Our ref: DG33762
Your ref: QPC190117 / 17/202

30 MAY 2017

Professor Bronwyn Fredericks
Commissioner
Queensland Productivity Commission
PO Box 12112, George Street
BRISBANE QLD 4003

Dear Commissioner Fredericks

Thank you for your letter about the Queensland Productivity Commission inquiry into the service delivery in Queensland’s remote and discrete Aboriginal and Torres Strait Islander communities.

As you suggest, my role as Government Champion gives me a unique perspective on issues impacting the Woorabinda community. I am proud of what we have achieved under the Government Champion program since 2014, but recognise there is still much to be done to improve outcomes for the community.

I am equally proud of the range of activities the Department of Transport and Main Roads (TMR) undertakes to deliver improved social and economic outcomes for the Aboriginal and Torres Strait Islander people that align to our broader vision of creating a single, integrated transport network accessible to everyone.

I am therefore pleased to provide the enclosed submission to the inquiry, offering my insights as Government Champion of Woorabinda, and some high-level information on TMR’s initiatives designed to advance opportunities and improve outcomes for Aboriginal and Torres Strait Islander communities across Queensland.

Should you have any questions, please contact Ms Michelle Connolly, Director (Government Partnerships), TMR, by email at michelle.m.connolly@tmr.qld.gov.au or telephone on 3066 7144.

I welcome the opportunity to discuss the submission further.

Yours sincerely

Neil Scales
Director-General
Department of Transport and Main Road

Enc (1)
The Department of Transport and Main Roads Response

Service delivery in remote and discrete Aboriginal and Torres Strait Islander Communities Consultation Paper (Queensland Productivity Commission)

2 June 2017
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Preamble

Professor Bronwyn Fredericks, Queensland Productivity Commissioner, wrote to Mr Neil Scales, Director-General, Department of Transport and Main Roads (TMR) about the Queensland Productivity Commissions' (QPC) inquiry into services delivered in remote and discrete Aboriginal and Torres Strait Islander Communities. Mr Scales was invited to provide his insights about the effectiveness of service delivery as Government Champion for Woorabinda. TMR delivers a number of transport services that both directly and indirectly support remote and discrete Aboriginal and Torres Strait Islander Communities. Together with Government Champion observations, a detailed summary of these initiatives is included in this response.
Government Champion observations of service delivery in the Woorabinda community

I am the Government Champion for the Woorabinda Aboriginal community, which is situated on the traditional lands of the Wadjia Wadja/Wadjigal Aboriginal people within the Central Highlands Regional Council boundary, about 170 km southwest of Rockhampton. As the Department of Transport and Main Roads’ (TMR) Director-General, I was assigned to Woorabinda in late 2014 and have since visited the community several times and met with Woorabinda’s elected representatives and other members of the community outside of official visits.

During my time as Government Champion the focus of the Program, now led by the Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP) and the membership of Woorabinda Aboriginal Shire Council (WASC) have changed. The 2014 version of the Program was a key component of the Safer Streets, Safer Communities crime prevention strategy and nominated Directors-General were tasked with working with priority Indigenous communities to remove barriers to effective service delivery and increase community safety and social harmony. At the time, WASC was led by Mayor Terry Munns (until the March 2016 Local Government elections). During this period, anticipated issues around service delivery, community safety and social harmony were rarely discussed and my assistance on specific matters of this nature was not sought.

Under the current State Government, the Program's focus is on achieving improved economic and social outcomes as well as addressing barriers to effective service delivery. This focus accords with current WASC Mayor (as of March 2016) Councillor Cheyne Wilkie’s vision for Woorabinda. Councillor Wilkie strives for self-determination for the community, particularly through economic participation, and conveys a strong sense of social justice, which I expect has roots in his involvement with Red Cross. He is not passively waiting for assistance from any level of government rather, he is proactively seeking to reform the community by organising interventions with appropriate government officials (see example below) and reinforcing responsibility for social outcomes with the family unit.

In June 2016, WASC initiated a series of roundtable meetings to discuss social issues in the Woorabinda community, which were chaired by the Queensland Police Service in Rockhampton. Issues discussed focused on youth violence and anti-social behaviour resulting from a resurgence in petrol sniffing, as well as an alteration between local police and community members. Attendees included representatives from all major service delivery agencies with a stake in social services and family and domestic violence prevention.

Solutions to address the issues raised by the community included:

- Explore possibility and viability of re-introducing Opal fuel into community.
- Enhance relationship between Woorabinda Justice Group and Probation and Parole to improve collaboration of information for Court purposes.
- Improve coordination, supervision and assignment of tasks for persons completing Community Service.
- Improve coordination and cooperation between all government and non-government organisations associated with targeting and reducing family violence.
- Establish Woorabinda DFV steering committee.
- Assist Council in preparing and submitting funding applications for community works and programs.
- Commence meetings to develop proactive and effective youth development programs and projects aimed at reducing substance abuse and youth disengagement and improving cultural awareness and family/elder respect and networking.

Consequently, WASC has only rarely asked me to intervene or assist on matters directly related to service delivery, as it is commonly understood. However, my observation of the community’s attitude towards service delivery is that there is a general feeling, ranging from frustration to scepticism, that such services are not better coordinated, not delivered in a more
timely way and not more visible to the community. For example, at one meeting DATSIP noted representatives of various organisations had visited Woorabinda and yet WASC was not aware nor had the representatives been physically sighted in the community.

On a positive note, I have been impressed with the efforts of the local Police-Citizens Youth Club (PCYC) to organise recreational activities for Woorabinda’s youth. The conditions under which the coordinator Ms Lesley Bligh works are less than ideal but, like Councillor Wilkie, she is passionate about her work and determined to do her best for the community. As a PCYC Board member, I have tried to ensure Ms Bligh’s concerns are heard but there is still a way to go before an optimal level of operation is possible.

On matters not directly related to service delivery, I, through TMR, have been able to assist with portfolio-specific matters such as re-sealing town streets and constructing connecting pathways. We will also be providing assistance to reconstruct the bridge over Mimosa Creek following damage from the recent flooding in Central Queensland. There has also been significant progress and outcomes on other matters beyond my roads and transport portfolio, which I have facilitated through the cohort of Directors-General including the reconstruction and relocation of housing, improving the living conditions at the Gumbi Gyunyah Women and Children’s Shelter and addressing power supply and telecommunications issues exacerbated by Tropical Cyclone Marcia in 2015.

