

**Section four:**

# **Program Status**



## 4.0 Program Status

### 4.1 Recent developments

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

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

### 4.2 Combined program status

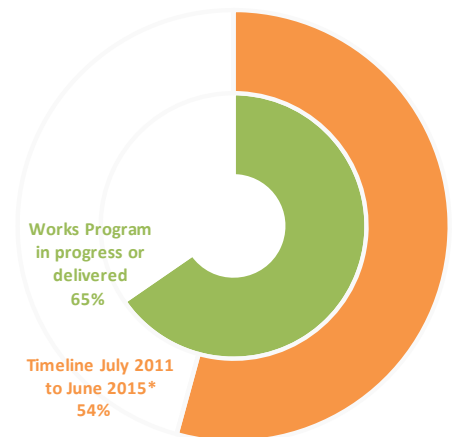
Following completion of the Authority's regular quarterly review process at June 2013, the program of works for all events actively managed by the Authority (2009 to 2013) is estimated to be \$14.0 billion.

The estimated cost of the damage from the events of early 2013 is more than \$2.4 billion and the cost of the 2010-2011 and 2012 events are estimated to be \$7.0 billion and \$1.9 billion respectively. Ahead of reporting of final expenditure and close out of the relevant programs, the final cost of works for the 2009 and 2010 events is estimated to be over \$2.7 billion.

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

- a cumulative value of \$15.3 billion in submissions have been received by the Authority to 1 October 2013, representing an increase of \$0.3 billion since last month
- a cumulative total of \$12.6 billion has been processed by the Authority to 1 October 2013 representing an increase of \$0.3 billion since last month
- a cumulative value of \$9.2 billion of the \$14.0 billion works program has been reported to the Authority as being in progress or delivered by delivery agents as at 31 August 2013
- funding acquitted for individuals, small business, primary producers and non-profit organisations amounts to \$504.2 million.

Figure 4.2.1 Combined program progress



### 4.3 Looking forward

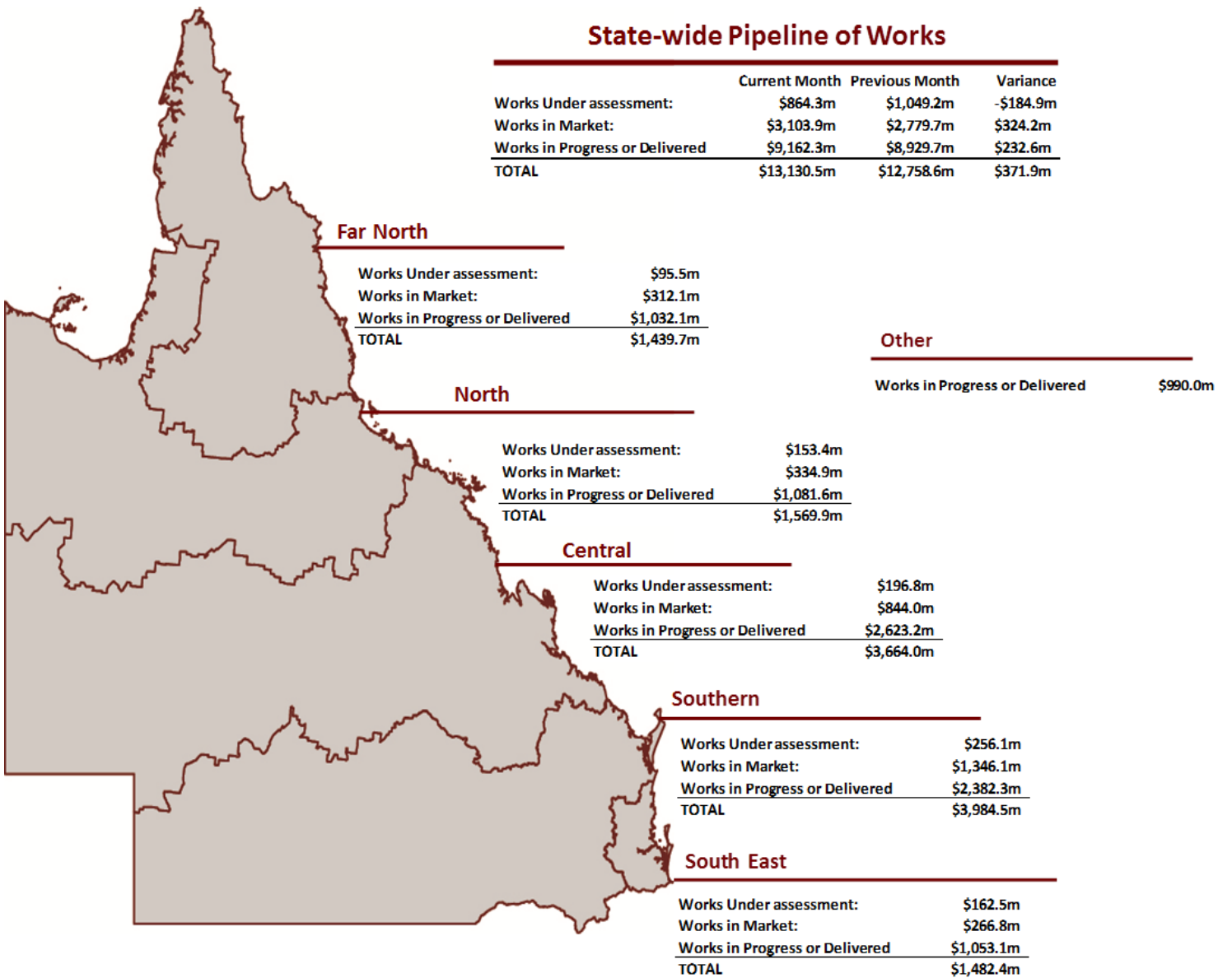
As noted above, the Authority's priorities are focused on assisting councils and State agencies to progress their remaining program of works from the 2011 and 2012 disaster periods, with the bulk of the reconstruction work occurring prior to June 2014. Concurrently, the Authority is focused on accelerating the submission and application approval process for the recent 2013 events with a view to fast-tracking the 2013 program of works into project delivery phase as soon as practicable.

