



**NOVEMBER 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 November 2012 Monthly Report – the twenty-first 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 November report provides an update on progress and countdown to completion of the reconstruction program of works managed by the Authority. Previously, monthly reports contained comprehensive updates of the progress against each of the six lines of reconstruction outlined in Operation Queensland. Significant progress has been made to date against the key tasks identified in the lines of reconstruction, with many now nearing completion. This and future reports will continue to provide updates on the remaining activities and tasks, along with a regional perspective on the status of progress to completion, highlighting high performing areas and success stories.

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 billion has now been administered in the program of works comprising:

- \$5.9 billion of works is in 'Works in Delivery or complete';
- \$3.09 billion of works is in 'Tender Awarded or Under Construction';
- \$0.40 billion of works is in 'Tender Under Consideration'; and
- \$790.7 million of 'Near Term' works.

Of the 7,313 kilometres of State road network damaged during Cyclone Yasi and floods in 2010-11, 3,290 kilometres has been reconstructed at 30 September 2012. This represents 45% of the total to be reconstructed with a further 1,848 kilometres of road in delivery or being constructed on active works contracts.

Also introduced in this report is a list of the top iconic projects, featuring projects such as the reconstruction to facilities at Colleges Crossing, Ipswich; Cardwell foreshore restoration; and works carried out at Cunninghams Gap.

At 9 November 2012, the value of works under construction or complete by local government organisations and DTMR by region is:

- Far North Queensland - \$1,087 million;
- North Queensland - \$1,084 million;
- Central Queensland - \$2,700 million;
- Southern Queensland - \$2,123 million; and
- South East Queensland - \$1,205 million.

As the nominated lead agency for a number of recommendations identified in the Queensland Floods Commission of Inquiry, the Authority will include in this report an update on its progress to implement the recommendations relating to the repository and display of flood information and the undertaking of flood investigations.

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 Queenslanders 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**.

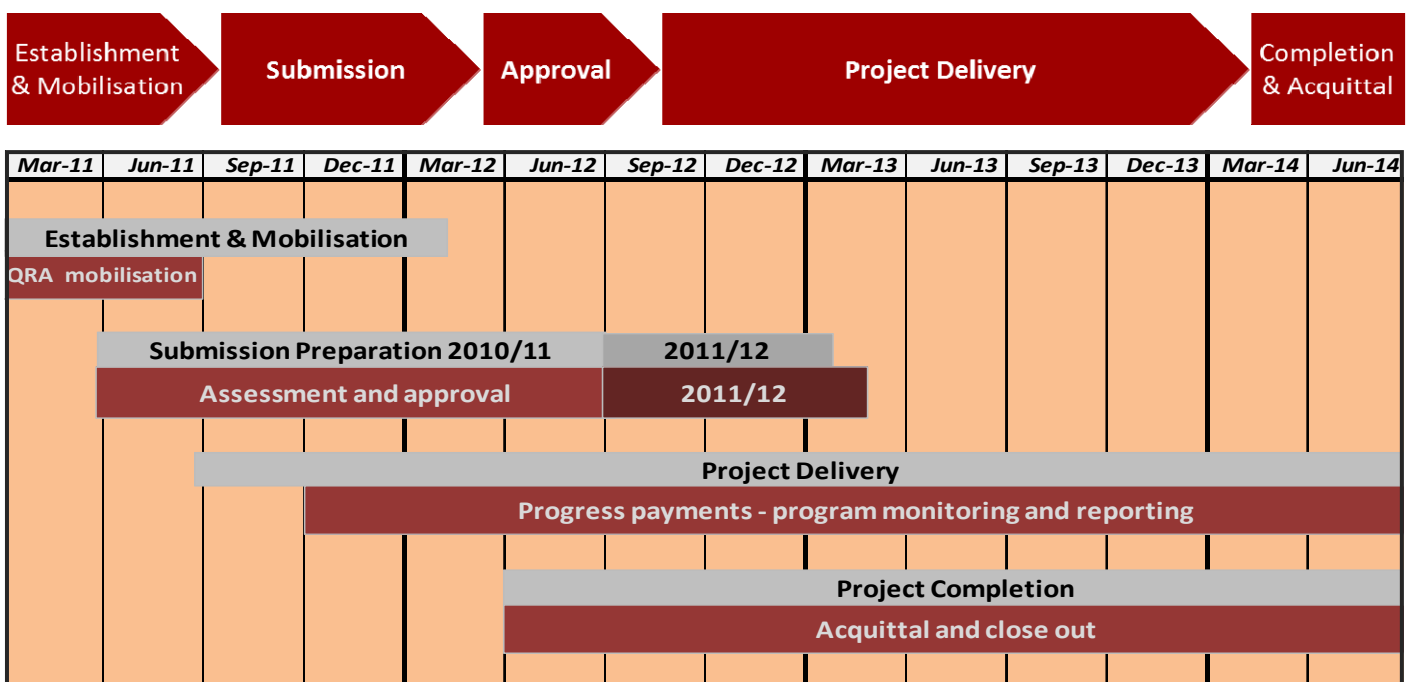
The Authority operates under the auspices of a comprehensive and integrated recovery and reconstruction plan for the State – *Operation Queensland* (the State Plan). This Plan outlines a roadmap, based on six lines of reconstruction, that provides strategic level guidance for the recovery work that has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

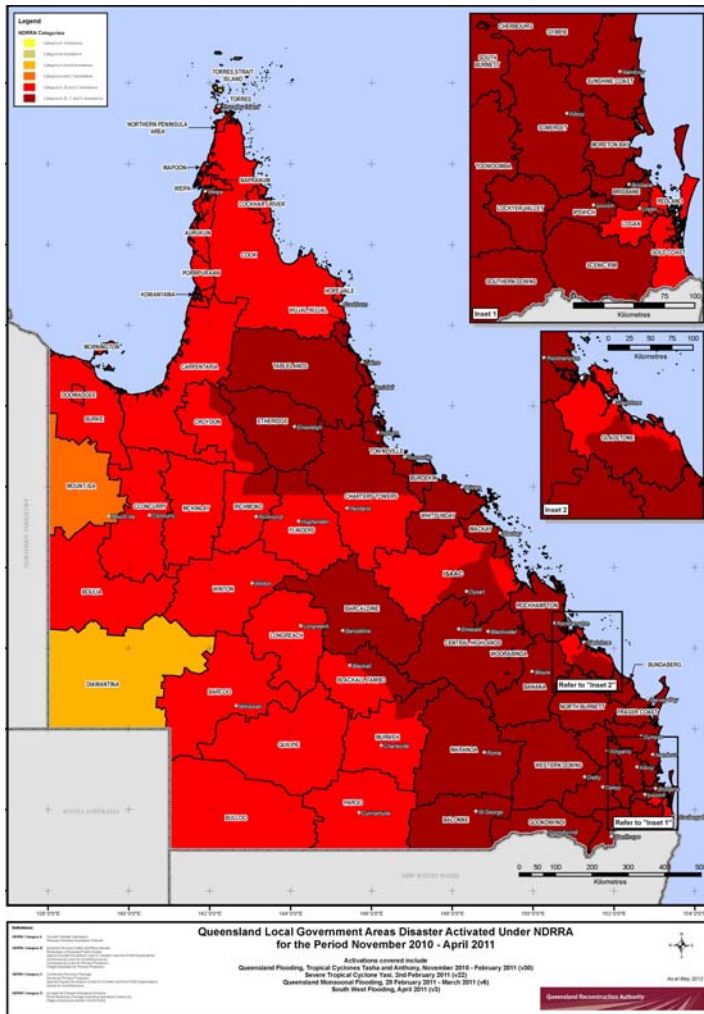
## 2.0 Disaster Assistance

The values represent all applications approved by the Authority and grants/loans assistance paid under the Queensland Disaster Assistance Framework described in **Appendix A**.

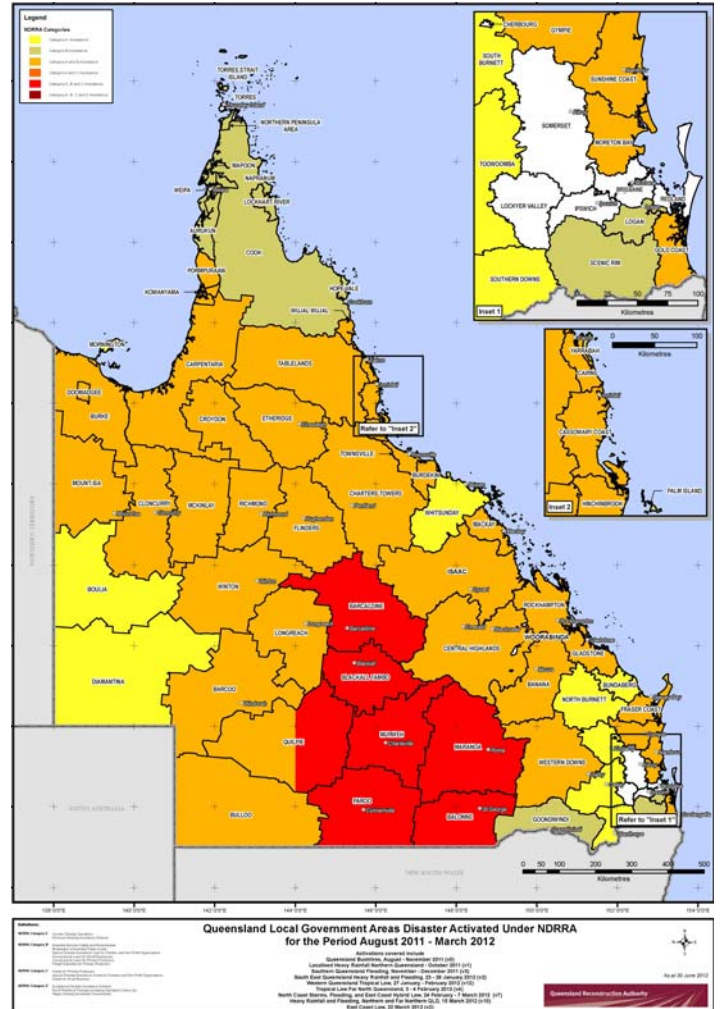
### 2.1 Disaster Assistance by event period - 2010/2011

The Authority has received 1,903 applications with a value of \$8.05 billion. This is an increase of 38 applications, worth approximately \$70 million since the last report. A total of \$5.86 billion has been processed, an increase of approximately \$60 million.

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



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



### 2.3 Current activations

There are currently no disaster activations in effect.

### 2.2 Disaster Assistance by event period - 2011/2012

The Authority will continue to receive applications for restoration/CDO/emergent works and grants/ loans assistance for these events in the next few months.

At 2 November 2012, the Authority had received 209 applications with a value of \$714 million. Total funding acquitted for individuals, small business, primary producers and charities and non-profit organisations amounts to \$20.15 million.





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 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.

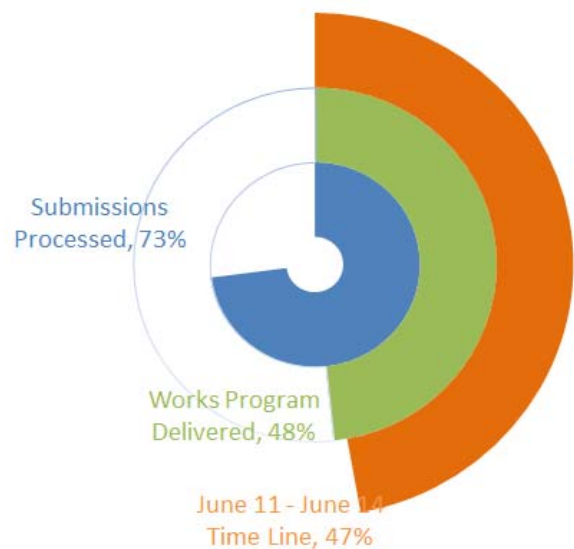
### 3.3 Combined Program Progress

The pipeline of works represents all open 2009-2012 events with a cumulative value of \$12.2 billion.