As well as leveraging our strong regional presence, TMR works in partnership with DATSIP Central Queensland and the Central Highlands Regional Council to progress the community’s agenda. As a result, WASC is now participating in the Roads and Transport Alliance as a full member of the Bowen Basin Regional Roads and Transport Group, working collaboratively to plan and prioritise regional investment on road and transport infrastructure, and has recently signed a Memorandum of Understanding between TMR, WASC and Central Highlands Regional Council to support a sustainable works program designed to grow Woorabinda’s road construction and maintenance capability. Table 1 provides a summary of the variety of issues raised by the community since 2014.

Overall, I believe the Government Champion Program has made a positive difference to the Woorabinda community. The Program allows me to provide the community with a ‘voice in government’ which is an avenue to fast-track any issues, including aspects of service delivery, if requested. It has also been encouraging to hear about and witness firsthand the community’s heightened morale and general well-being as a result of the Program. Looking towards the future, I will continue to foster our relationship with the community, to assist in resolving issues and proactively identifying barriers to the ongoing self-sustainability of the Woorabinda community.

Neil Scales OBE
Director-General,
Department of Transport and Main Roads
<table>
<thead>
<tr>
<th>Issue</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abattoir/butcher shop</td>
<td>Council has an old abattoir building that is no longer operational. Community only has access to frozen meat which is overpriced.</td>
</tr>
<tr>
<td>Sewerage Main</td>
<td>Sewerage main from the football field to the pump station is continually bursting.</td>
</tr>
<tr>
<td>Re-location of Aged Home to the Hospital</td>
<td>Guests of the aged care facility are being wheel chaired across rough dirt and grassed areas — difficult during the wet season.</td>
</tr>
<tr>
<td>Maintenance of the “Shrek” building</td>
<td>Council has no powers to maintain the building, which is an eyesore due to vandalism.</td>
</tr>
<tr>
<td>Inadequate housing</td>
<td>There are usually only single person dwellings in other areas of the DoGiT (outside the main area of Woorabinda), which means families must separate when men go to work in these areas for long periods.</td>
</tr>
<tr>
<td>Alcohol Management Plan</td>
<td>Lack of clarity about strategies to introduce alcohol back into the community. Woorabinda would like the ban lifted and wants to introduce a community club.</td>
</tr>
<tr>
<td>Replacement house</td>
<td>A five bedroom house was lost in a recent fire. House was home to 13 people who have been relocated.</td>
</tr>
<tr>
<td>Derelict shop front</td>
<td>Vacant shop that has been damaged by vandalism and theft. Adamant. The shop has no roof.</td>
</tr>
<tr>
<td>Juvenile crime</td>
<td>Increase in juvenile crime, reported increase in petrol sniffing and related criminal acts. Volunteers are willing to help but can’t without a Blue Card.</td>
</tr>
<tr>
<td>Petrol sniffing Blue Cards</td>
<td></td>
</tr>
<tr>
<td>Bridge over the McKenzie River on the Duaringa – Apis Creek Road</td>
<td>The community is isolated during the wet season due to the condition of the bridge.</td>
</tr>
<tr>
<td>Power supply</td>
<td>TC Marcia highlighted issues resulting from lengthy power outages, including the capacity to retain fresh food, loss of communication, water and sewerage functions.</td>
</tr>
<tr>
<td>Telstra tower</td>
<td>As above (Power Supply)</td>
</tr>
<tr>
<td>Education</td>
<td>‘Mainstream’ education is not working for some of the children in the community</td>
</tr>
<tr>
<td>Category</td>
<td>Description</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Hospital board</td>
<td>Lack of Indigenous representation on the local Hospital Board.</td>
</tr>
<tr>
<td>Police-Citizens Youth Club (PCYC)</td>
<td>WASC and local QPS reported dissatisfaction with the operations of the PCYC, noting lack of activities organised by the current Senior Coordinator were potentially contributing to juvenile crime issues.</td>
</tr>
<tr>
<td>Women's Shelter</td>
<td>Staff from the Red Cross reported sub-optimal conditions for their clients at the building that currently acts as the Gumbi Gunyah Women and Children's Well Being Centre (women's shelter).</td>
</tr>
<tr>
<td>Social issues</td>
<td>Incidents between the community and the police, highlighted by the media, require an examination of systemic issues and an agreed way forward. Juvenile crime and petrol sniffing are still problems for the community.</td>
</tr>
<tr>
<td>Condition of Black Boy Camp</td>
<td>WASC would like to 're-develop' Black Boy Camp as a youth re-direction centre.</td>
</tr>
<tr>
<td>General child safety concerns</td>
<td>Recurrent issue for the community which has been raised with the state in the past. WASC would like to see relevant Ministers visit the community to discuss issues and remedies.</td>
</tr>
<tr>
<td>Pastoral Company</td>
<td>Foley Vale (farm) was severely impacted by flooding related to Tropical Cyclone Debbie.</td>
</tr>
<tr>
<td>Outside school activities</td>
<td>Lack of activities for kids outside school hours.</td>
</tr>
</tbody>
</table>
Transport and Main Roads Initiatives

Transport plays a significant role in supporting improved social and economic outcomes for Aboriginal and Torres Strait Islander peoples. By delivering a single integrated transport network accessible to everyone, Transport and Main Roads (TMR) provides people with better access to goods and services. TMR undertakes a range of activities designed to advance opportunities and improve outcomes for Aboriginal and Torres Strait Islander communities across Queensland.

Indigenous Driving Licensing Program

Aboriginal and Torres Strait Islander peoples are two to three times more likely to be involved in a transport related fatal crash and 30% more likely to be seriously injured from a road crash than non-Indigenous Australians (National Review of Road Safety 2002). In Queensland, Indigenous communities (Local Government Authorities) have licence ownership rates (including learner licences) of 38%. In comparison, other Local Government Authorities have a licence ownership rate of 89.7% for those persons eligible for a driver licence.

In 2006, TMR established the Indigenous Driver Licensing Program (IDLP) as a direct action to increase the ownership of driver's licences across remote North Queensland Indigenous communities. The IDLP works in collaboration with communities to address issues of road safety and licensing for Aboriginal and Torres Strait Islander peoples. By increasing licence ownership, the IDLP aims to reduce incarceration rates for licensing offences, reduce road trauma and improve access to employment, education, health, social and cultural activities.

