IPWEAQ North Queensland Conference

Cape York Region Package: Connecting Cape communities and changing lives

Sandra Burke - District Director (Far North)
Our values, our diversity

Customers first
Unleash potential
Be courageous
Ideas into action
Empower people

diversity
inspire create innovate
Our strategic plan

Creating a single integrated transport network accessible to everyone

Our customers
Create a customer-centric culture that meets our customers’ needs first time every time

Innovation
Lead emerging technologies so our transport network meets the needs of customers now and into the future

Liveable regions and active cities
Deliver a single, integrated transport network that promotes prosperity in our cities and regions

Contemporary workforce
Skill our people to provide excellent customer service and deliver the transport network of the future

Sustainable funding
Ensure our funding model is equitable, serves our customers’ needs and is responsive to our future network

Regulation
Build a regulatory framework that is fair and reasonable

We bring Queensland closer together
Five point plan

1. Launching an Accelerated Work Program
2. Expanding retraining and skills initiatives
3. Attracting increased Commonwealth funding
4. Increased tourism attraction
5. Facilitating key private sector projects.
North Queensland Region

Sanjay Ram
Regional Director (North Queensland)

Sandra Burke
District Director (Far North)

Marissa Wise
District Director (Northern)

Kristy Hows
District Director (North West)
Far North District – our network

- Far North District covers an area of about 273,158 km² or 15.8% of Queensland
- Road network length of 3,158 km
- Unsealed roads of 2,000 km in length.
Far North District – our customers

• **19 Local Government areas**
  - Including 11 Indigenous/Aboriginal and Torres Strait Islander (ATSI)/Transport Infrastructure Development Scheme (TIDS).

• **Eight Members of Parliament**
  - Six state (including the Treasurer)
  - Two federal.
Far North District – our customers

• Other stakeholders
  - Regional Roads and Transport Group (RRTG)
  - Far North Queensland Regional Organisation Of Councils (FNQROC)
  - Advance Cairns
  - Cape York Land Council.
Far North District - our challenges

• Remote sites
• Logistics and telecommunications challenges
• Sourcing and delivery of materials and suppliers.
## Far North District - our program

<table>
<thead>
<tr>
<th>QTRIP funding allocations</th>
<th>2016-17 (‘000)</th>
<th>Four-year Total (‘000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern District</td>
<td>$196,963</td>
<td>$966,122</td>
</tr>
<tr>
<td>North West District</td>
<td>$104,777</td>
<td>$261,370</td>
</tr>
<tr>
<td>Far North District</td>
<td>$207,176</td>
<td>$629,195</td>
</tr>
<tr>
<td>NQ Region Total</td>
<td>$508,916</td>
<td>$1,856,687</td>
</tr>
</tbody>
</table>
Cape York Region Package overview
Cape York - the need for change

- Cape York area has 60% Indigenous population
- United number one claim
- Focus on local businesses and employment opportunities
- Capability building
- Remoteness.
Cape York Region

Perception

Reality
Cape York Region – it floods!

Archer River flood monitoring station
About the Cape York Region Package

• The Cape York Regional Package (CYRP) is a five-year program of key road and community infrastructure projects for Cape York from 2014-15 to 2018-19

• $260.5 million
  • $200 million to seal priority sections of the Peninsula Developmental Road
  • $50.5 million for priority community infrastructure works
  • $10 million for sealing works on the Endeavour Valley Road though to Hope Vale over four years

• Funded by the Australian and Queensland Governments in a 80:20 split.
Unique Aspect - Traditional Owners

- United number one claim across Cape York was lodged in mid 2015
- This was a game changer in how Transport and Main Roads could deliver roadworks on the Peninsula Developmental Road going forward.
Partnering with Traditional Owners

- The Peninsula Developmental Road Priority Agreement is an interim agreement between the State and Traditional Owners, while an Indigenous Land Use Agreement (ILUA) is negotiated with Cape York Land Council.
- It allows the State to progress with priority works on Peninsula Developmental Road.
- It allows Traditional Owners to work ‘on country’ as Cultural Heritage officers.
Peninsula Developmental Road (PDR)

- 527km long
- Links Lakeland to Weipa via Laura, Musgrave and Coen
- Provides access to a number of Indigenous communities.
Peninsula Developmental Road – 2015

CMC Tender
• Mein Deviation - 29km

RoadTek
• South of Hann River - 7km
• Sourayas Hills - 5km
• South of Morehead River - 4km
• 21 Water storage sites.