At 2 November 2012, the breakdown of progress for the combined program of works indicates:

- Submissions processed - 73%
- Works program delivered - 48%
- June 2011 - June 2014 timeline - 47%

**Figure 3.3.1 Combined Program Progress**

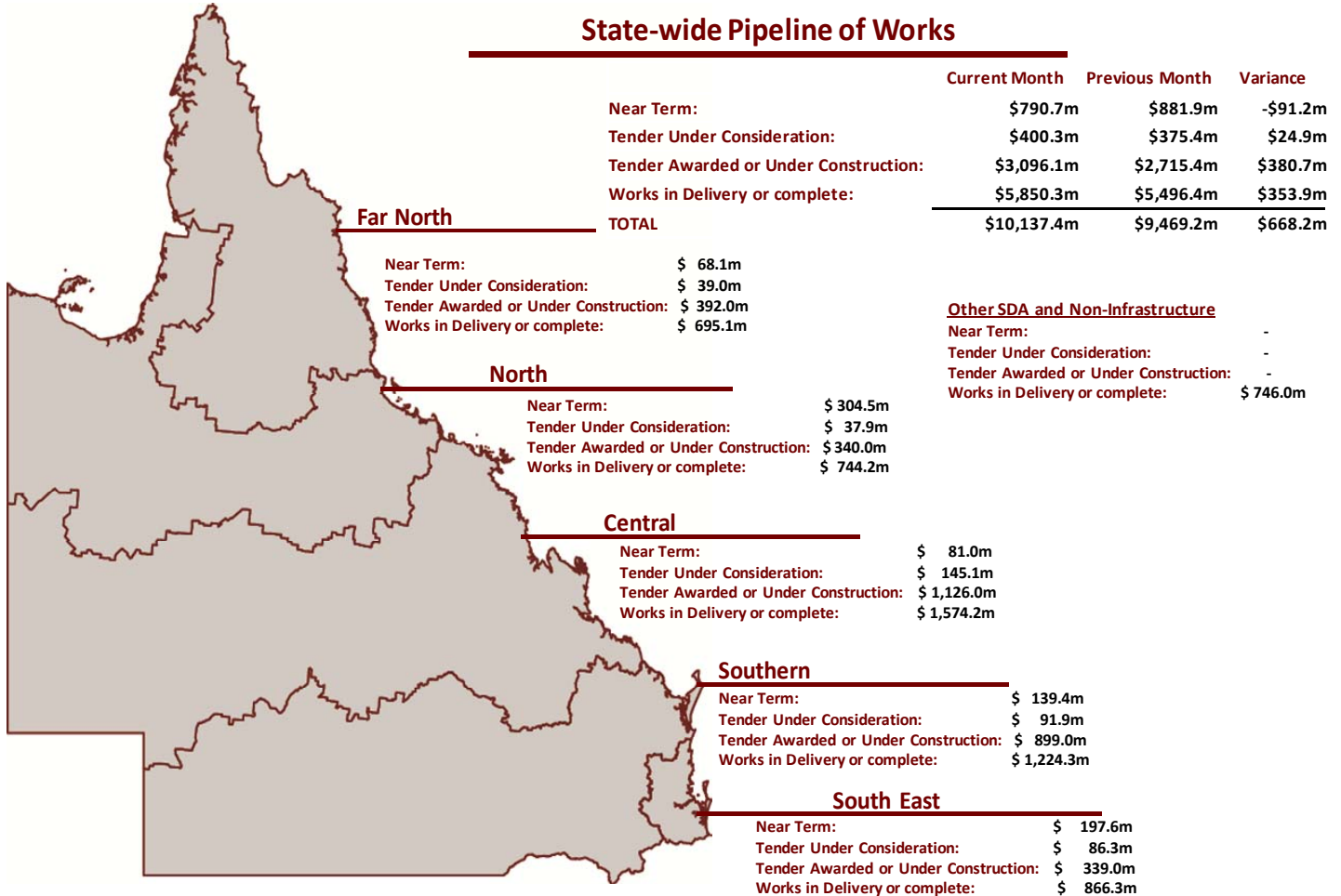


## 3.4 State-wide Pipeline of Works

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:

- \$5.9 billion of works is in 'Works in Delivery or complete';
- \$3.09 billion of works is in 'Tender Awarded or Under Construction';
- \$0.40 billion of works is in 'Tender Under Consideration'; and
- \$790.7 million of 'Near Term' works.



(Source: the Authority: 2 November 2012 & DTMR 30 September 2012)

1. The pipeline now represents all open 2009-2012 events with a cumulative value of \$12.2 billion. Previous versions of the pipeline only included the 2010/11 program of \$7.5 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.

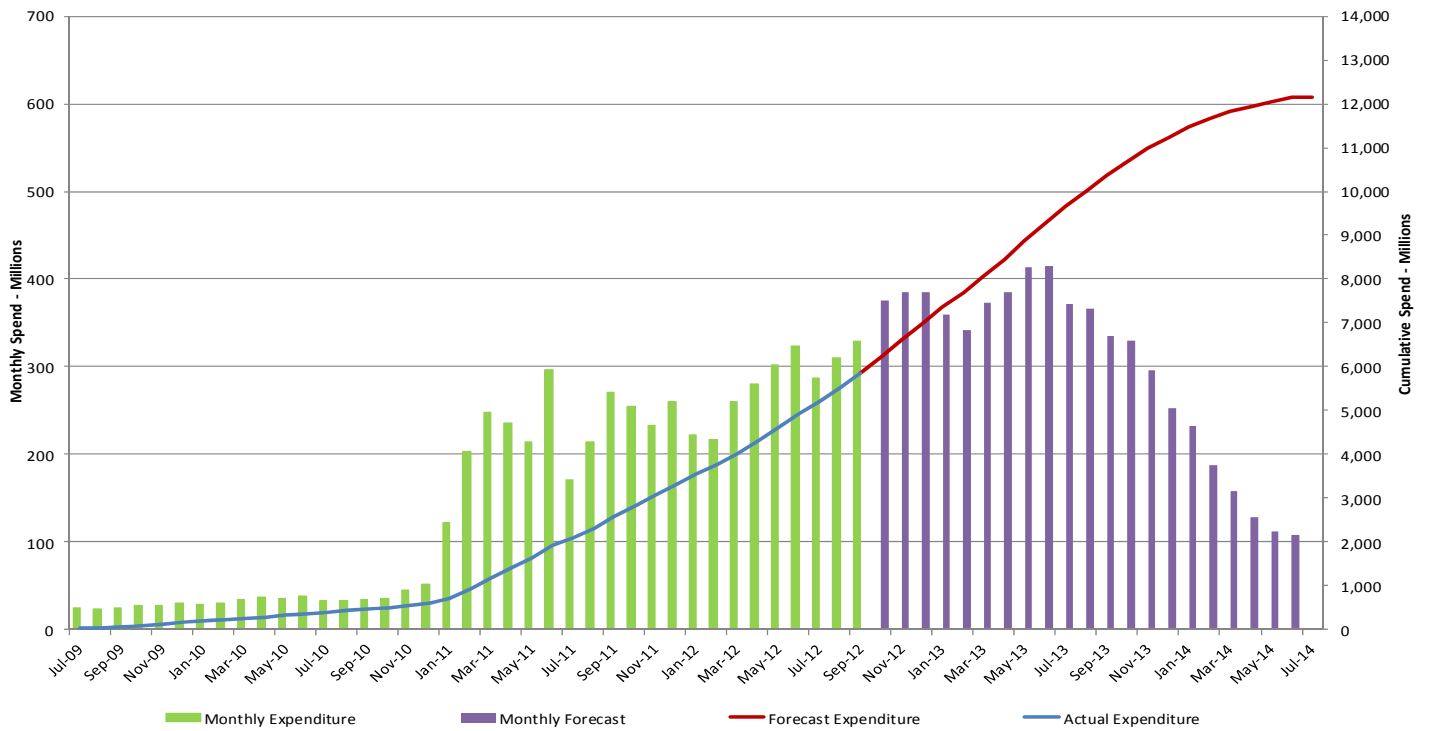
Pipeline of Works - Program Stage Description		
	DTMR	LGA
Near Term	Packages being prepared for tender	Applications for packages which are currently under assessment by the Authority or are awaiting additional information from the LGA
Tender Under consideration	Packages in tender process	Applications for packages which have been approved by the Authority and are in the tender or contract process.
Tender Awarded / Under Construction	Packages assessed and tender awarded, and packages under construction	Applications for packages which have been approved by the Authority and have a tender awarded or are under construction.
Works in Delivery or complete	Expenditure on packages in delivery or completed.	Expenditure on packages in delivery or completed.

## 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

## 3.6 Iconic projects\* in reconstructing Queensland

Project	Value (\$m)	Description	Status
Colleges Crossing	\$11.0	<p>Colleges Crossing is an important regional park in the Ipswich City Council area which occupies approximately 23.5 ha of riverside land near the CBD. Offering the public the opportunity to interact with the river and enjoy large expanses of open space within a short distance of the city's CBD, 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.</p> <p><i>Pre-January 2011 site condition</i></p>  <p><i>January flood damage</i></p> 	The project is progressing towards its expected completion date in early 2013.
Cardwell foreshore (Cat D & Cat B)	\$38.2	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 is programmed for completion mid 2013.
Cunninghams Gap	\$57.0	Serving as one of the key links from Queensland's South East to Warwick, Wallangarra (New England) or Goondiwindi (Cunningham), Cunninghams Gap is of national economic and social importance. Ten of the eleven sites in this complex restoration project are now complete (TMR).	Construction has begun and is due for completion by end 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 preliminary design has been completed with the detailed design due to be completed by 11 December 2012. The physical modelling is being prepared – this is due mid 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.	Council reports design is complete and tenders have been called.

*Stokes Bridge damage*



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.
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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.
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Townsville Strand	\$3.0	The Strand is Townsville's major cultural, recreational and tourist parkland which links the CBD north along the water to the city's northern suburbs. The Strand was choked with fallen trees and debris after Cyclone Yasi and the immediate clean-up was identified by Townsville City Council as a priority. Following the initial recovery phase, the Strand needed a major foreshore protection works restoration program. The schedule of works included more than 1,200 truck movements to the Strand - delivering 35,000 tonnes of material while approximately 20,000 tonnes of sand was redistributed. The Strand acts as a wall of protection to both public and private infrastructure in the repeat of a severe cyclone.	Restoration program was completed in December 2011.
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*The Strand - damage*

*The Strand - after*



## 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)
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 and helipad. 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.	The submission was approved in May and council has started their revised program of works and completion is expected in mid 2013.

