

**Section three:**

# **Program Status**



### 3.0 Program Status

#### 3.1 Recent developments

On 30 June 2015, a key milestone in the State’s reconstruction effort was reached with the deadline passing for councils and state agencies to complete close to \$2 billion of works from Tropical Cyclone Oswald and other events from 2012-13; and the final works from the massive 2011 and 2012 event periods that had received extensions of time. Whilst formal reporting of completion will occur over the coming months, councils and state agencies have consistently indicated that all relevant works were completed on time other than a limited number of projects impacted by weather for which extension of time requests have been submitted to the Commonwealth.

The Authority is now focused on gathering and assessing completion documentation to close out these and other works completed by 30 June 2015 for acquittal in the next claim due to the Commonwealth in early 2016. Following submission of the audited 2013-14 claim for NDRRA financial assistance to the Commonwealth worth \$5.7 billion in March 2015, approximately \$10.8 billion of the Authority’s program of works has now been acquitted. The Commonwealth’s reimbursement to the State of its share of NDRRA expenditure is dependent on lodgement of the audited claim.

The Authority is also assisting with the damage assessments from the recent 2015 events and progression of the 2014 and 2015 events through the damage assessment, submission preparation and approval and delivery phases.

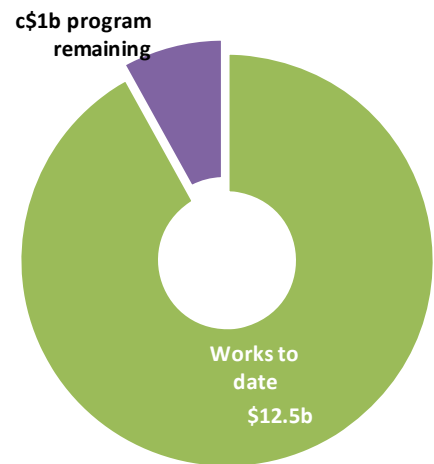
#### 3.2 Combined program status

The estimated program of works for all events actively managed by the Authority (2009 to 2015) is more than \$13 billion.

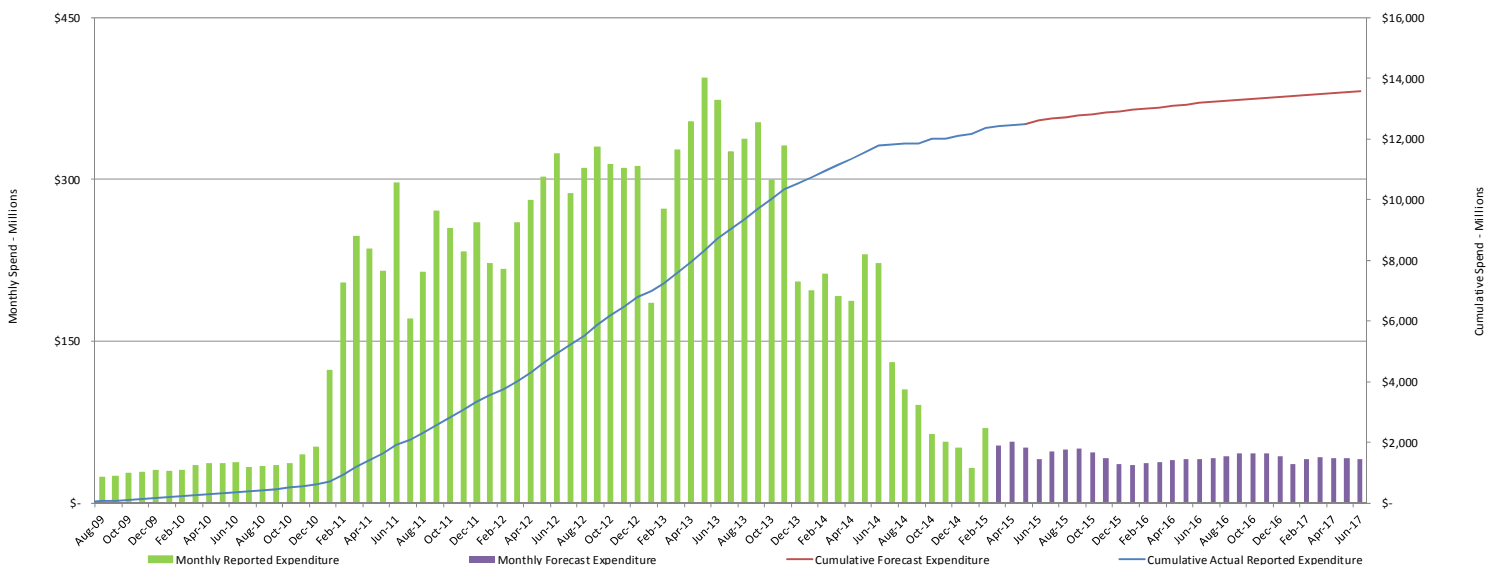
The estimated cost of the damage from the 2015 Events is approximately \$580 million, the damage from the 2014 and 2013 Events is estimated to be more than \$400 million and \$1.9 billion respectively and the preliminary final cost of the 2012 and 2011 Events is estimated to be \$1.5 billion and \$6.6 billion respectively. The cost of the 2009-10 Events managed by the Authority has been finalised at \$2.4 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 \$18.4 billion in submissions have been received by the Authority to 30 June 2015
- a cumulative total of \$18.2 billion has been processed by the Authority to 30 June 2015
- a cumulative value of \$12.5 billion of the total works program (2009 to 2015) has been reported to the Authority as being in progress or delivered by delivery agents as at 31 May 2015.