The program is delivered through a dedicated mobile unit, the Indigenous Driver Licence Unit (IDLU) based in Cairns, delivering valued licensing services to approximately 26 remote Indigenous communities located in the Gulf, Cape York and Torres Strait regions.

The unit provides learner driver licence testing, practical driver testing for cars and trucks, driver licence replacements and renewals and Adult Proof of Age cards. The IDLU generally visits the remote Indigenous communities every six (6) months. Visits are also dependent on accessibility (weather and wet-season), established community road safety programs and community licensing and economic demands.

To support the delivery of licensing services, the program provides resources and learning tools specifically designed to help Aboriginal and Torres Strait Islander peoples get a better understanding of road rules and driving safely. The Austroads 'Driver Licensing Road Rules Resource Kit' is used to help Indigenous communities educate drivers about our road rules so they can attain their driver's licence. These kits have been successfully used by driving mentors in communities who are supervising young adults with their 100 hours driving experience.

The IDLP is delivered within existing budget allocations of TMR.

Cape York Region Package – Key Infrastructure Projects

The Cape York Region Package (CYRP) is a $260.5 million program of works jointly funded by the Australian and Queensland Governments to upgrade critical infrastructure on Cape York Peninsula. The package consists of three components:

- $200 million program of works to progressively seal sections of the Peninsula Developmental Road (PDR).
- $10 million over four years for sealing works on the Endeavour Valley Road to Hope Vale.
- $50.5 million for priority community infrastructure works identified by the Cape Indigenous Mayors Alliance.

The CYRP is designed to better connect and provide economic opportunity for Aboriginal and Torres Strait Islander communities and non-Aboriginal and Torres Strait Islander communities on the Cape. Further, the package aims to improve social outcomes for communities in Cape York by providing better access to health services, employment, education and training opportunities. The CYRP is in its fourth year of delivery and has been recognised with the Queensland Premier’s Reconciliation Award (Partnership Category), a High Commendation Award for Innovation, and has been hailed in the media as a ‘nation building project.’ It also reached the third evaluation round for the 2017 United Nations Public Service Award. TMR releases an online newsletter to provide updates on the progress of the CYRP key infrastructure projects (Attachments 1 – 4 to this submission).
Peninsula Development Road (PDR)

An important aspect of the PDR sealing projects is the fulfilment of three Key Result Areas (KRAs); Indigenous and Non-Indigenous Training and Upskilling (KRA 1); Implementation of the Indigenous Economic Opportunities Plan (KRA 2) and; Local Industry Participation (KRA 3). Prioritising Indigenous employment and training through the use of these KRAs, with incentivised contract payments, is a key focus of the PDR projects. Local Indigenous job seekers are, for the first time, carrying out road construction on the PDR while gaining certified on-the-job training.

Performance against the KRA’s is monitored throughout, and formally evaluated at the end, of each construction season. The 2015 and 2016 results are graphed below in Figures 1 and 2. The KRA 1 and KRA 2 targets have been well exceeded.

The 2017 KRAs have been informed by the findings of 2015 and 2016. The KRA program being applied to the 2017 PDR Contract Works has been designed to achieve outcomes that are an improvement on, or equal to, those achieved in the previous year. For the 2017 PDR projects, the percentage value of the incentive pools has been amended from being weighted equally. This sees KRA 1 and KRA 3 both weighted at 30 per cent and KRA 2 weighted at 40 per cent. These changes demonstrate the importance TMR is placing on KRA 2 to build Indigenous business capability on Cape York.

Cape Indigenous Mayors Alliance Community Works

The Cape Indigenous Mayors Alliance (CIMA) Community Works is a three year program which commenced in mid-2016. The program will deliver community works in eight Cape York communities: Aurukun, Kowanyama, Lockhart River, Mapoon, Napranum, Northern Peninsula Area, Pormpuraaw and Wujal Wujal. 63 direct jobs will be supported over the duration of the program.

For the CIMA Community Works, the Aboriginal Shire Councils have the responsibility for the planning, design, approvals, project management and construction of the projects. TMR personnel provide guidance and assistance where ever possible. Continuity of Council personnel involved in the projects is important and high staff turnover can be one of the challenges faced for the communities delivering works in remote locations.

This program is providing opportunities for local Indigenous contractors, suppliers and Aboriginal Shire Council staff to undertake works where they have the appropriate expertise. This includes opportunities for training and upgrading skills to improve and grow the capacity of Indigenous businesses.

Endeavour Valley Road

The CYRP includes $10 million for sealing works on the Endeavour Valley Road (EVR) leading to Hope Vale, over four years. TMR has signed a Memorandum of Understanding (MoU) with Hope Vale Aboriginal Shire Council (HVASC) for the provision of road construction and maintenance services to assist in the delivery of the project.

The ultimate goal of the EVR project is to encourage maximum involvement from the HVASC construction crew, upskilling in road construction and maintenance capability, and provide economic opportunities and associated social improvements to the Hope Vale community.
Achievements include:

- 11 Aboriginal and Torres Strait Islander workers, including four Aboriginal and Torres Strait Islander trainees, employed on the EVR project. This equates to 65% of the workforce.
- Six Aboriginal and Torres Strait Islander businesses contracted, with new local Aboriginal and Torres Strait Islander business partnerships established with TMR.
- HVASC and Aboriginal and Torres Strait Islander subcontractors have contributed to construction and sealing works, with sections independently undertaken by HVASC.
- HVASC staff received mentoring and training with TMR staff, obtaining nationally recognised competencies for different civil construction equipment and machinery.
- Over the course of the project, four trainees received on the job training and experience in road construction activities. They have subsequently found work on other CYRP projects.
- Two former HVASC staff members gained the skills and confidence to graduate from working for council, to working for themselves as small business owners and subcontracting to the HVASC.

Local Fare Scheme

The Local Fare Scheme is an airfare discount for return air travel administered through participating airlines and local councils from selected airports in Cape York and the Torres Strait. Local residents who have lived in the community for three or more years can receive a discount of up to $400 for return bookings when travelling from Cape York and Torres Strait to designated airports (as depicted in Figures 3 and 4).

The scheme aims to improve the standard of living in remote parts of far north Queensland by reducing the cost of air travel to and from selected airports for eligible residents. Through financial assistance, the scheme has allowed eligible residents to move around more frequently, enabling social and recreational benefits that in turn will help boost the local economy. The scheme has assisted in improving the standard of living of local residents by creating more affordable travel to access health, education and employment facilities.