*Palm Island foreshore - damage*



Bloomfield River Crossing Wujal Wujal	\$7.0	The Bloomfield River Bridge links the isolated community of Wujal Wujal south through the Daintree to Mossman. Communities to the north of Bloomfield River at Wujal Wujal in Far North Queensland were cut off for 15 weeks after the 100-metre crossing was completely destroyed by Cyclone Yasi in February 2011. During the 15-week period of isolation, Wujal Wujal residents relied on a passenger-only ferry service to cross the river, allowing them to attend school and get to work. Without the ferry service, the alternate route would have meant a 360km road detour. The new bridge will be constructed using a number of funding sources to provide the community with a safe all-weather crossing for pedestrians and vehicles.	The temporary crossing was delivered at a substantially reduced cost and will be removed on completion of the new bridge. It is expected DTMR will release the tender for a permanent bridge in the coming months.
Condamine River Alliance	\$0.9	The Condamine Alliance is a natural resource management body designated by the Australian and Queensland Governments to look after the natural resources of the Condamine catchment. Its focus is the Condamine catchment, located at the headwaters of the Murray Darling basin and covering 2.75 million hectares. The Alliance runs the river rescue program with community partners to improve river health, which suffered following the summer floods of 2010-2011. The Alliance received \$905,000 in 2012 to address urgent clean-up activities before the next wet season to mitigate soil erosion and rehabilitate riparian areas in the Condamine catchment.	On 10 October 2012, the International River Foundation awarded the 2012 Australian Riverprize to the Condamine Alliance for demonstrating excellence in restoring native fish populations to the Condamine River.

## 3.6 Iconic projects in reconstructing Queensland (Cont'd)

Project	Value (\$m)	Description	Status
Jellicoe St bridge	\$2.7	The Jellicoe Bridge is an important piece of Toowoomba's infrastructure which provides vital access to the inner city and surrounding business areas. Toowoomba's flash flood of January 2011 destroyed the bridge, severely restricting vehicular and pedestrian access for residents and businesses on both sides of the divide. Due to the flood event, the stone pitching abutment protection was completely scoured out. All fill material behind the abutment headstock had been completely eroded and a section of the roadway above was missing. The bridge rail on the upstream side of the bridge was laden with debris and severely damaged. The bridge rail downstream side of the bridge was missing. For 18 months, the bridge that links the New England Highway to the east and the Warrego Highway was severed.	The \$2.7 million Jellicoe Bridge officially opened in August 2012.



*Pre-January 2011 site condition*



*January 2011 flash flood damage*



*Reconstruction*





## 3.6 Iconic projects in reconstructing Queensland (Cont'd)

Project	Value (\$m)	Description	Status
Mt Sylvania Road	\$10.0	<p>Several locations on Mt Sylvania 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 Sylvania Road.</p> <p>The Department of Transport and Main Roads has worked closely with the Lockyer Valley Regional Council and the Mt Sylvania 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.</p>	The works are expected to be completed by late 2012, weather permitting.
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.
Marburg Range on the Warrego Highway	\$6.0	<p>Reconstruction of the four-lane Marburg Range section of the Warrego Highway between Brisbane and Toowoomba was undertaken after the range experienced a severe land slip during heavy rain in January 2011, closing two lanes of traffic. Engineering and geotechnical experts worked to reinstate the stability of the embankment. The flood repair project involved more than 50,000 cubic metres of earthworks and 11,500 hours of traffic control, and generated about 140 jobs.</p> <p>While traffic control was in place for the flood damage repairs, TMR took the opportunity to invest an additional \$1m of state funds to install median guardrails to improve safety at this location.</p>	The works were completed in September 2011.



Left: Warrego Highway at Marburg Range

## 3.6 Iconic projects (Cont'd)

### Iconic project example: Cunninghams Gap damage and reconstruction works

**Overview:** Reconstruction work to repair damage from road pavement subsidence and landslips on the Cunningham Highway at Cunninghams Gap is almost complete. This damage, caused by extreme wet weather, affected seven kilometres of the highway at Cunninghams Gap, between the top of the Gap and east of the helipad.



*Above: Damage to Cunninghams Gap*

**Location:** Reconstruction work is underway at the final site which involves a 600m stretch of the Cunningham Highway near Clayton Gully - South Coast Region.



*Above: Progress of construction works at Cunninghams Gap*



*Above: Soil nailing underway to repair the road at Cunninghams Gap*

**Benefits:** Once reconstruction is complete, the road will be safe, efficient and reliable.

The reconstruction will ensure safe access is maintained for the many road users who rely on this link each day.

**Funding:** The project is being delivered under the Natural Disaster Relief and Recovery Arrangements (NDRRA), a joint federal and state initiative. Under these arrangements, the Australian Government provides 75% of the funding, with 25% from the Queensland Government.

\$57 million has been committed to reconstructing Cunninghams Gap.



*Slope stabilisation at Cunninghams Gap, west of Clayton Gully (temporary soil nails on left, permanent nails in progress on right).*

### Details of project:

Major reconstruction work at Cunninghams Gap has now been completed at 10 of the 11 reconstruction sites.

Work started at the final and most badly damaged site at Clayton Gully in March 2012. Remaining tasks include the installation of fencing, permanent signage and rehabilitation of the old alignment with revegetation using local native plants.

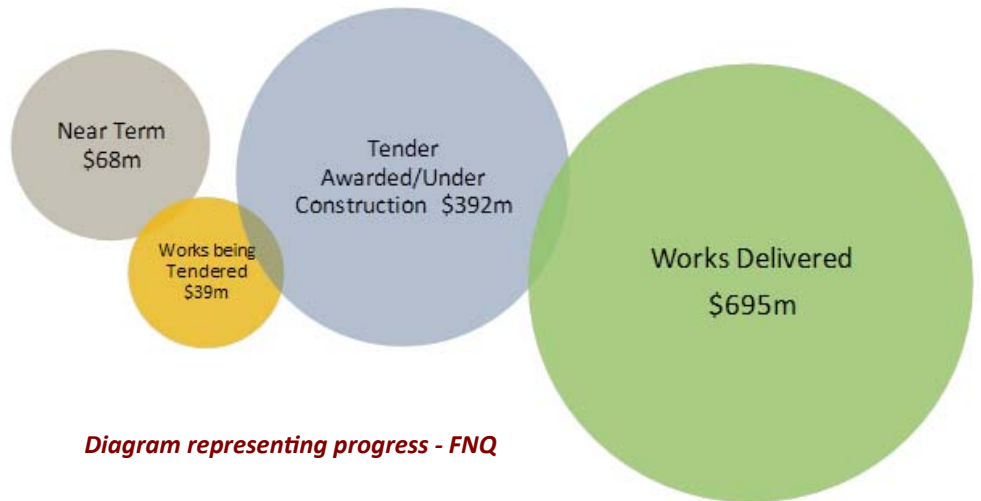
The project is expected to be completed by the end of 2012.




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




Case example: Cairns Regional Council	
<b>Project:</b>	Bloomfield River Crossing
<b>Location:</b>	Wujal Wujal, Far North Queensland
<b>Type of works:</b>	Road and bridge reconstruction The 100 metre crossing was completely destroyed by Cyclone Yasi in February 2011.
<b>Estimated value:</b>	\$7.0 million
<b>Estimated completion timeframe:</b>	End of 2013
<b>Progress at November 2012:</b>	<p>Communities to the north of Bloomfield Bridge were cut off at Wujal Wujal for 15 weeks. Cairns Regional Council worked with neighbouring Wujal Wujal Aboriginal Shire Council and Cook Shire Council to get a temporary crossing up and running as soon as possible.</p> <p>But due to the extended period of flood inundation, work was not able to start until May 2011. Reinstatement works involved placing mass concrete blocks and anchoring them to bedrock to make a safe interim crossing.</p> <p>During construction, a temporary rock crossing was built allowing limited access to 4WD vehicles and to restore connectivity until the new structure is built. DTMR will release the tender for the permanent bridge in the coming months.</p>



*Above: Before - damaged bridge at Bloomfield River*



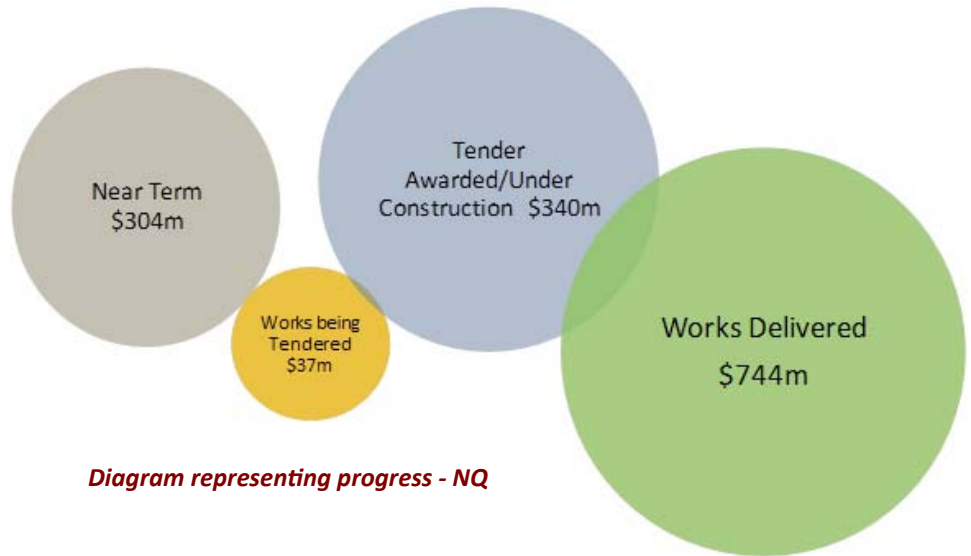
*Above: During repair to damaged bridge*



*Above: After - Reinstatement works make a safe crossing*

## 4.1 Progress of LGAs and DTMR by Region

### 4.1.2 North Queensland



*Diagram representing progress - NQ*

#### Case example: Townsville City Council

<b>Project:</b>	Restoration of Nix Street. Heavy rains from Cyclone Yasi caused road saturation and pavement failure on Nix Street in Townsville, requiring urgent repair work to make the road safe.
<b>Location:</b>	Townsville
<b>Type of works:</b>	Road reconstruction works
<b>Estimated value:</b>	\$435,000
<b>Estimated completion timeframe:</b>	April 2012
<b>Progress at November 2012:</b>	Completed Council crews started work on Nix Street in early February 2012, but were held up by wet weather. The final layer of asphalt was laid on Nix Street signalling the completion of works in early April 2012. The reconstruction of Nix Street was completed \$35,000 under the recommended value.