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

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

## 4.4 State-wide pipeline of works

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



### Note:

1. Works Under Assessment and Works in Market represents data as at 31 August 2013 (DTMR) and 1 October 2013 (LGAs and Other). Works in Progress or Delivered represents spend by delivery agents to 31 August 2013 as reported to the Authority at 1 October 2013. Additional works have been conducted but are yet to be reported to the Authority
2. Other encompasses SDAs other than DTMR as well as the 2011 and 2013 Other Assistance.

### Pipeline of Works Definitions

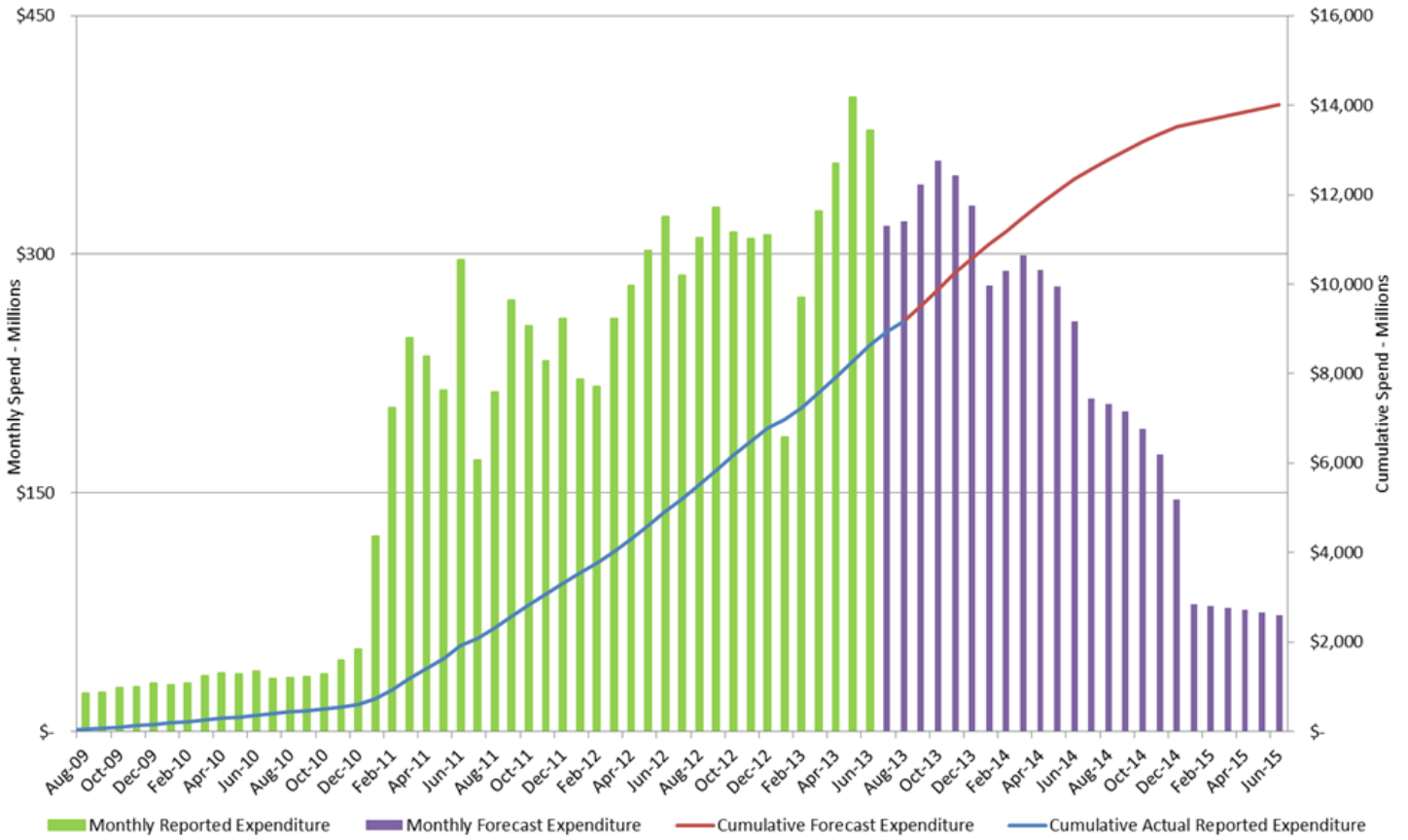
Stage	Description
Works under Assessment	Applications for packages which are currently under assessment by the Authority or are awaiting additional information from the applicant.
Works In Market	Applications for packages which have been approved by the Authority and are in the tender or contract process.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