![Figure 3: Cape York Routes](image)

![Figure 4: Torres Strait Routes](image)

The scheme has been developed to require minimal administration, enabling more funding for direct service delivery. However, the aviation services provided as part of the scheme are monitored, with regular discussions being held between airlines and local councils to maintain adequate service levels at all times to and from these communities. TMR has a local stakeholder manager based in FNQ, who has established ongoing communication between the department, airlines, councils and residents. These relationships have assisted TMR in understanding any ongoing issues and possible improvements to the scheme.
Current reporting requirements provide key information about the schemes performance and level of uptake, which demonstrate a strong measure of its success. Regular ongoing review provides two-way feedback in regard to how the scheme is performing, and in what ways the scheme or its stakeholders could improve services to the residents of each community. To date, the feedback received from local councils and residents has been positive in regards to how the scheme has benefitted these communities.

Other Passenger Transport Services

School Transport Assistance Scheme

The School Transport Assistance Scheme (STAS) is one of the largest assistance programs provided by the Queensland Government, providing support to approximately 150,000 (21%) school students in Queensland. STAS provides assistance to eligible students on rail, ferry and bus services towards the cost of travel to and from school. By contributing towards the costs of transporting students, STAS aims to help parents meet their legal obligation of ensuring their children attend school.

STAS eligibility criteria is based primarily on the distance between primary residence and closest school providing the required year level. As well as meeting general eligibility criteria (relating to school age, frequency of travel) applicants must meet the specific criteria that apply to the type of assistance sought. While STAS does not have any specific eligibility factors to Aboriginal and Torres Strait Islander communities, 14 STAS bus services operate across 11 remote and discrete Aboriginal and Torres Strait Islander communities (below at Table 3). School transport vehicle requirements specific to these communities extend useful asset life, and create a strong relationship between school attendance and dedicated transport provision.

Table 3: School Transport Assistance Scheme Bus Services

<table>
<thead>
<tr>
<th>Community</th>
<th>Transport Service Provided</th>
<th>Provider</th>
<th>Cost per annum (ex GST)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yarrabah</td>
<td>One (1) STAS contract for school bus transport services.</td>
<td>Council</td>
<td>$45,500</td>
</tr>
<tr>
<td>Yarrabah</td>
<td>One (1) STAS contract for school bus transport services.</td>
<td>Private Operator</td>
<td>$109,000</td>
</tr>
<tr>
<td>Napranum</td>
<td>Two (2) STAS contracts for school bus transport services.</td>
<td>Council</td>
<td>$156,300</td>
</tr>
<tr>
<td>Northern Peninsula Area (NPA)</td>
<td>Two (2) STAS contracts for school bus transport services.</td>
<td>NPA State College</td>
<td>$97,300</td>
</tr>
<tr>
<td>Murray Island</td>
<td>One (1) STAS contract for school bus transport services.</td>
<td>Tagai State College</td>
<td>$44,200</td>
</tr>
<tr>
<td>Hammond Island</td>
<td>One (1) STAS contract for ferry transport.</td>
<td>Private Operator</td>
<td>$120,500</td>
</tr>
<tr>
<td>Prince of Wales Is and Horn Is</td>
<td>One (1) STAS contract for ferry transport.</td>
<td>Private Operator</td>
<td>$194,400</td>
</tr>
<tr>
<td>Hammond Is, Prince of Wales Is and Horn Is</td>
<td>One (1) STAS contract for school bus transport.</td>
<td>Private Operator</td>
<td>$65,400</td>
</tr>
<tr>
<td>Hopevale</td>
<td>One (1) STAS school bus service</td>
<td>Private Operator</td>
<td>$95,500</td>
</tr>
<tr>
<td>Wujal Wujal</td>
<td>One (1) STAS school bus service</td>
<td>Private Operator</td>
<td>$55,600</td>
</tr>
<tr>
<td>Mossman Gorge</td>
<td>One (1) STAS school bus service</td>
<td>Private Operator</td>
<td>$71,000</td>
</tr>
<tr>
<td>Mapoon</td>
<td>One (1) STAS school bus service</td>
<td>Western Cape College per MOU</td>
<td>$45,000</td>
</tr>
</tbody>
</table>
Regulated Air Route – Gulf

TMR regulates and subsidises specific transport routes to ensure that regional and remote communities are able to access key services (including health and education) outside of their communities. In 2013, TMR undertook a review of long distance air, coach and rail services to investigate market conditions and service levels. Following this review, a competitive open tender process for new air and coach contracts took place, with new operator contracts commencing on 1 January 2015. Operated by Regional Express, the Gulf air route (Cairns – Normanton – Mornington Island – Burketown – Doomadgee – Mount Isa) services the remote Aboriginal and Torres Strait Islander communities of Mornington Island and Doomadgee. Residents are provided with a minimum of four return air services to the major transport hubs of Cairns and Mount Isa.

Ferry Services – North Queensland

TMR provides subsidisation, on varying levels, for two specific ferry routes to and from remote Aboriginal and Torres Strait Islander communities.

- A ferry service operates between Townsville and Palm Island with a 65km distance and 90 minutes duration. Operated by SeaLink, there are five services per week, with an additional free six services per annum at the discretion of the Palm Island Aboriginal Shire Council. The department fully subsidises this service.

- A ferry service operates between Seisia and Thursday Island with a 30km distance and 70 minutes duration. Operated by Poddells Thursday Island Tours, this service runs Monday to Saturday between June and September, and on Monday, Wednesday and Friday during October to May. The department provides a concession top-up to the operator of this service to ensure that concession fares are offered to passengers.

MYUMA – TMR Alliance

TMR developed a framework for Aboriginal and Torres Strait Islander development and job readiness which led to an alliance with Myuma Pty Ltd, a not-for-profit Indigenous training organisation. Since 2000, Myuma and TMR have worked in partnership on a number of road construction projects and alliances.

TMR has pioneered a successful model to advance the employability of Aboriginal and Torres Strait Islander peoples while improving and maintaining roads through alliance contracts with Myuma. The Myuma model is based on a guarantee of work to local Indigenous trading organisations, including the provision of services and as an alliance partner in construction projects.