*Before and after completion of works at Nix Street, Townsville*



## 4.1 Progress of LGAs and DTMR by Region

### 4.1.3 Central Queensland

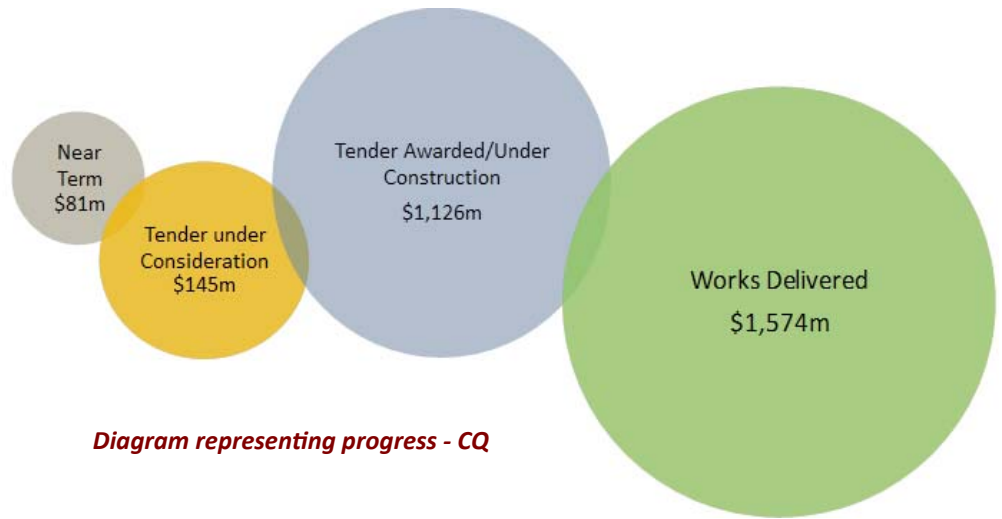


Diagram representing progress - CQ

#### Case example: Rockhampton Regional Council

<b>Project:</b>	Quay Street
<b>Location:</b>	Rockhampton Regional Council
<b>Type of works:</b>	Road reconstruction
<b>Estimated value:</b>	\$305,550
<b>Estimated completion timeframe:</b>	December 2012
<b>Progress at November 2012:</b>	<p>Work completed.</p> <p>The work has been completed in accordance with the treatment identified and scope outlined in the submission.</p>



Before and after completion of works at Quay Street, Rockhampton



## 4.1 Progress of LGAs and DTMR by Region

### 4.1.4 Southern Queensland

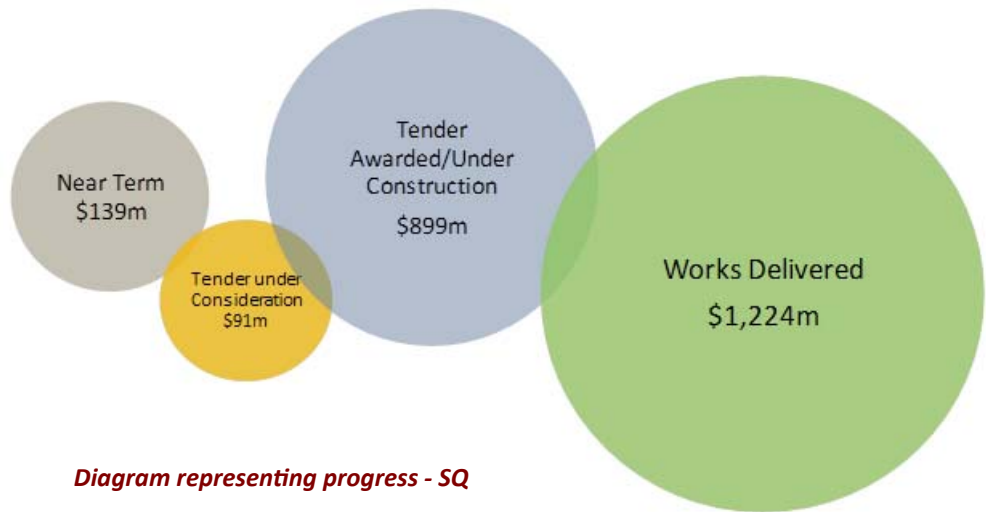
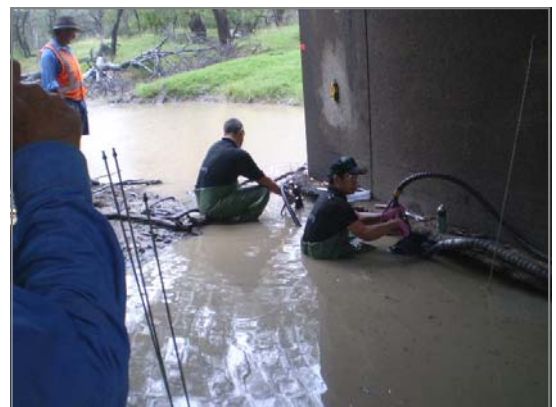


Diagram representing progress - SQ

#### Case example: Goondiwindi Regional Council

<b>Project:</b>	Reconstruction of Hartmann Bridge at Toobeah
<b>Location:</b>	Toobeah, 40 kms west of Goondiwindi Hartmann Bridge is approximately five kilometres north of the Barwon Highway on Minnel Road and consists of a series of large box culverts and link slabs founded on strip footings over the Weir River.
<b>Type of works:</b>	Bridge reconstruction works As a result of flooding in the Weir River in January 2011, the central three box culvert cells sank by up to 175mm. This resulted in sagging of the bridge deck, which made the bridge unsafe for the 70+ high speed and heavy load vehicles that use Minnel Road each day.
<b>Estimated value:</b>	\$327,000
<b>Estimated completion timeframe:</b>	September 2012
<b>Progress at November 2012:</b>	Completed. Cutting-edge URETEK technology – a pressure-injected expanding resin – was used to achieve the most durable and best value-for-money restoration outcome. The technology stabilised the subgrade under the bridge to prevent future sinking. It was also used to jack up the bridge and reduce the deflection by about 50 per cent. Replacement concrete work was carried out and work was completed in September 2012.



Hartmann Bridge restoration - URETEK expanding resin being injected under the legs of the bridge



## 4.1 Progress of LGAs and DTMR by Region

### 4.1.5 South East Queensland

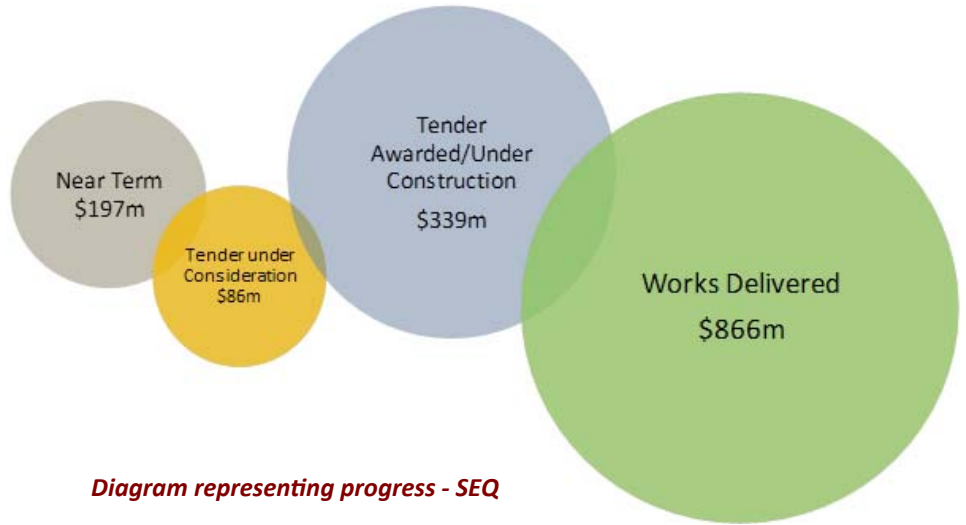
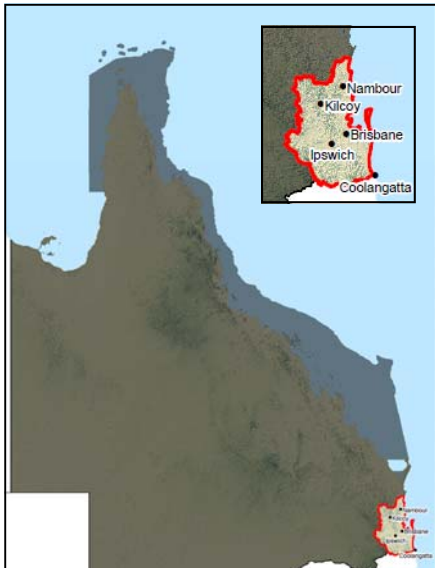


Diagram representing progress - SEQ

#### Case example: Ipswich City Council

<b>Project:</b>	Colleges Crossing Recreation Reserve
<b>Location:</b>	Colleges Crossing, Brisbane River, Ipswich
<b>Type of works:</b>	Reconstruction works
<b>Estimated value:</b>	\$11 million
<b>Estimated completion timeframe:</b>	Early 2013
<b>Progress at November 2012:</b>	Currently open for passive recreation, significant rehabilitation and clean up has been undertaken to make the park safe and useable for residents. Construction commenced in June 2012 with construction scheduled for completion January 2013.



Above: Aerial view of damage to Colleges Crossing Recreation Reserve



Above: Before - damage to Colleges Crossing Reserve



## 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 31 October 2012, 323kms of state-controlled roads were closed or with limited access. 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 30 September 2012 was \$2.4 billion consisting of \$450.7 million on recovery works and \$1.949 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 - 99% or 69 of the 70 aids to navigation damaged as a result of 2010-11 natural disasters are now reconstructed.

### Key achievements:

- The TNRP had the highest monthly expenditure during September 2012 for the program to date reflecting the value of works currently in delivery. Expenditure in September 2012 was \$217.0 million spent against a planned value of \$178.0 million with the higher expenditure associated with higher than planned progress.
- 28 contracts with a total value of \$67.8 million were awarded in September 2012, including seven contracts in the Central West totalling \$48 million. Since the commencement of the Transport Network Reconstruction Program, 459 contracts worth over \$3.749 billion have been awarded.
- The TNRP achieved ahead of schedule its 2012 aim of placing 100 Indigenous people into work on the reconstruction program. The program is proud to contribute to *Closing the Gap* and TMR's Reconciliation Action Plan which encourages the employment and training of Indigenous people, amongst other goals.
- The Mackay/Whitsunday region was very productive during September with all packages advancing well and a further \$34 million spent towards the TNRP approved budget. This region achieved the highest spend in the state during the month. The Mackay/Whitsunday Region's reconstruction program is 60.1% complete financially and more than 167 kms of road has been sealed.
- Construction commenced on 33 TNRP projects in September 2012 including:
  - Central West – Diamantina Shire Council projects valued at \$25 million;
  - Far North – Local government projects valued at \$4.9 million, \$5.8 million of Roadtek projects and \$3.0 million of projects by the private sector;
  - Mackay/Whitsunday – A Roadtek project valued at \$19 million commenced and a \$41 million project was awarded to the private sector;
  - North Coast – Private sector projects valued at \$0.35 million; and
  - Wide Bay/Burnett – Two private sector projects valued at \$1.55 million, a Roadtek project valued at \$0.7 million and a local government project valued at \$0.8 million.



Above: Sealing works on the Suttor Developmental Road.



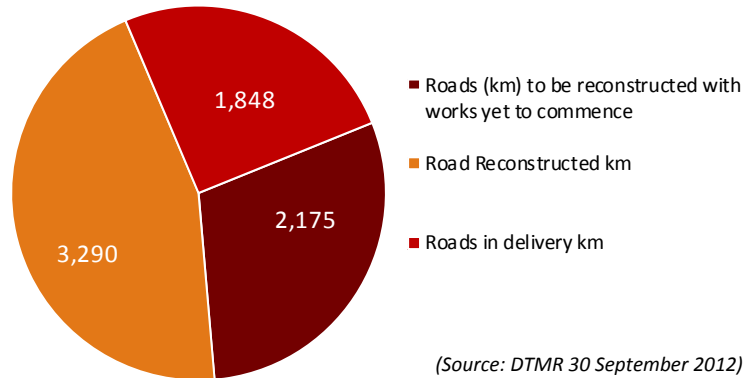
Above: Installing the guardrail on the Peak Downs Highway.