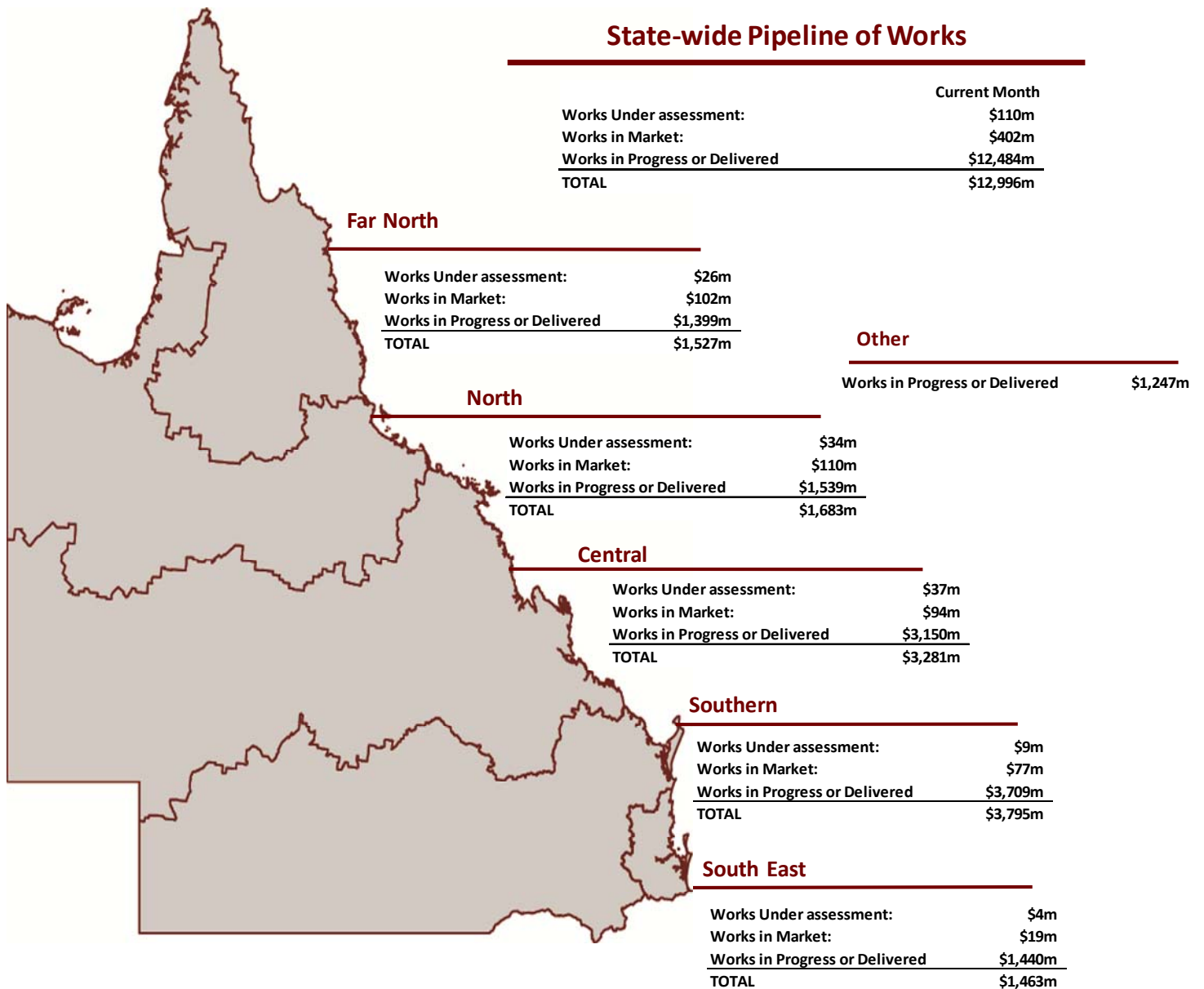
#### 3.3 Program of works expenditure



Source: the Authority - February 2015 NDRRA Estimates Review & 30 June 2015

### 3.4 State-wide pipeline of works

The status of the pipeline of works for all events actively managed by the Authority (2009 to 2015) is set out below.



**Note:**

1. Works Under Assessment and Works in Market represents data as at 31 May 2015 (DTMR) and 30 June 2015 (LGAs and Other). Works in Progress or Delivered represents spend by delivery agents to 31 May 2015 as reported to the Authority at 30 June 2015. Additional works have been conducted but are yet to be reported to the Authority
2. Other encompasses SDAs other than DTMR as well as the 2011 and 2013 Other Assistance.

**Pipeline of Works Definitions**

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

Source: DTMR at 31 May 2015; and the Authority at 30 June 2015

### 3.5 State-controlled roads and highways

DTMR set up its Transport Network Reconstruction Program (TNRP) to manage the recovery and reconstruction of Queensland's integrated transport system following the damage from natural disaster events in 2010, 2011, 2012 and 2013. For the 2014 events, DTMR is managing the recovery and reconstruction works through its Program Delivery and Operations Branch. The reconstruction program required as a result of 2015 event damage to the State's transport network has not yet been scoped.

To 31 May 2015, DTMR has spent more than \$6.4 billion on recovery and reconstruction of the transport network across the State arising from the natural disaster events that occurred between 2010 and 2015. The transport system includes state-controlled roads, ports, navigation aids and the rail network.

#### Status

- All Queensland Rail lines affected by disaster events have been recovered.
- All ports, navigation aids, jetties and other boating infrastructure damaged by natural disaster events have been recovered.
- DTMR has completed its entire 8,741km road reconstruction works arising from the 2010 to 2013 disaster events
- DTMR is currently undertaking its 2014 event reconstruction program. Of the 214km of roads forecast to be reconstructed following damage from the 2014 events, 200km of works have been completed and the remaining 14km is under construction on active works contracts as at 31 May 2015.
- During May 2015, DTMR completed works on 43km of roads including works on the Burke Developmental Road in its North West district, and the Mulligan Highway and Mossman–Mt Molloy Road in the Far North district.
- DTMR is currently scoping its reconstruction program for the 2015 events.