Source: DTMR at 31 August 2013; and the Authority at 1 October 2013

## 4.5 Program of works expenditure

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

**Figure 4.5.1 Combined Program of Works—monthly expenditure**



Source: the Authority - cumulative expenditure by delivery agents to 31 August 2013 as reported to the Authority at 1 October 2013; and program estimates per 30 June 2013 NDRRA Review

## 4.6 Betterment fund status

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

### Status

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

Expressions of Interest (EOI) have been received by the Authority from 48 councils with approximately \$1 billion worth of Betterment projects to improve the resilience of infrastructure to natural disasters. Relevant LGAs have been invited to submit more detailed information necessary to progress the Preferred Betterment Proposals through to the next stage.

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

### Approvals

As at 30 September 2013, 67 projects with a Betterment component have been approved. These projects have an estimated total cost of more than \$55.7 million, which includes \$24.1 million in Betterment funding and Council contributions of \$3.9 million.

Of these, 20 projects with a Betterment Fund component of \$6.8 million were approved since the last report (2 September 2013) including:

- Gayndah-Mundubbera Road (North Burnett Regional Council)
- Cattlecreek Road and Scanlans Road (North Burnett Regional Council)
- Thistlethwaite Bridge (Lockyer Valley Regional Council)
- Colleges Crossing Recreation Reserve (Ipswich City Council)
- works to nine local roads in the Banana Shire (Banana Shire Council)
- Aroborthree Road, Dakins Road and Yerra Road (Fraser Coast Regional Council)
- Yarrabah Range Road, Buddabadoo Road and Bilma Road (Yarrabah Aboriginal Shire Council).

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



*Above: damage to Jambin-Dakenba Road, one of nine roads approved for Betterment funding for Banana Shire Council.*



*Above: 2013 event damage to Gayndah-Mundubbera Road (North Burnett)*



*Above: damage from 2013 events to Colleges Crossing Recreation reserve (Ipswich)*

Source: the Authority at 30 September 2013

## 4.6 Betterment fund status (continued)

### Feature betterment project: Lockyer Valley Regional Council Thistlethwaite Bridge

A betterment proposal has recently been approved to make the Thistlethwaite Bridge on Grantham-Winwill Road more resilient.

Thistlethwaite Bridge on the Grantham-Winwill Road is a low-lying, two-lane bridge crossing the Lockyer Creek just east of where it meets Sandy Creek, about 1.2 kilometres south of the town of Grantham.

Grantham-Winwill Road is a major arterial servicing a productive vegetable cropping district and the Stanbroke Meat Processing Plant, the region's largest employer. The road has B-Double truck capacity and is a key transport route for produce to local markets and ports for export trade. It also provides access for local residents and properties in the district and is a school bus route.

The closure of Thistlethwaite Bridge can compromise the safety of the community as well as jeopardising its economic viability.