## 4.2 Progress of State Road Network (Continued)

### Reconstruction of damage in 2010-2011

- TMR plans to reconstruct 7,313 kms of roads damaged as a result of Cyclone Yasi and floods in 2010-2011. By 30 September 2012, 3,290 kms of these roads had been reconstructed representing 45% of the total kilometres to be reconstructed. A further 1,848 kms of road is being constructed on active works contracts. **See Figure 4.4.1 and TNRP Summary map.**

**Fig. 4.2.1 Roads Damaged Reconstructed Yasi/Floods 2010-11**



The status of road recovery and reconstruction packages at 30 September 2012 is:

- \$936 million of packages are completed for both recovery and reconstruction works as follows:
  - \$440.3 million of packages are completed for recovery works;
  - \$495.4 million of packages are completed for reconstruction works;
- \$2,814 million of reconstruction works are currently underway;
- \$239 million in reconstruction works tenders are currently being assessed for approval;
- \$221 million of reconstruction works packages are out to tender; and
- \$216 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.*

- For 2010-11 events, 459 reconstruction contracts have been awarded and construction completed for 283 contracts.

(Source: DTMR 30 September 2012)

## Transport Network Reconstruction Program (TNRP - Summary of Reconstruction Works (September)

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

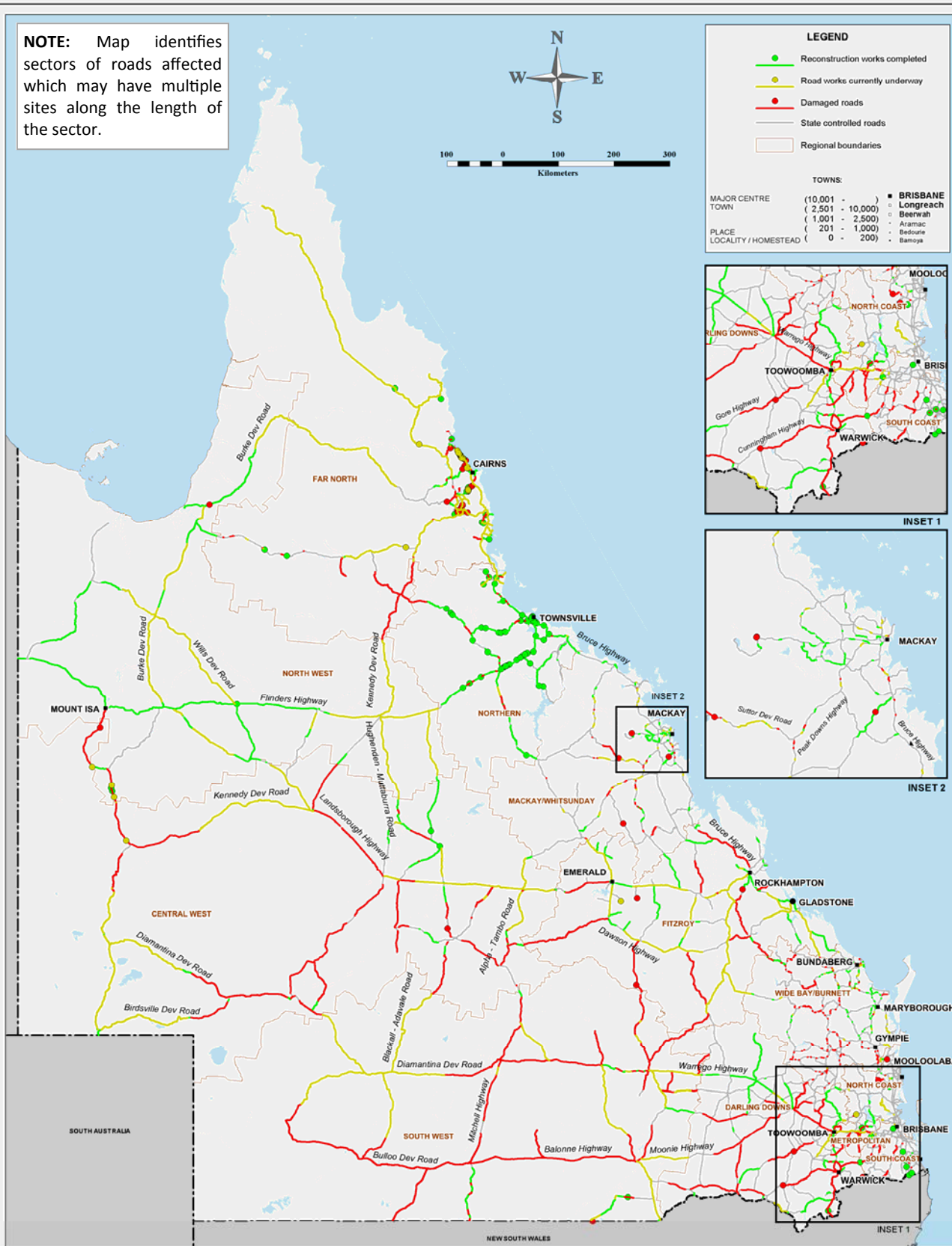
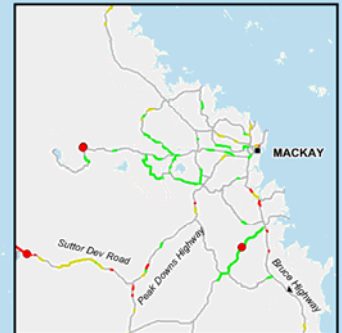
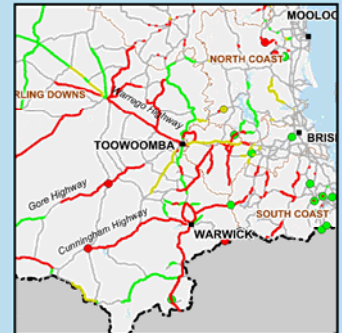


### LEGEND

- 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)	□ Aramac
LOCALITY / HOMESTEAD	( 0 - 200)	□ Bedouine
		□ Bamoya



Branch/Unit : <b>TNRP Mapping Section</b>
Projection/ Datum : Geocentric Datum of Australia (GDA) 1994, Lat/Long
File location : C:\06 Field Implementation\09-04 GISMap Projects\Works Program\2012\024\Monique\TNRP_QLD_SummaryofReconstructionWorks.wor

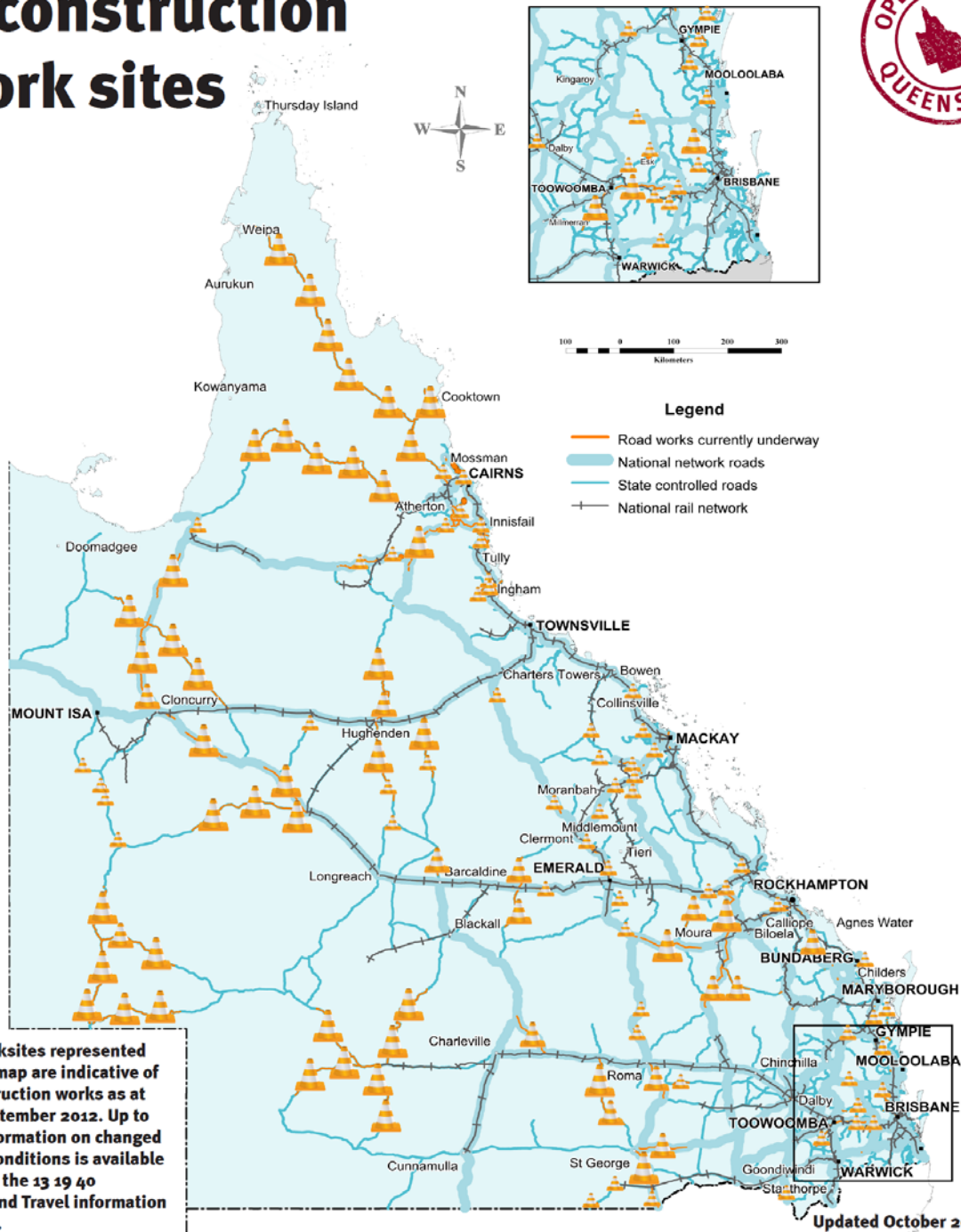
<b>QUEENSLAND</b> Transport Network Reconstruction Program (TNRP)
<b>Summary of Reconstruction Works</b> <b>September</b>

<b>Transport and Main Roads</b>	
Plan No/ Job No:	Issue: <b>A</b> Date: 24/10/2012
Drawn by: AL	Checked by:

© The State of Queensland, 2010 © Pitney Bowes Software Pty Ltd, 2010 © QR Limited, 2010. Based on [Dataset - State Digital Road Network (SDRN)] provided with the permission of Pitney Bowes Software Pty Ltd (Current as at 04/10/10). [Dataset - Rail, Centre Line, May 2010] provided with the permission of QR Limited and other state government datasets. Disclaimer: While every care is taken to ensure the accuracy of this data, Pitney Bowes Software Pty Ltd and/or the State of Queensland and/or QR Limited makes no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damages) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.

(Updated October 2012)

## Transport and Main Roads reconstruction work sites



Australian Government



Queensland Government

## **Roads and Transport Line of Reconstruction Case example, Landsborough Highway, 60 kms north-west of Tambo Barcoo River Bridge Complete**

Reconstruction works were completed on the Barcoo River Bridge late September 2012. The bridge was reopened to traffic on Tuesday 9 October 2012. The completion of the bridge is a significant milestone in the Central West region, given there is an average of 462 combined daily traffic movements (262 light and 200 heavy vehicles) per day.

As well as this being an important freight and livestock route, many tourists use this part of the Landsborough Highway for their journey through the Central West. On average, 57 towing light vehicles (e.g. caravans) use this stretch of road each day. This accounts for approximately 20 per cent of all light vehicle movements per day.



*Above: June 2012 - Pier 5 dropped more than 40 cm*

Works 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.

One challenge the project team faced was to complete the Barcoo River bridge works at the same time that the Brisbane Riverside Expressway Project was being undertaken. The jacks that were required were needed for both projects.

This \$6.2 million reconstruction component of Operation Queensland will support the regional economy by ensuring major industries including tourism, agriculture, resources and construction can continue to operate in the region.