*Gregory Developmental Road following completion of reconstruction works after 2014 event damage*



#### DTMR Key heavy vehicle route reconstruction completed

Millaa Millaa–Malanda Road is a 23 kilometre-long road between Millaa Millaa and Malanda on the Atherton Tablelands. It links directly to the Palmerston Highway, which is the designated B-double route for freight travelling to the northern tablelands and beyond to Cape York Peninsula. As a result, Millaa Millaa–Malanda Road caters for about 375 heavy vehicle trips per day.

Damage to the road network as a result of Severe Tropical Cyclone Ita in April 2014 included areas of seal and pavement failures, longitudinal ruts, potholing, shoving, depressions, crocodile cracking and accelerated deterioration of the road due to pavement and subgrade saturation.

Restoration works undertaken by DTMR involved removing failed pavement material, treating unsuitable subgrade where required and undertaking resurfacing works.

Works to restore the key heavy vehicle route were completed in February 2015.

*Top: Crocodile cracking on Millaa Millaa–Malanda Road*

*Bottom: Completed pavement resurfacing on Millaa Millaa–Malanda Road*

(Source: DTMR, 31 May 2015)



### 3.6 Betterment fund status

The \$80 million 2013 Event Betterment fund and \$20 million 2015 Event Betterment fund are Category D relief measures available to those LGAs declared for NDRRA assistance as a result of the 2013 cyclone and flood events and for Tropical Cyclone Marcia in 2015 respectively. Betterment funding is available for the restoration or replacement of essential public assets to a more disaster resilient standard than existed pre-disaster.

Where a damaged asset is approved for betterment, the normal cost of restoring or replacing the asset to its pre-disaster standard is funded under Category B NDRRA and the incremental cost to 'better' the asset to a more disaster-resilient standard is funded by a capped allocation from the relevant Betterment fund and Council contributions.

Betterment funding is allocated on the basis of the estimated cost of the approved projects. Should the betterment component of a project be delivered for a cost below the capped allocation, then the savings will be returned to the Betterment fund for allocation to other eligible projects, where possible.

#### 2013 Event Betterment Fund

- Expressions of Interest (EOI) were received by the Authority from 48 councils with approximately \$1 billion worth of Betterment projects to improve the resilience of infrastructure to natural disasters following the 2013 events.
- The 2013 Event Betterment Fund was allocated to 232 approved projects across 35 LGAs. Betterment projects include improved bridges, floodways, culverts, levees, water treatment plants and numerous roads across Queensland.
- The deadline for completion of works from the 2013 events, including betterment projects, passed on 30 June 2015. Whilst formal reporting will occur over coming months, councils have indicated that the 2013 Event Betterment projects were completed on time other than three projects impacted by excessive rainfall in 2014 and 2015. Requests for extension of time for delivery of the impacted projects have been submitted for consideration by the Commonwealth and remain under consideration. Completion of the projects has been delayed pending the Commonwealth's response to the extension requests.
- Recognising the considerable savings realised on final delivery of betterment works, it is expected that approximately \$75 million funding will be allocated from the 2013 Event Betterment fund on final reporting of completed works.

#### 2015 Event Betterment Fund

- In late May 2015, the Commonwealth Government agreed to contribute funding towards an additional \$20 million Betterment fund to restore or replace essential public assets that were damaged by Tropical Cyclone Marcia to a more disaster resilient standard.
- The Authority is currently engaging with relevant councils to identify projects for consideration for 2015 Event Betterment funding.



Projects undertaken with Betterment funding — event damage (top) and post completion of works (bottom) - (left to right): Cherry Tree Road (Fraser Coast Regional Council), One Mile Bridge (Ipswich City Council), Richmond Road (Croydon Shire Council)