Thistlethwaite Bridge sustained damage in 2011, and the 2013 floods caused severe damage to the approaches of the bridge and the structure itself.

Lockyer Valley Regional Council's betterment project aims to increase the resilience and functionality of the Grantham-Winwill Road by replacing the existing timber bridge with a concrete bridge and installing gabion basket protection upstream to prevent scouring of the creek's bank.

The total cost of the Thistlethwaite Bridge betterment project is estimated at \$2.61 million with \$1.26 million provided through the Betterment Fund, a joint State and Commonwealth initiative. Council is also making a significant contribution to this project.



*Above: Flood damaged Thistlethwaite Bridge.*



*Above: (Left to right) Minister for Local Government, Community Recovery and Resilience David Crisafulli, Member for Lockyer Ian Rickuss and Lockyer Valley Regional Council Mayor Steve Jones at Thistlethwaite Bridge.*

## 4.7 Iconic projects in reconstructing Queensland\*

Project	Value (\$m)	Description	Status
<b>BCC Riverwalk (Cat D)</b>	\$72.0	<p>The Brisbane Riverwalk was a unique pedestrian and bicycle path which linked the city's CBD with the inner suburb of New Farm. It also provided a direct link with tertiary education, entertainment, recreation, commercial, community and residential precincts in the inner city.</p> <p>The floating infrastructure was destroyed by the January 2011 floods and the whole structure was subsequently removed.</p> <p>Following detailed public consultation, the Brisbane City Council decided to replace the previously floating walkway with a fixed, jetty-like 850 metre long structure between New Farm and the CBD. The Riverwalk deck will be approximately 3.4 metres above the average high tide level, high enough to minimise corrosion caused by salt water.</p> <p>The walkway's 37 piles will be anchored into the riverbed, providing the structure with a strong, more flood-resilient foundation. It will feature 24 hour lighting, separate pedestrian and cyclist paths and shaded rest areas. The design also included a rotating opening span to allow for the passage of vessels to and from moorings.</p> <p>Funding for the project is being provided through special (Category D) funding under NDRRA arrangements.</p>	<p>The tender to rebuild the Riverwalk was awarded to the John Holland Construction Group in April 2013.</p> <p>Piling works commenced in late July 2013 with a 55m-long barge mobilised in the Brisbane River carrying a 280-tonne crane and a piling rig.</p> <p>Since works commenced, five piles have been poured and removal of the old abutments of the existing floating walkway at both the Merthyr Road and Howard Smith Wharf ends is ongoing.</p> <p>A pre-cast concrete girder yard was established at the Howard Smith Wharves during September and casting of the first concrete girder has occurred during the month.</p> <p>Completion of the Riverwalk is expected by June 2014, weather permitting.</p>



Above: looking back from the barge along the line of piles towards the Story Bridge and Howard Smith Wharves



Above: a view of the works underway from the Storey Bridge.



Above: Looking down inside one of piles before the concrete is poured; the steel bars are for reinforcement.





Above: assembly of pre-cast mold for the concrete girders

(Courtesy: Brisbane City Council)