*Above: October 2012 - Newly completed resurfacing (Barcoo River Bridge, Landsborough Highway)*

*(Article courtesy DTMR 28 September 2012)*

## Roads and Transport Line of Reconstruction Case example, Landsborough Highway

### Landsborough Highway reconstruction provides local benefit

October 2012 marks the end of a 16 month journey to reconstruct the Landsborough Highway between Winton and Cloncurry, while providing real benefit to local communities.

The completion of works on the Landsborough Highway is a significant milestone in the close-out of road reconstruction works from the 2010-2011 flood events in Queensland.

Due to the geographic remoteness of north-west Queensland, contractor Downer EDI had to manage unique challenges to ensure the effective delivery of the reconstruction works, while limiting traffic impacts. Downer EDI also had an obligation to use local suppliers, contractors and services where appropriate.



*Above: Preconstruction - 2011 flood event damage at Rutchillo Creek Floodway between Cloncurry and McKinlay (Landsborough Highway)*



*Above: Construction - placing geofabric as a foundation at the Rutchillo Creek Floodway on the Landsborough Highway*



*Above: During reconstruction works - following first seal at Rutchillo Creek Floodway*

Five local people were employed directly through the works and more than 20 local businesses were used during the project to provide a range of services. These included the procurement of gravel, hire equipment, accommodation, engineering services, hardware and transport.

In addition to local employment and procurement, the project team focussed on targeted community engagement. Local communication channels were used to communicate traffic impacts to whole communities, as well as those travelling through the region. Examples of these channels included local government email distribution lists, local radio community service announcements and the Department of Transport and Main Roads' website.

As a result of these focus areas, the project team reconstructed approximately 100kms of national road network, created local employment opportunities, boosted local economies and supported local communities throughout north-west Queensland.

The collaborative approach to delivery has ensured a great outcome for all involved – the contractor, the community and road users.



*Above: Post construction- Rutchillo Creek Floodway, prior to line marking and showing rock mattresses.*

*(Article courtesy DTMR 28 September 2012)*

## *Roads and Transport Line of Reconstruction Case example, South West Region, Maranoa Regional Council*

### **Managing over-dimension loads on the Warrego Highway**

Movement of over-dimension loads through roadworks sites on Queensland's major highways has been a significant challenge for contractors and freight operators as the massive Operation Queenslander program is rolled out across the state.

A phone call in August 2012 to Probuild Civil (Qld) Pty Ltd, construction contractors on the Warrego Highway in the South West Region, presented one of the project's biggest challenges. Freight transporter, Australian Heavy Logistics, were seeking permission to bring through up to 160 loads of equipment from the Port of Brisbane to oil and gas operations near Injune.

Probuild Civil has been delivering reconstruction works on the Warrego Highway between Jackson and Roma since June 2011, and pavement repairs on the proposed heavy haulage route were nearing completion.

Major drainage structures were also being replaced on the route, and with six temporary side tracks in place, there were safety concerns for the planned convoy. The presence of a paving machine, shuttle buggies and bollards were also obstacles to the passage of the 4.8m-wide loads without disruption to the site. It was estimated that alternative routes would add up to 400km to the transporter's journey, significantly increasing time and labour costs.

The Department of Transport and Main Roads (TMR) and Probuild started negotiations with the transporter, identifying possible solutions to minimise the impact on the roadworks' construction timeframe and the transporter's costs.



*Images: Over dimension load passing through Warrego Highway roadworks between Jackson and Roma, August 2012.*

With the transporter's deadline approaching, TMR agreed to close the Warrego Highway for up to half an hour at 6am on Friday 31 August 2012 to allow the load through under a specially-conditioned permit.

Future loads will come through to Yuleba and rest overnight, departing prior to 6am. The strategy will reduce driver fatigue and allow roadworks to continue without interruption for a Christmas 2012 completion.

TMR and external stakeholders developed a positive solution for all stakeholders involved.



*(Article courtesy DTMR 28 September 2012)*

## ***Roads and Transport Line of Reconstruction Case example, South West Region, Balonne Shire Council*** **South West contractors rescue a koala with some help from Australia Zoo**

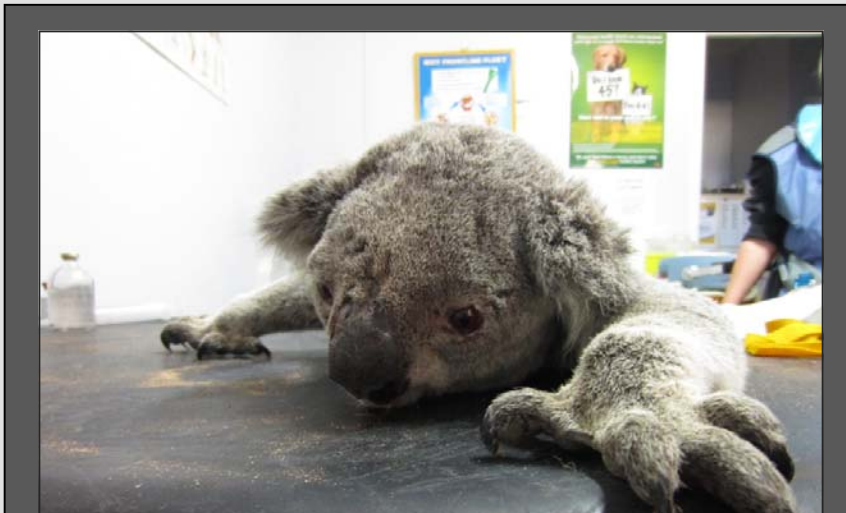
A wildlife rescue was in order last month, when Department of Transport and Main Roads' (TMR) contractors Fulton Hogan spotted an injured koala at the side of the busy Carnarvon Highway outside Thallon near St George.

The drainage crew for the \$25 million Moonie/Carnarvon Highway reconstruction contract saw the struggling koala and immediately provided assistance.

The koala was badly injured and looked like it may have been in a fight with another animal. The crew liaised with their environmental team and quickly went to its aid.

"After a few hisses and spits, the boys managed to pick him up and make him more comfortable," explained Fulton Hogan's Leading Hand, Brock Hordern.

"We got to the site office quickly to find a refuge for the little guy and to call the vet to tend to his injuries. The vet examined him and contacted Australia Zoo to arrange for the koala to be flown directly from St George to the Sunshine Coast – all in the same afternoon!" he said.



*The koala is recovering well at Australia Zoo and is expected to return to the bush in around two months time.*

TMR Regional Director Kym Murphy commended the Fulton Hogan crew for their quick action which helped to save the koala's life.

"A big congratulations to the crew for their amazing effort in rescuing the koala. It's fantastic to see our TMR contractors taking care of our wildlife and acting so quickly to save this little fellow's life," she said.

The crew have been given the honour of returning the koala to the bush where he was found when fully recuperated.

*(Article courtesy DTMR 28 September 2012)*



## 4.3 Cyclone Shelter Project

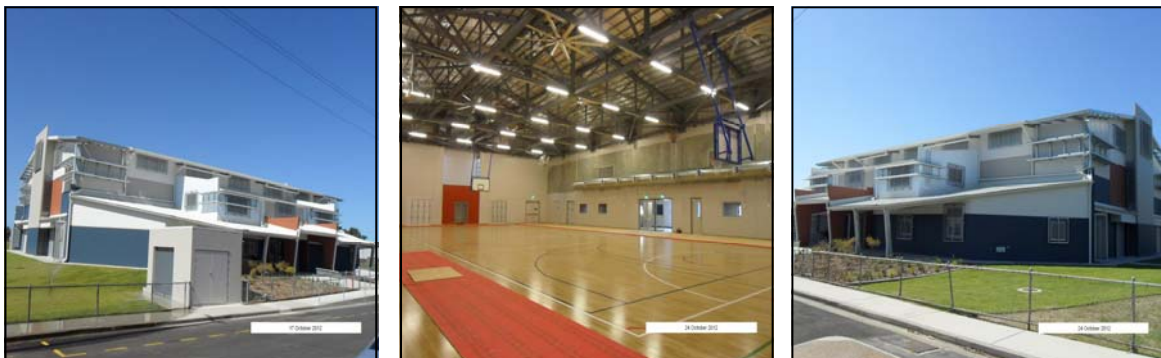
In May 2011, a \$60 million fund was announced to construct 10 cyclone shelters and multi-purpose facilities in North Queensland. The shelters are being funded by a gift of \$30 million from the Emirate of Abu Dhabi and a further \$30 million contribution by the Queensland Government. The new cyclone 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 (DH&PW) 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%
Townsville, Heatley Secondary College	DH&PW	early December	80%
Ingham SHS	DH&PW	mid December	75%
Port Douglas SS	DH&PW	early December	78%
Proserpine SHS	DH&PW	early December	70%
Tully SS	DH&PW	early December	70%
Weipa	DH&PW	January 2013	65%
Yeppoon SHS	DH&PW	completed	100%
Mackay, new SHS	DET&E	late December	45%
Cairns, Edmonton Leisure Centre	Cairns Regional Council	March 2013	25%

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 DH&PW, in particular Proserpine, Port Douglas, Tully, Townsville, Ingham and Weipa.



*Above: Updated progress of Cyclone Shelter - Bowen SHS - nearing completion*

The Mackay cyclone shelter, being managed by the Department of Education, Training and Employment, is anticipated to be completed in December 2012. The Cairns Regional Council is managing the delivery of the Edmonton Leisure Centre Cyclone Shelter and is anticipated to be completed in March 2013.

DH&PW 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 November 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.

## 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 192 reconstruction media items from 1 to 31 October (126 print, 10 TV and 56 radio) with the main focus being the commencement or completion of works and announcements about the extension of the Authority until June 2014. ABC North Queensland and the Queensland Times had high volumes of reconstruction coverage.

**Engagement activities** - NDRRA project activity and the roll out of projects are increasing across all Queensland regions. Communications and engagement activities for the Authority for October focussed on working with local governments to ensure the timely delivery of reconstruction projects.

This involved a significant increase in visits to local government areas to conduct inspections, work with councils to identify and resolve issues and support local governments in their project delivery.

The Deputy Premier released media statements in early October outlining the significant reconstruction progress being made in Scenic Rim, Rockhampton, Bundaberg, Gladstone and Cairns regions.

During the month of October, the Department of Transport and Main Roads (TMR) continued to keep stakeholders informed of reconstruction works. New and updated project information, including images of reconstruction progress was loaded to [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au). TMR also distributed updates to external stakeholders in the Fitzroy and South West regions describing progress and key road works for the reconstruction programs in each region.

Queensland Health distributed *Recovery News*, a quarterly newsletter developed by its Centre for Trauma, Loss and Disaster Recovery. The Family Bereavement Service 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. The Recovery and Resilience Teams also continued to provide services to people impacted by the 2010-11 natural disasters.

Floodplain management and flood mitigation plans as a result of the Queensland Floods Commission of Inquiry (QFCI) recommendations are progressing. The Authority has been working with stakeholders and affected local governments to progress the QFCI recommendations for which it holds responsibility.