Myuma conducts a diverse range of business and training operations on behalf of the Indjalandji-Dhirung People, the Aboriginal traditional owners of the Camooweal region in north-west Queensland. These operations include civil and general construction and the provision of plant and labour hire services to the mining and construction industries.

Communities in the region generally have unsealed roads, both local government and state-controlled. Unsealed roads are subject to closure/restrictions due to rain and flooding. These closures/restrictions can be long-term due to damage and hazards as a result of the rain and flooding. The state controlled roads are maintained through Road Maintenance Performance Contracts (RMPC). Local governments and organisations engaged under RMPC rely heavily on the contract to secure sustainable local employment opportunities, including Myuma Pty Ltd.

Myuma also delivers a biannual 13-week work readiness training course which provides trainees with certification in civil construction. TMR supports this prevocational training with an infrastructure works program to provide on the job training.

Roads and Transport Alliance – Aboriginal Shire Council Participation

Five Aboriginal Shire Councils hold membership status in Regional Roads and Transport Groups (RRTGs) under the Roads and Transport Alliance, for a five-year transitional period. Doomadgee, Kowanyama, Woorabinda, Wujal Wujal and Yarrabah Aboriginal Shire Councils, each receive an annual funding allocation to invest in local roads.

Over $560,000 is allocated annually between the five councils. This amount was determined as a starting point for the transitional period (2014-2019), and will be monitored over that time to ensure it is being well managed, sufficient to meet the councils' needs, and whether continued participation is desired by the councils.
These councils partner with other Queensland local governments in the RRTG to regionally prioritise and deliver improved road and transport infrastructure. They benefit from having decision-making authority over their allocated funding, operational support and mentoring from other councils in their RRTG, and opportunities to build capability through joint training initiatives.

Working together through the RRTG, council’s road and transport issues are considered in the context of regional transport planning and priorities, an important benefit, as the majority of primary access roads into these Aboriginal Shire Councils sit within a neighbouring council’s boundary.

**Cultural Heritage Services**

TMR is responsible for managing local, state and Commonwealth heritage within the road corridor. Cultural Heritage Officers from TMR are responsible for consulting with local communities, and building positive relationships to deliver strong outcomes for the protection of cultural heritage during road construction activities across the state.

Cultural Heritage Services to discrete and remote communities are only provided when and if legislation requires TMR to consult with Traditional Owners during transport infrastructure project delivery, which could be months or years apart in specific areas depending on the delivery needs. TMR frequently engages Aboriginal and Torres Strait Islander peoples from remote communities to deliver Cultural Heritage Services when departmental assets, including state controlled roads, in these communities are being worked on.

TMR works closely with the Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP), who administers the State’s Indigenous cultural heritage legislation. DATSIP is currently reviewing the guidelines that define how TMR engages with recognised Aboriginal and Torres Strait Islander cultural heritage parties for a specific area, which will in turn change how TMR governs cultural heritage services.

In 2016-17, TMR expanded its Heritage Preservation maintenance program to include Indigenous heritage sites within State controlled road reserves across Queensland, which will require engagement with Aboriginal and Torres Strait Islander peoples from discrete and remote communities and may provide a more continuous service for TMR.

**Community Road Safety Grants**

TMR offers funding to community groups and not-for-profit organisations for community initiatives that work to address local road safety issues, in support of the strategic objectives set out within the *Queensland Road Safety Strategy 2015-2021*.

The Community Road Safety Grant funding is provided for both projects and programs. Projects must be locally run for no longer than 12 months and aim to encourage community involvement in local road safety initiatives, and support the development and delivery of effective and innovative road safety projects. Programs are larger scale and can be delivered to multiple sites and run for up to three years. Programs are specifically funded for: Learner Driver Mentor Programs and Youth Road Safety Programs.

The Community Road Safety Grants initiative, through approved funding recipients, can help to address barriers in remote and discrete communities by:

- Boosting employment opportunities through obtaining a licence
- Creating safe driving role models within community
- Promoting safe and positive driving mindset
- Implementing culturally appropriate teaching strategies to ensure safe driving.

Currently, the sixth round of Community Road Safety Grants is accepting applications until midnight 26 May 2017. The total funding available for the 2017 Round is $800,000 (excluding, GST). Successful applicants are announced during Road Safety Week in August 2017.
Aboriginal and Torres Strait Islander Transport and Infrastructure Development Scheme

The Aboriginal and Torres Strait Islander (ATSI) Transport Infrastructure Development Scheme (TIDS) is a component of the state-wide TIDS funding program aimed at supporting the local transport infrastructure needs of regional, rural and remote communities throughout Queensland.

ATSI TIDS funding is used for the upgrade of transport infrastructure that improves primary access (road, air and sea) to Aboriginal and Torres Strait Islander communities. An annual state-wide funding allocation of $8.2 million across Queensland’s 34 communities is provided to improve access and transport infrastructure such as roads, aerodromes, barge ramps and jetties.

ATSI TIDS funding seeks to:

- improve transport access to Aboriginal and Torres Strait Islander communities
- support development in the regions (e.g. tourism, freight transport in and to remote areas).

TMR’s Far North District plays a role in capacity building for these regional councils and workforces by providing supervisory services to assist councils in delivery of the ATSI TIDS program. Across the state over 25% of the access roads to Aboriginal and Torres Strait Islander communities are now bitumen sealed.

Torres Strait Marine Safety Program

The Torres Strait Marine Safety Program (TSMSP) was introduced in July 2006 as a partnership with Maritime Safety Queensland (MSQ), Australian Maritime Safety Authority, the Torres Strait Regional Authority, Queensland Police Service and the National Maritime Safety Authority of Papua New Guinea. MSQ allocate an annual budget of $176,440 towards the TSMSP.

The TSMSP is primarily involved in the delivery of education and training, the provision of subsidised safety equipment and a number of other initiatives which aim to improve maritime safety in the region. The TSMSP has developed strategic partnerships with external and non-government organisations with a view to increasing efficiency through a reduction in duplication, shared use of resources and combined effort in delivery.

The program objectives are to reduce the number of incidents of lost seafarers in the Torres Strait, increase the chances of survival of lost seafarers, increase community and industry commitment to safety and achieve outcomes through partnerships with communities, industry and government agencies. In order to achieve this a number of strategies and tasks have been implemented:

1. **Boatsafe Education**: Provides island communities with the opportunity to attend a Boatsafe recreational marine driver licence course. This course is also delivered as part of the curriculum for year 10 students across the Torres Strait and Northern Peninsula Area.