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

## 4.7 Iconic projects in reconstructing Queensland (continued)

Project	Value (\$m)	Description	Status
<b>Clump Point and Dunk Island Jetties (Cat D)</b>	\$5.5	<p>Mission Beach and Dunk Island are tropical tourist destinations located between Cairns and Townsville. The two jetties provide the departure point to local resort islands and the Barrier Reef and are crucial for reviving the area's struggling tourism industry.</p> <p>Both jetties were severely damaged as a result of Cyclone Yasi in February 2011. \$5.5 million was provided for the restoration of the jetties as part of a \$15 million NDRRA exceptional circumstances package for the Cassowary Coast region.</p> <p>The new jetty at Clump Point has been built just south of the existing structure and is 170m long and 5m wide to accommodate vehicular and pedestrian traffic. All major components have been prefabricated off site and transported to site by truck for installation. The old Clump Point jetty has been demolished as part of the works.</p> <p style="text-align: right;"><i>Right: New and old Clump Point Jetty, ahead of dismantling of the old jetty, August 2013</i></p>	<p>Dunk Island jetty reached practical completion on 29 May 2013 when the jetty was handed over to Council. The jetty is now operational and available for use by the public.</p> <p>Completion of Clump Point jetty is also now substantially complete with the only remaining works required being construction of stairs at the end of the jetty.</p> <p>Clump Point Jetty is expected to be open in November 2013.</p> 
<b>Palm Island seawall</b>	\$12.3	<p>The Palm Island foreshore provides the focal point for the island's community. It is the location of culturally significant landmarks and memorials as well as the island's community facilities. The seawall in Challenger Bay provides wave dissipation and erosion mitigation.</p> <p>Damage to the seawall occurred as a result of Cyclone Yasi in February 2011.</p>	<p>The design of the seawall is substantially complete and has been endorsed by Council.</p> <p>Council have appointed the winning works to Koppen Developments, a Cairns-based construction company. On receipt of final development approval, site works will commence.</p> <p>Completion is expected in early 2014.</p>
<b>Riverside Park, Karalee</b>	\$2.25	<p>Located on Settler Way, Karalee, Riverside Park lies along the Brisbane River and is a popular picnic and recreational area near the junction of the Brisbane and Bremer rivers and close to Ipswich CBD. The Park has a boat ramp facility and a complex of structures and open amenity areas including car parks, seating and shelter structures and playground.</p> <p>The flood event in early January 2011 inundated the park up to nearly 20 metres of water and destroyed almost the entire lower level of the park, including the car park area, infrastructure, shelters, playground and ancillary park equipment. The built assets and developed vegetation on the lower level of the park were effectively swept away by the flood. The park was further damaged as a result of Tropical Cyclone Oswald in January 2013.</p> <p style="text-align: right;"><i>Right: damage to Riverside Park, Karalee</i></p>	<p>Community consultation and information sessions were conducted in early 2013.</p> <p>The tender to carry out the work was awarded to Digit Landscapes in September 2013. Detailed designs are currently being prepared and construction planned to commence in November 2013.</p> <p>Works are expected to be completed in January 2014, weather permitting.</p> 



## 4.7 Iconic projects in reconstructing Queensland (continued)

Project	Value (\$m)	Description	Status
<b>Cardwell foreshore (Cat D &amp; Cat B)</b>	\$36	<p>The Cardwell foreshore is an important infrastructure project in North Queensland that combines a range of projects intended to restore social, economic, transport and tourist infrastructure in a community that was severely impacted by Tropical Cyclone Yasi.</p> <p>Funding for the project has been provided as restoration of essential public assets (REPA - Category B) and through special (Category D) funding under NDRRA arrangements. Works at Cardwell include the reconstruction of a 1.4km two-lane section of the Bruce Highway known as Victoria Street; works on the foreshore, recreation, picnic, and pedestrian facilities; memorial; a roundabout and formal parking.</p> <p>Works to the Coral Sea Memorial and northern playground include dunal revegetation, landscaping installation and concrete pads to seating areas. Paths have been constructed around the jetty playground and plaza. See Civil Pty Ltd was awarded the contract for the Reconstructing Cardwell project.</p>	<p>Work on the reconstruction of the Bruce Highway is now complete.</p> <p>Practical completion of the Cardwell foreshore redevelopment and associated works is expected mid-October.</p> <p>The official opening of the Reconstructing Cardwell project is scheduled for 9 November 2013.</p>



Above: Reconstructing Cardwell completed works, September 2013—roadway (left) and common use pathway (centre) - and locally known Cyril the Croc who kept a watchful eye on works (right)

<b>Grigor Bridge, Conondale</b>	\$4.5	<p>The Grigor Bridge is a major crossing of the Mary River on the Maleny-Kenilworth Road near Conondale, in the Sunshine Coast hinterland. The original single-lane timber Grigor Bridge was built in 1929 and was extensively damaged during flooding in October 2010 and again in January 2011.</p> <p>The total project comprises \$4.5 million of NDRRA funding representing the estimated cost of replacing the original structure, and more than \$5 million additional complementary funding for an additional land and raising the bridge plus associated costs of embankments and culverts. The complementary works are intended to improve flood immunity, safety and traffic capacity.</p> <p>Construction activity in the river is scheduled to accommodate the breeding cycles of a number of iconic species found in the Mary River including the Mary River Turtle and Mary River Cod.</p>	<p>Construction of the new bridge started in March 2013.</p> <p>A team of specialists undertook aquatic clearances and captured freshwater turtles prior to the placement of the rock platforms in the Mary River. Platypus clearances were completed using a flexible cable camera looking for burrows in the river bank.</p> <p>A short sidetrack is open to allow motorists to continue accessing the area while works are underway. Work has finished on the headstocks and abutments and in September 2013 the project hit another key milestone with the installation of the deck units – 36 units weighing about 25 tonne each.</p> <p>The project is on track for completion by June 2014.</p>
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Left: Grigor Bridge ballast wall prior to pouring (left) and installing deck units in September 2013 (right).