**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. At 31 October, total visits to the Authority's website amounted to 236,855. (See Figure 4.5.1) During October, the Authority had also received an additional 70 calls to its dedicated hotline and 254 additional pieces of written correspondence were received since the previous report. (See Figure 4.5.2)



Fig. 4.5.1 Website traffic

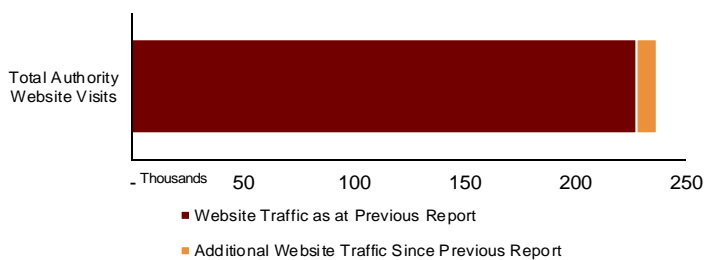
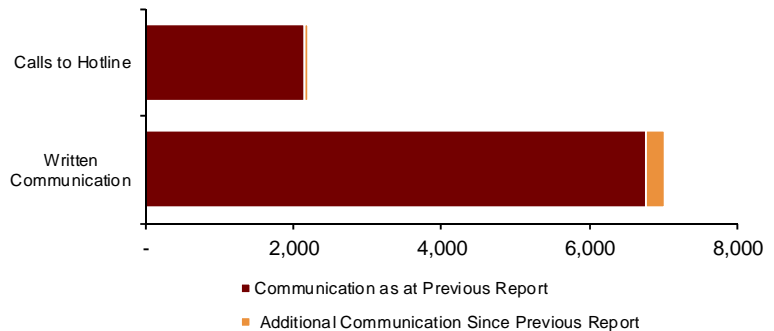


Fig. 4.5.2 Communications



(Source: the Authority at 31 October 2012)

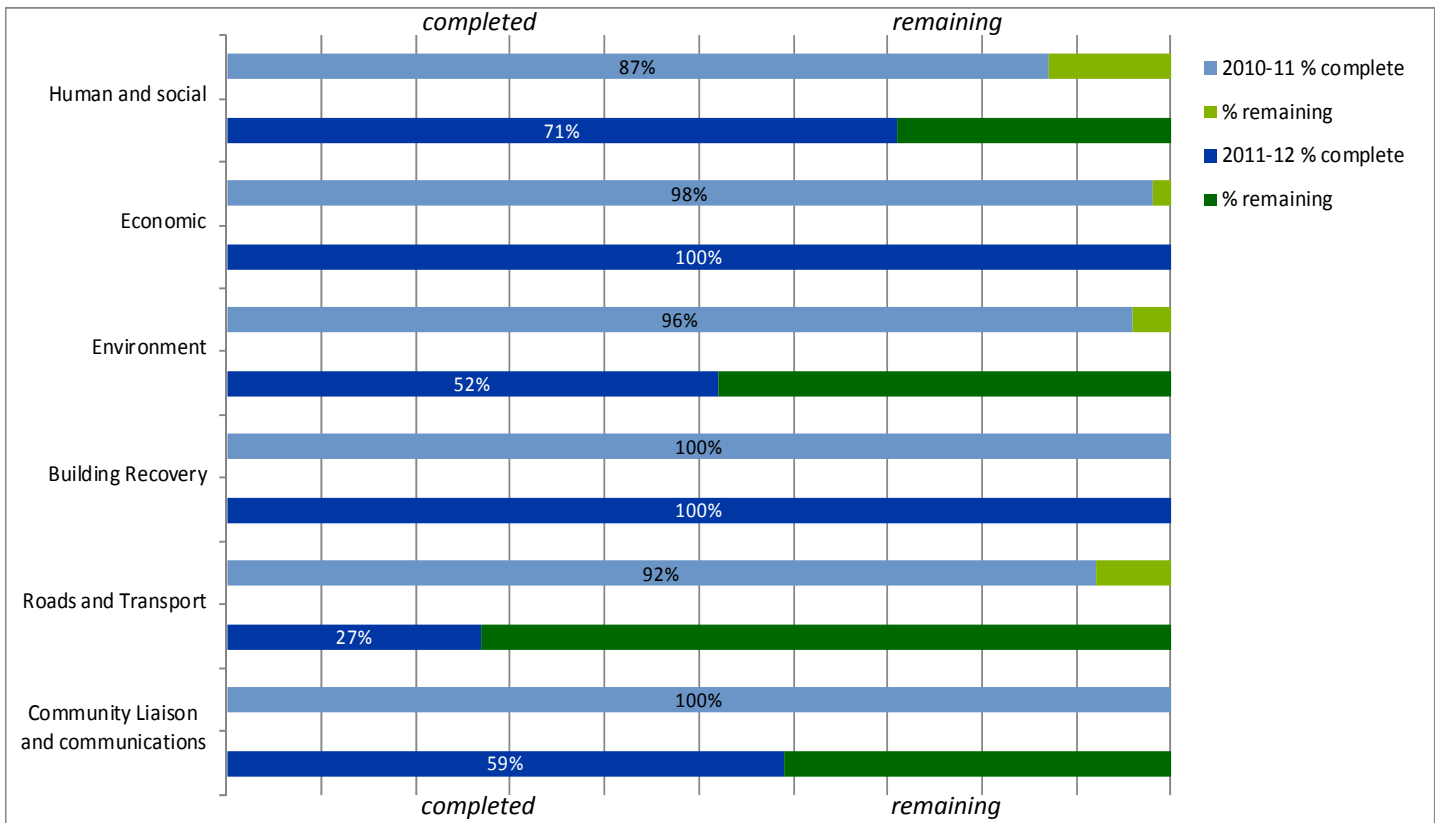


## 4.6 Progress of Lines of Reconstruction

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.**





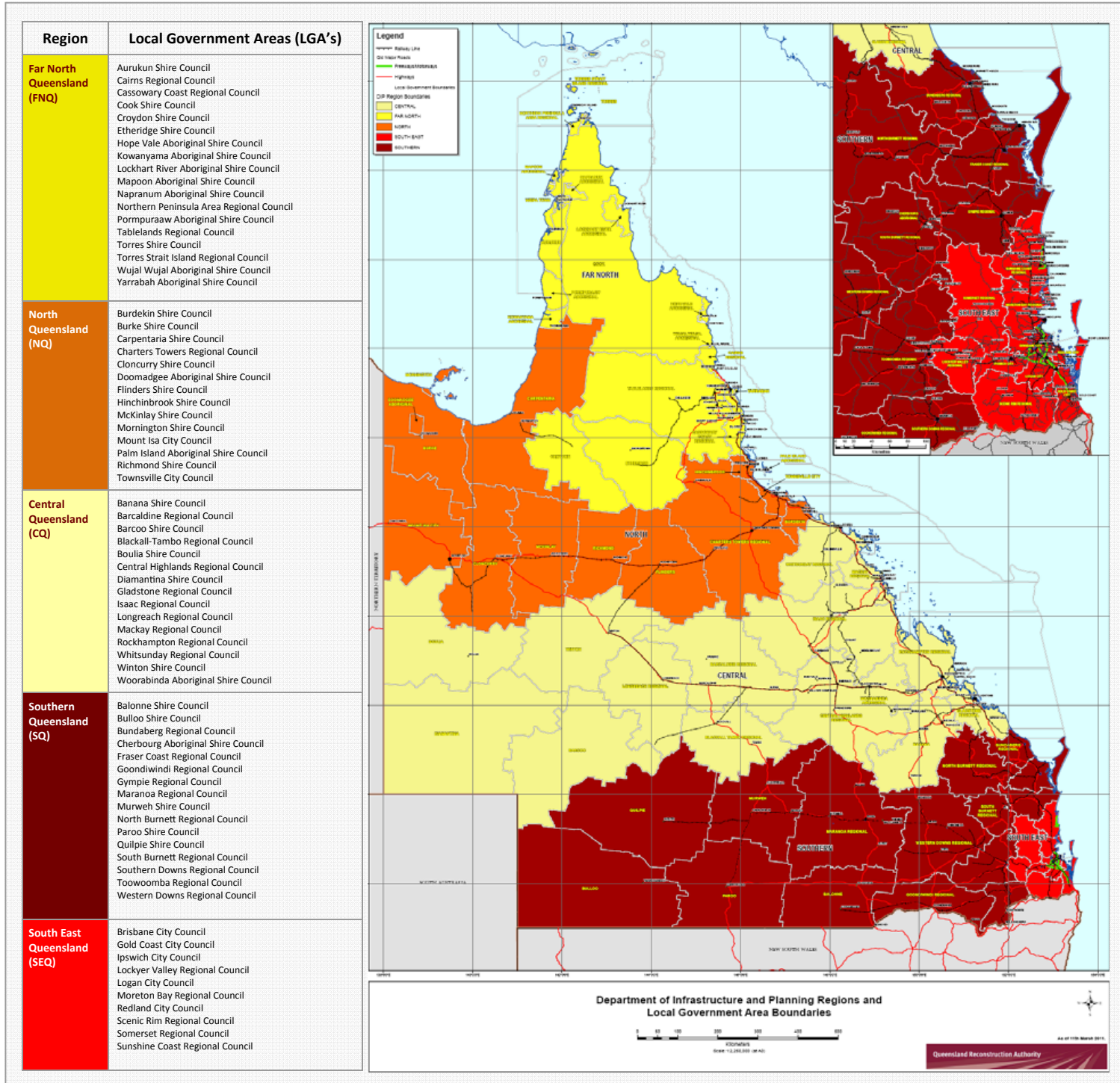
## Appendices

## 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
<b>Individuals and families</b>	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
<b>Local Governments, State Departments and Agencies</b>	Counter Disaster Operations Restoration of Essential Public Assets Queensland Local Council Package	
<b>Small Businesses, Primary Producers and Charities and Non-Profit Groups</b>	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

## Appendix B: Local Government Areas by Region



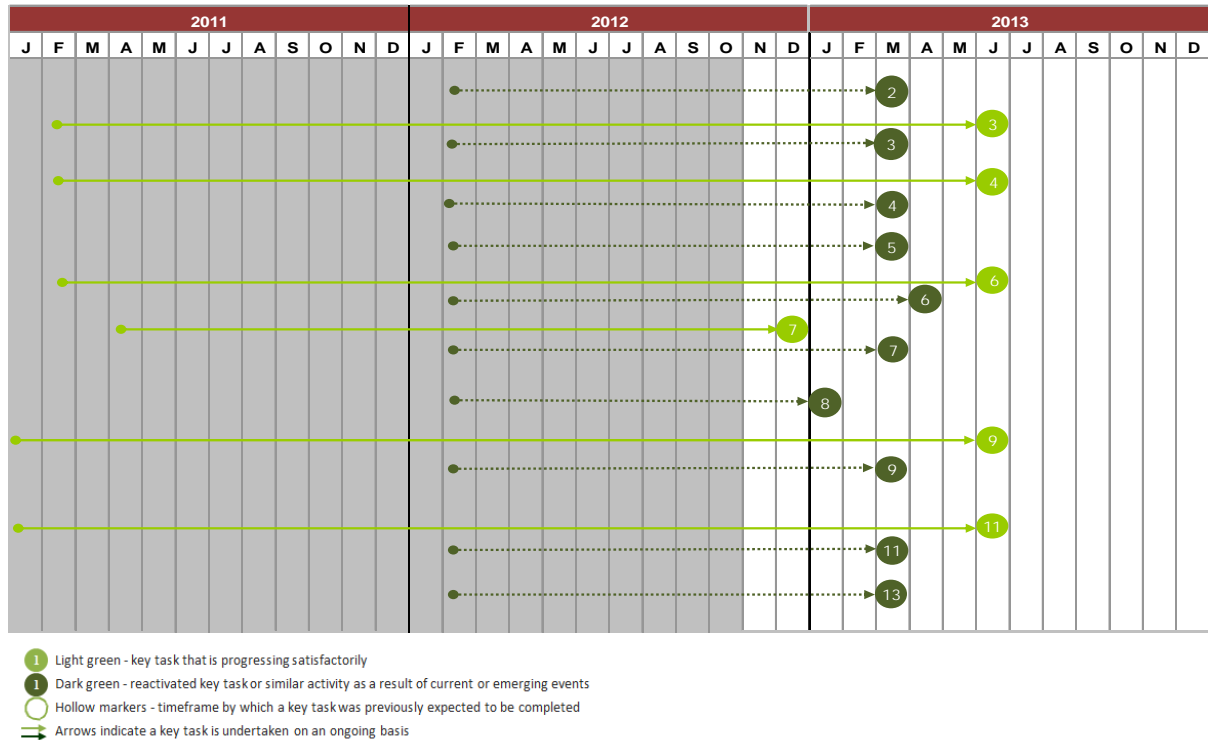


## Appendix C: Lines of reconstruction - status of progress

Operation Queensland 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

At 1 November 2012, approximately 87% of the Human and Social Line of Reconstruction key tasks activated for the 2010-11 events had been completed and 71% 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
9	Connect displaced householders to housing assistance and support mechanisms
11	Provide additional services including counselling, personal support and specialised mental health services