2. **The Torres Strait Regional Authority Economic Development Program**: TSMSP Program supports the delivery of Commercial Licencing courses in the Torres Strait which form part of this program. The support from TSMSP also includes the completion of oral exams by a MSQ Marine Officer based on Thursday Island.

3. **Management of Grab Bag Scheme**: The safety grab bag operates as a loan scheme whereby safety grab bags are loaned out and returned to the custodian in a timely fashion for use by the next person. Grab bags contain lifejackets, Emergency Position Indicating Radio Beacon (EPIRB), flares, V-sheet, a torch and other safety equipment. The scheme aims to improve access to safety equipment for community members whilst travelling between islands.

4. **Management of an EPIRB Replacement Project**: This project offers discounted EPIRBs to Indigenous boating public to ensure boat operators have access to new technology and to assist them in remaining safe and compliant when on the water.

5. **Provision of a liaison point for TSMSP on communities**: Meetings between MSQ divisional managers, community representatives and industry leaders occurs during each island visit to discuss emerging boating safety issues.
6. **Reducing search and rescue events involving Papua New Guinea nationals:** This project involves working with the Papua New Guinea National Maritime Safety Authority to deliver boating safety education to those villages in Western Province which are subject of the Torres Strait Treaty.

7. **Noticeboard scheme:** This scheme supports the installation of noticeboards at boat ramps and/or appropriate sites across the Torres Strait Islands. The noticeboards will be installed, with appropriate boating safety information will be displayed.

8. **Maintenance of a media, marketing and communication strategy:** This program ensures an intensive, integrated safety campaign through radio and press advertising is maintained throughout the year. The advertising targets specific seasonal and cultural activities.

9. **Monitoring commercial vessels:** This project ensure that all commercial vessels operating in the Torres Strait and Northern Peninsula Area are monitored.
About the Cape York Region Package

The Cape York Region Package (CYRP) is a $260.5 million program of works jointly funded by the Australian and Queensland Governments to upgrade critical infrastructure on Cape York Peninsula.

The package consists of:
- A $200 million program of works to seal some priority gravel sections of the Peninsula Developmental Road (PDR).
- $50 million spent over four years for sealing works on the Endeavour Valley Road (EVR) through to Hope Vale.
- $50.5 million for priority Community Works identified by the Cape Indigenous Mayors Alliance (CIMA).

2016 in review

2016 saw the CYRP team deliver many successful project milestones, including:
- Completing Stages Three and Four of the EVR upgrade and starting work on a section of the final stage (Stage Five).
- Road upgrades in Indigenous communities. For the communities of Porcupine and Aurukun, this means improved travelling conditions on their access roads.
- Completing the last 10.1km of the 2015 PDR Mein Deviation (29km) project.
- Completing the 2016 PDR Musgrave (12km) and Little Laura to Fairview (5km) road sealing projects.
- Making progress on the 2016 PDR Coen South (22km) and Archer to Wolverton (33km) road sealing projects.

In 2016, an extra 35.5km of the PDR was sealed.

- Creating employment opportunities for local Indigenous and non-Indigenous workers, businesses, suppliers and training providers.
  - On 30 November 2016*:
    - 87 Indigenous people, including 35 New Entrant trainees were employed on the sealing and gravel production projects on the PDR. This equates to 27% of the workforce.
    - 18 Indigenous businesses/joint ventures were working on or sub-contracted to the PDR projects.

*These figures represent a point in time and varies depending on the work that took place and the stage of the projects.
At work on the PDR in 2016

An average of 180 direct jobs are being supported over the life of the four 2016 PDR projects. On 24 October 2016, Indigenous Trainees working on the Coen South PDR sealing project were issued with log books to record hours spent operating various pieces of equipment. This is an important step towards gaining their Certificate III in Civil Construction.

Trainee Grant McIvor proudly displays his log book at the Coen South project, 24 October 2016.

EVR delivers Indigenous opportunities

The $10 million EVR sealing works are being delivered by Hope Vale Aboriginal Shire Council and Transport and Main Roads' construction arm, RoadTek. An average nine direct jobs are being supported over the life of the project.

The work provides safer, all-weather access to regional centres, economic development and education and training opportunities.

"I think the success of the project isn't just in the road. It's all about changing things for the better - the road, the relationships between people, improvements in skills and job opportunities," said RoadTek Workplace Trainer Bradley Hogan.

Safety reminder: Driving to conditions on the PDR

Every year on the PDR incidents and crashes happen because people do not drive to conditions. Safety is Transport and Main Roads’ top priority, and we encourage all road users to review the Driving the Peninsula Developmental Road fact sheet before beginning their journey on the PDR.

The fact sheet is available on our website at www.tmr.qld.gov.au and search 'Cape York Region Package Peninsula Developmental Road'. For traffic and travel information, we also encourage road users to visit qldtraffic.qld.gov.au.

Further information

Cape York Region Package

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Website: www.tmr.qld.gov.au  Post: PO Box 6185, Cairns  Qld  4870

* Free call from anywhere in Australia, call charges apply for mobile phones and payphones. Check with your service provider for call costs.

Aurukun Community Works update

Aurukun is located on the north-west coast of Cape York, 175km by road south of Weipa.

Aurukun is one of the larger communities of the Cape with a population of approximately 1,200.

The Shire of Aurukun includes much of the traditional country of the Wujal Wujal, Wik Wik and Agta people.

The length of the Aurukun Road from the Peninsula Developmental Road turnoff through to the Aurukun community is 106.3km.

Access to the community can be affected during November – April each year by the effects of the wet season.

Funding has been allocated from the CIMA Works program for roadworks on the Aurukun Road.

Prior to the start of this project, sealed sections of the road totalled 34.2km.

The CYRP-funded project is being delivered by Aurukun Shire Council. The aim of the project is to seal the highest priority sections. Some improvements are also being made to the road's geometry and drainage.

In September 2016, 8.8km of the Aurukun Road was sealed. This brings the total amount of seal to 43.0km (approximately 50% per cent of the road). A further 6.3km is planned to be sealed in November 2016, weather permitting.

The photos show what a difference a few months can make for the people of Aurukun.

Further information

For Cape York Region Package updates and enquiries:

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About the Cape Indigenous Mayors Alliance (CIMA) Works

The Cape Indigenous Mayors Alliance (CIMA) Works are a $500 million program of works.