2013
144km of seal

2014
178km of seal

2015 – 212.8km of seal

2016 – 274.5km of seal is planned
Peninsula Developmental Road – 2016

Tender: May - August 2016
- Coen South - 22km
- Archer-Wolverton - 13km
- Little Laura-Fairview - 4.5km

RoadTek
- Musgrave - 12km.

2013
144km of seal

2014
178km of seal

2015
212.8km of seal

2016 – 274.5km of seal is planned
50% of PDR
Unique aspect - two stage tender process

Benefits include

• Value for money
• Maximises competition and opportunities for appropriately prequalified contractors
• Significantly reduces tendering costs to industry
• Encourages new contractors into the market.
Unique aspect - restricted prequalification levels

<table>
<thead>
<tr>
<th>PDR Project</th>
<th>Length</th>
<th>Tender Process</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coen South</td>
<td>22km</td>
<td>Open Tender two stage (R2 - R5)</td>
</tr>
<tr>
<td>Archer to Wolverton</td>
<td>13km</td>
<td>Restricted Tender two stage (R1 - R3)</td>
</tr>
<tr>
<td>Musgrave</td>
<td>12km</td>
<td>Sole Invitee (RoadTek)</td>
</tr>
<tr>
<td>Little Laura to Fairview</td>
<td>4.6km</td>
<td>Restricted Tender single stage (R1 - R3)</td>
</tr>
</tbody>
</table>
Unique aspect - key result areas

Three key result areas (KRAs) have been identified as follows:

• KRA 1 - Indigenous and non-Indigenous training and upskilling
• KRA 2 - Implementation of an Indigenous Economic Opportunities (IEO) Plan
• KRA 3 - Local Industry Participation.
Unique Aspect - key result areas

For 2016 PDR projects (without precedent basis):

All KRAs
- Maximum incentive pools set between 3.75% and 5% of contract sum

KRA 2
- Increased from 1.5% (from 2015) to minimum 15%
- % of contract direct cost amount to be expended on local Indigenous businesses
- Incentive is to be applied pro-rata for performance above 15% with the maximum incentive payable at 20%.
2015 Indigenous-related results

• 22 Indigenous trainees were engaged as part of the Cape York Region Package
• At the peak of construction during 2015, there were more than 80 Indigenous employees working on the Cape York Region Package
• 15 Indigenous businesses were engaged in 2015 on the Peninsula Developmental Road. That is almost 25% of the contract work.
2015 key result areas performance

Indigenous Training & Employment
(unit of measure = hours)

Indigenous Economic Opportunities
(unit of measurement = dollars)

Local Industry Participation
(unit of measure = dollars)

Target | Actual
National recognition

The Australian, 2 February 2016

Indigenous seal of Approval for Cape York link

• “It is the sort of nation-building project of a century ago”
• “And just 18 months after its start, the state-federal joint project is making history with a record number of Indigenous workers and businesses…”
• “Almost 30 per cent of the contract work awarded to the upgrade has gone to local indigenous-owned companies”.
Queensland Reconciliation Awards winner

- Transport and Main Roads and the Cape York Land Council Aboriginal Corporation won the Partnership award at the 2016 Queensland Reconciliation Awards in Townsville.
Unique Aspect – Cultural Heritage

Cultural Heritage – protecting what matters, including relationships

Rock carvings Laura

Kaandju Traditional Owners identifying a scarred tree
Unique aspect - ensuring water supply

- The 21 water storage structures constructed in 2015 can hold 258ML of water.
- That is enough water to fill over 103 Olympic sized swimming pools.
Unique aspect – sourcing gravel

- 258,000 tonnes of gravel will be required to carry out the 2016 projects on the Peninsula Developmental Road.
Unique aspect – survey positioning

• Network installed and coordinated in three weeks, ahead of mobile laser scanning capture start date
• Latest global navigation satellite system techniques
• Existing state & national reference frames enhanced by project
• Learnings being incorporated into the departments survey standards for rural roads.
Unique aspect – soils lab support

Overcoming communication issues

Establishment of annex labs
Unique aspect - innovation and the environment

• Our environmental team has developed a leading edge document for the investigation, operation and finalisation of gravel and borrow pits.
Endeavour Valley Road
Unique aspect – capability development

- Memorandum of Understanding between TMR and Hope Vale Aboriginal Shire Council (HVASC)
- Progressively seal 10km of Endeavour Valley Road (EVR) over four years
- Build expertise of Hop Vale Aboriginal Shire Council.
Community infrastructure works
Community infrastructure works

- $50.5 million of the Cape York Region Package has been allocated to projects to improve priority community infrastructure (such as roads, barge and boat ramps, water and sewerage) at eight Indigenous communities.
Unique aspect – capability development

Work underway at Pormpuraaw

Ralph Kendall Senior
Thank you