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

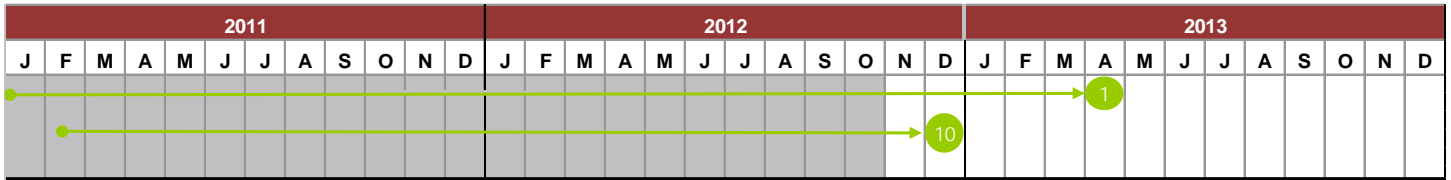
Remaining reactivated key tasks	
2	Activate and process emergency assistance payments, Natural Disaster Relief and Recovery Arrangements (NDRRA) grants and other relevant sources of relief
3	Provide public information and advice on community and public health issues
4	Contribute to a reconstruction communication 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 30 September 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 26 September 2012)

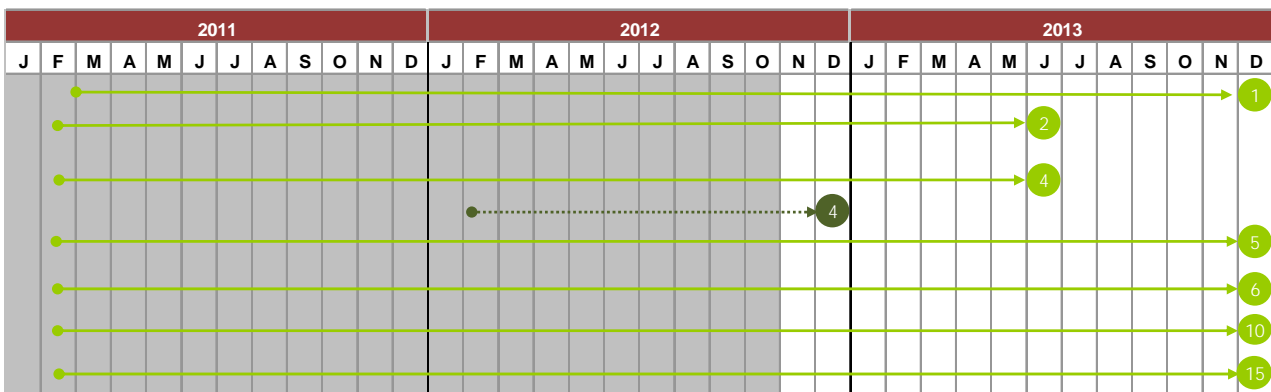
#### 2010/2011 events managed by the Authority

#### 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 96% 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 52% 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. The Environment Line of Reconstruction reports on a quarterly basis, the next update due in December 2012.



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		

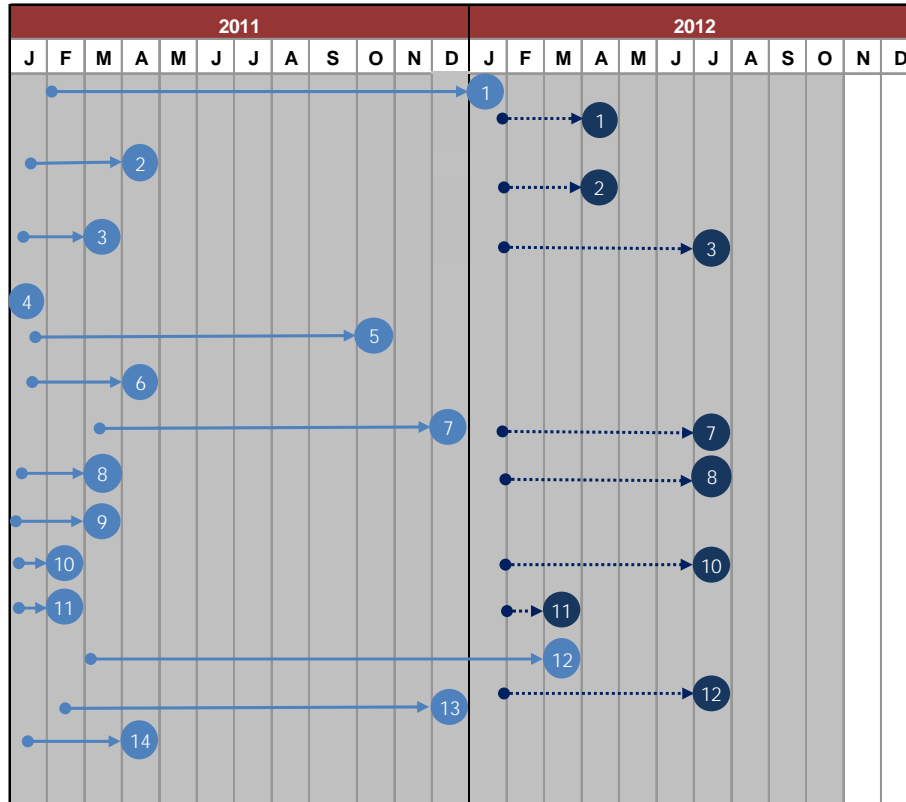
- 1 Light green - key task that is progressing satisfactorily
- 1 Dark green - reactivated key task or similar activity as a result of current or emerging events
- Hollow markers - timeframe by which a key task was previously expected to be completed
- Arrows indicate a key task is undertaken on an ongoing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

(Source: EHP 13 August 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.



1 Light blue markers indicate a key task that has been completed on or before planned schedule  
1 Dark blue markers indicate a reactivated key task that has been completed on or before planned schedule

#### 2010/2011 events managed by the Authority

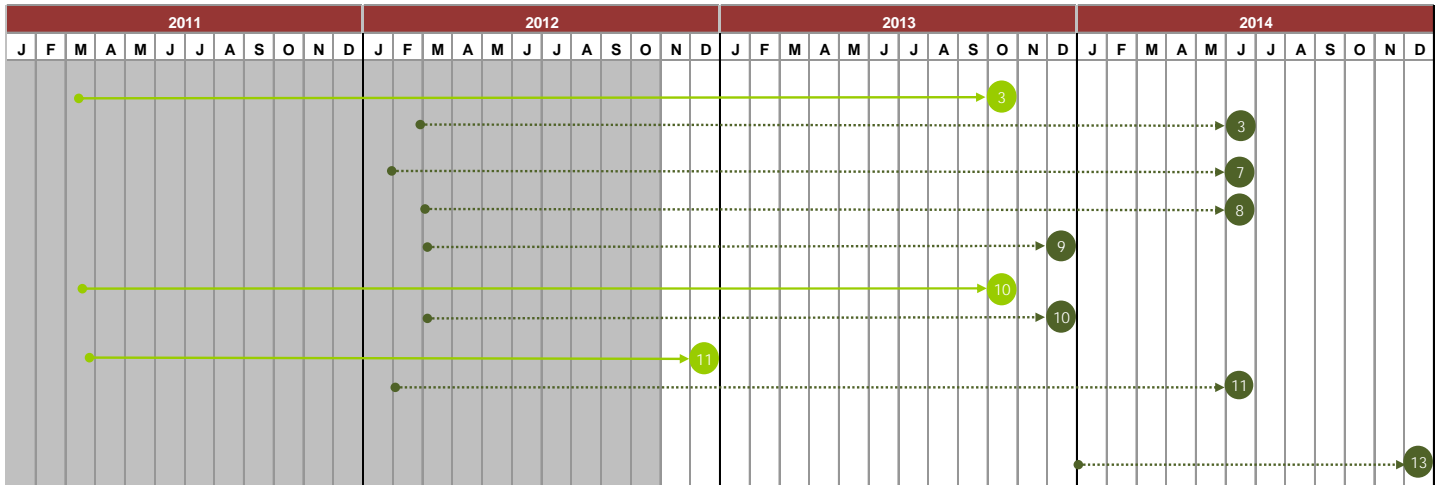
#### 2011/2012 events managed by the Authority (shown in dark blue)

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

## 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. Seven reactivated key tasks as a result of the 2011-12 events remains outstanding, meaning 27% 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
13	Program closure

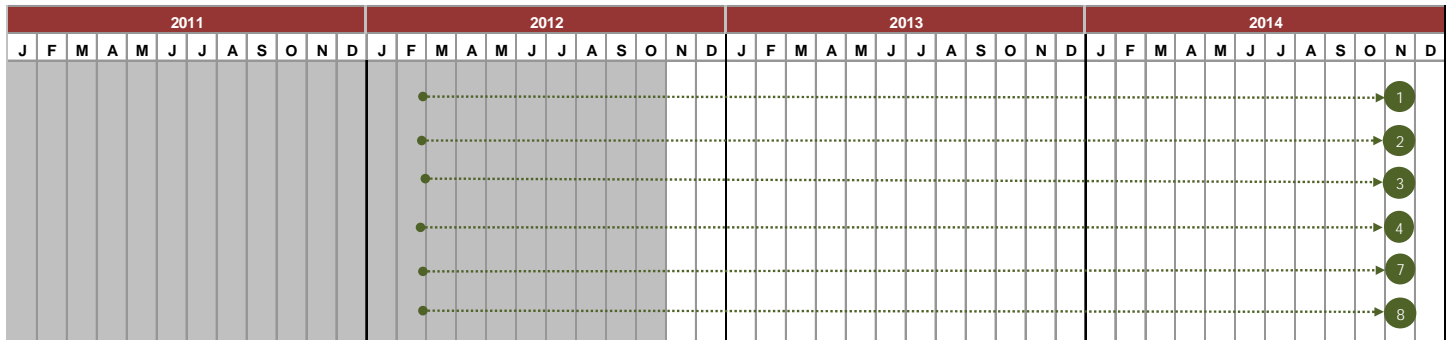
- 1 Light green - key task that is progressing satisfactorily
- 1 Dark green - reactivated key task or similar activity as a result of current or emerging events
- Hollow markers - timeframe by which a key task was previously expected to be completed
- Arrows indicate a key task is undertaken on an ongoing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

(Source: DTMR 30 September 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 59% 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.



(Source: the Authority at 31 October 2012)

- 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

### 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