CIMA Works are part of the five-year, $260.5 million Cape York Region Package being funded by the Australian and Queensland Governments on an 80:20 basis.

Work on the three year CIMA Works program started in mid-2016. A total of 63 direct jobs will be supported over the duration of the project.

The program will deliver community works in eight Cape York communities: Aurukun, Kowanyama, Lockhart River, Mapoon, Hapun, Northern Peninsula Area, Pormpuraaw and Wujal Wujal.

This is the first newsletter to focus on the CIMA Works. It features the projects being delivered in Pormpuraaw and Aurukun.

Future editions will feature works in other communities.

A fact sheet about the CYRP Community Works is available via:

Australian Government

Queensland Government
**Pormpuraaw Community Works**

Pormpuraaw is located on the west coast of Cape York, about 580km south west of Weipa.

It is the home of the Thayanyone, Wik, Bakain and Yarrunt people.

The Strathgordon Road is 215.9km in length from the Peninsula Developmental Road turnoff through to the Pormpuraaw community. Some 156.4km of the road is sealed.

Access to the community is affected during November – April each year by the effects of the wet season.

Funding from the Cape Indigenous Mayors Alliance (CIMA) Works program is being used to upgrade Strathgordon Road.

The work is being carried out by Pormpuraaw Aboriginal Shire Council (PASC).

The project involves raising the level of the road, where required. New concrete floodways and culverts are being installed in five locations.

This project will assist in reducing the effects of the wet season on the road. This is important for the Pormpuraaw community, who rely on the road to access regional centres, and much needed supplies.

The work is expected to be finished in December 2016, weather permitting.

The Pormpuraaw work crew are playing a key part in the successful delivery of this project. More than 10 people working on the road crew are Indigenous participants and locals.

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**Ralph Kendall Senior**

Ralph Kendall Senior was born in Pormpuraaw. He can remember when Strathgordon Road was a two-wheeled dirt track.

This year marks the 21st consecutive dry season that Ralph has worked with the PASC road crew.

Ralph is competent in operating a range of equipment. This includes the grader, backhoe, roller, loader, slab roller, excavator and water truck.

He achieved these competences through on-site training with the Department of Transport and Main Roads’ former Remote Communities Services Unit.

During the wet season Ralph works for the PASC. He is the first on board to carry out the initial steps to re-open the road.

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**Antonio Holroyd**

Twenty-six year old Antonio Holroyd has always pursued regular employment in Pormpuraaw.

Previously, Antonio worked on the Community Development Employment Projects (Jobfind) program.

In 2015, Antonio started work with the PASC road crew, paving the streets.

While working with the pavers and concrete this year (2016), Antonio has obtained on-the-job skills in safely laying pavers, formwork, basic surveying, concreting, slab rolling, measurement and calculations, and traffic signage installation.
Cape Indigenous Mayors Alliance program update

A package of priority community infrastructure works were identified by the Cape Indigenous Mayors Alliance (CIMA), which represents the following Local Indigenous and Council Authorities: Aurukun, Kowanyama, Lockhart River, Magpan, Napranum, Northern Peninsula Area, Wujal Wujal, and Pormpuraaw.

In determining priorities for their communities, the CIMA considered each project’s economic impact, creation of training and employment opportunities, impact on social well-being of the community and cultural significance.

Planning and design work will start on some projects in all eight communities this year. Works began in Napranum on 3 June 2016 with the installation of drains.

Further information on the CIMA works, including a fact sheet, is available on www.tmq.qld.gov.au.

2016 projects on the PDR

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<th>Project name</th>
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<td>Musgrave</td>
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<td>Caun South</td>
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2017 projects on the PDR

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<td>5.1</td>
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<td>South of Duck Holes Creek</td>
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2018 projects on the PDR

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<tr>
<td>Pecanooon Black Soil</td>
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<tr>
<td>Fairview to Kennedy (Farview West) Part A</td>
<td>6.5</td>
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Further Information

Cape York Region Package
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Website: www.tmq.qld.gov.au
Further Information

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Message from the Director-General

On 2 June 2016, I was pleased to receive the 2016 Reconciliation Partnership Award for the Peninsula Development Road (PDR) Priority Agreement on behalf of Transport and Main Roads.

The nature of our work means we have a significant footprint in regional and remote Queensland, and a unique opportunity to influence economic and employment prospects of Indigenous communities.

The PDR Priority Agreement is an example where, in partnership with Indigenous communities and businesses, we are making real and lasting differences to the lives of Indigenous Queenslanders and their families, and to the region as a whole.

Often when you think of Reconciliation, your mind turns to high level policy and concepts far removed from the dirt and dust of country.

At Transport and Main Roads, we believe in a slightly more practical approach. Our work may not be high grade, but it is where the rubber hits the road when it comes to tangible and lasting benefits.

The PDR is a brilliant example. The $250 million project, jointly funded by the Australian and Queensland Governments, is transforming the economy of the Cape by improving travelling conditions and reducing the closure time due to the effects of the wet season.

Of course, the thing with roads, particularly in Queensland’s north, is they need to be maintained, and the skills and training provided in this project will offer long-term employment opportunities and security.

In writing about the project in the Australian newspaper, Michael McKenna described the project as the use of nation-building project of a century ago

I am incredibly proud of the work Transport and Main Roads does in improving the economic and employment opportunities for Indigenous Queenslanders, and I would like to acknowledge the work of our community partners Cape York Land Council and Telecom Queensland in making this project such a success.

Neil Scales OBE
Director-General
Department of Transport and Main Roads

Queensland Government

Australian Government

Building Our Future
Endeavour Valley Road update
Road and Transport Minister Shane Culligan (RMS) officers have commenced a third year of road construction works on the Endeavour Valley Road (EVR).
Work resumed on 18 April 2016 with a project to upgrade and seal a 1.5km section of the road between Endeavour Falls and Pmai Maw Gully. Between sealing of this section of road is scheduled to take place in June 2016, weather permitting.
Work is scheduled to start in July 2016 on the sealing of a 2.5km section between Old Daly Road and Ryder Road.
In 2015, a further project to seal a 3.5km section of the EVR, between Ryder Road and Endeavour Falls, is programmed for early subject to funding.
In September 2015, Transport and Main Roads signed a Memorandum of Understanding (MOU) with the RMS for the provision of road construction and maintenance services to enable the delivery of a four-year sealing project on the EVR.

