	Review existing Queensland Transport and Roads Investment Program (QTRIP) (capital works plans) to accommodate the NDRRA program
11	Support the development and implementation of both cross-cutting planning and local community economic and environmental recovery and reconstruction plans
12	Review and update implementation plans to achieve key tasks at project level
13	Program closure

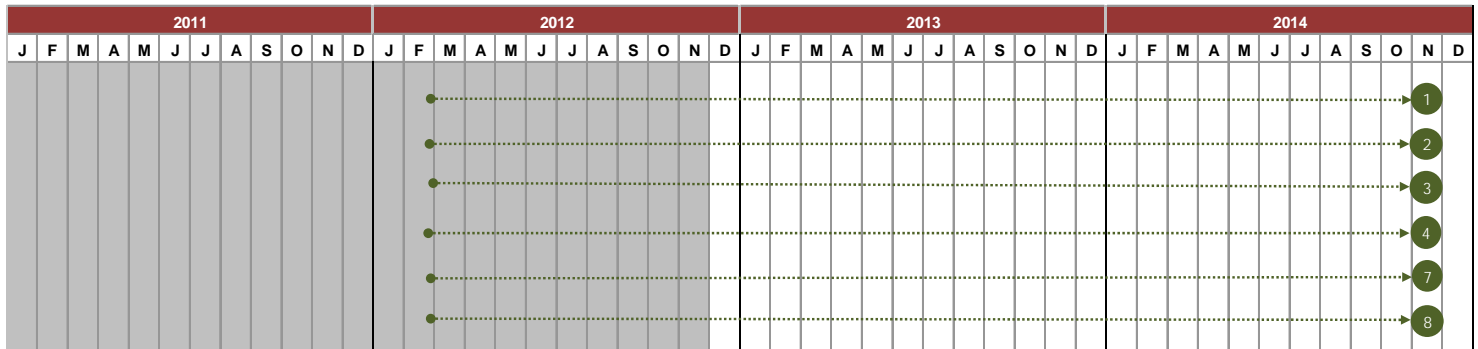
- ① Light green - key task that is progressing satisfactorily
- ② Dark green - reactivated key task or similar activity as a result of current or emerging events
- Hollow markers - timeframe by which a key task was previously expected to be completed
- Arrows indicate a key task is undertaken on an ongoing basis

(Source: DTMR 3 December 2012)

Appendix C: Lines of reconstruction - status of progress (Cont'd)

Community Liaison and Communications

All of the Community Liaison and Communications Line of Reconstruction key tasks activated for the 2010-11 events are now complete. Only six reactivated key task as a result of the 2011-12 events remain outstanding, meaning 65% have been completed. The graph below shows progress of remaining key tasks for each event period - 2010/11 shown in light green and 2011/12 shown in dark green. Activities under this line of reconstruction are ongoing and part of normal business.



- 1 Light green - key task that is progressing satisfactorily
- 1 Dark green - reactivated key task or similar activity as a result of current or emerging events
- Hollow markers - timeframe by which a key task was previously expected to be completed
- ⇒ Arrows indicate a key task is undertaken on an ongoing basis

(Source: the Authority at 3 December 2012)

Combined 2010/11 and 2011/2012 events managed by the Authority (shown in dark green)

Remaining key tasks:

1	Reconnecting people and communities connected through the regular sharing of significant information, including cross-department coordination and local councils
2	Provide strategic communications and information advice to the Queensland Government and the Queensland Reconstruction Authority
3	Identify developing sentiments within communities and provide advice on the most appropriate reinforcement and response measures
4	Coordinate community liaison and communication activities
7	Engage media and communities engaged as key milestones are achieved
8	Monitor and report measures of progress and effectiveness