Cape York Region Package briefings hit the road
Stage two of the tender process (Shortlisted Applicants invited to Tenders) for the 2016 Cape South and Archer to Waluambie projects commenced on 1 June 2016. Industry briefings for prequalified contractors took place in Coen, Weipa and Cairns from 16-17 May 2016. These briefings allowed Transport and Main Roads to explain the tender processes and answer questions.

Community briefings for interested members of the public and local businesses, took place in Coen and Weipa from 20-21 May 2016. The opportunity for potential sub-contractors to meet with the shortlisted applicants for the Cape South and Archer to Walumambie projects took place in Coen and Weipa on 21 June 2016. If you were unable to attend the meetings and/or would like to know more about the CPRS, please visit Transport and Main Roads’ website at www.qmot.gov.au/Projects/Name/Cape-York-Region-Package-Penny-Ruts-Developmental-Road.

Information recently uploaded under ‘Latest News’ includes:
- 2016 Tender Processes Fact Sheet
- Prequalifications Level Fact Sheet
- 2016 Key Results Areas Fact Sheet
- CIM Fact Sheet
- Cape York Region Package Update PowerPoint Presentation

Mein Deviation sealing nears completion
In 2015, 18.9km of the 29km Mein Deviation project was sealed. Work was suspended in January 2016 due to the effects of the wet season. Work resumed on 2 May 2016 with the project expected to reach completion in early July 2016, weather permitting.

Indigenous trainees Tyron Noive and Linda Jaraw (16R) have returned to the Mein Deviation project in 2016 for further on-the-job training.

2016 Cape South project
The Cape South pave and seal project is the largest project being delivered on the PNR this year. In 2015, 32 Indigenous trainees worked on the PNR, and 36 local businesses, 15 of which were Indigenous owned, were employed to help deliver the projects. A continuing site in 2016 is to provide economic opportunities to local industry, including Indigenous owned businesses, as well as training and employment opportunities for Indigenous people.

Coen is located 252km south of Weipa and 856km north of Cairns. The Cape South project extends 98km south from Coen. At project completion, there will be a 32km long sealed section of the road. The rehabilitation of six (16) culverts will improve drainage. Understandably, this project is highly anticipated by regular road users, including Coen residents and transport operators.

Transport and Main Roads currently expects to announce the successful tenderer for the Cape South project in August 2016. Work is anticipated to begin in early September 2016.

The PNR extends for 1400km between Lakefield and Weipa. It is the main transport link within Cape York Peninsula and to the rest of the Australian mainland.

Cultural Heritage Survey Officer finds family relic during PDR sealing works
During a heritage survey for the Main Deviation Project, an Aboriginal elder in Cape York had never imagined that a sacred tree from her childhood, ‘Patricia Clement’ - a Traditional Owner and community elder of the Coen area in Cape York - would be engaged by Transport and Main Roads to carry out a heritage survey north of the Oyster Thumbaung National Park.

The survey was in conjunction with local travel and water supply investigations for road construction associated with sealing works on a section of the PDR known as ‘Sawaya’s Hole.’

In the 1960’s when Mrs Clement was a child, her father would take her and her siblings hunting and fishing in the area. Mrs Clement said she came across the tree that was cut by her Father for the ‘bagging’ - or native honey - rooms.

"As soon as I saw the tree I got a strange feeling and I knew straight away it was my father’s tree. I felt as if my father was there with me saying, ‘Do you remember this tree?’ Mrs Clement said.

Transport and Main Roads has registered the tree as an artefact and will protect it in its existing location.

"It’s where I was and my children and my grandchildren’s children will see it. It’s been there for the last 50 years and it’s still standing strong so I am glad it can be on another 50 years" Mrs Clement.

District Decorum (Mr Bruce) Sandro Burke said he was committed to ensuring the project is being delivered on the PNR is respectful of, and compliant with, cultural heritage obligations. This is being assisted through the implementation of a Cultural Heritage Protection Agreement which was developed in consultation with Traditional Owners in 2005. It includes a focus remit for a cultural heritage survey of a ‘Dwellings Footprint’ to be carried out.

"Patria’s discovery is an example of the benefits of using local Traditional Owners to conduct our heritage surveys. In addition to the huge benefits of better road access, we are focused on providing local social and economic opportunities throughout the construction phase of the Cape York Region Package," Mr Burke said.
Message from the Director-General

In the November 2015 newsletter, I mentioned how there was a rise of road construction activity taking place, with work underway on four sealing projects on the PDR.

I am very pleased to advise that work has progressed significantly since my visit to these sites.

Construction on the Souters Hill, South of Morehead River and South of Hann River projects is complete. Some 58 km of the 29 km Main Deviation project has also been sealed.

Sealing at Main Deviation on the Peninsula Developmental Road

In the first quarter of 2016, information will be released about new opportunities for tenderers and sub-contract work for forthcoming works in 2016–17 for the CYRP. Industry briefings will be held at key locations along the PDR, and in Cairns and Weipa.

In the New Year, we also look forward to being able to announce more information about projects and opportunities in the $20.5 million Cape Indigenous Mayors’ Alliance community works.

As the wet season approaches, I ask you to remember “If it’s footed, forget it.” No matter what vehicle you are driving.

In early 2016, the department will be distributing ‘Drive to Conditions’ material, specifically tailored to driving on gravel roads.

I wish you and your extended families a safe and happy Christmas, and look forward to providing you with further updates about the CYRP in 2016.

Neil Scales
Director-General
Department of Transport and Main Roads

Further Information
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About the package
The Cape York Region Package (CYRP) is a $20.5 million program of works jointly funded by the Australian Government (85%) and Queensland Government (15%) to upgrade critical infrastructure on the Cape York Peninsula.

The package consists of:
• $20.0 million program of works to progressively and priority sections of the Peninsula Developmental Road (PDR)
• $10.5 million or over four years for sealing works on the Endeavour Valley Road through to Hope Vale
• $5.5 million for priority community infrastructure works identified by the Cape Indigenous Mayors’ Alliance.

Status of 2015 works
Transport and Main Roads has made great progress since the November 2015 newsletter.

On the PDR we have:
• completed sealing South of Hann River (7.5 km)
• completed sealing at Souters Hill (north of Corn Airport) (5.2 km)
• completed sealing South of Morehead River (4.1 km)
• completed sealing of 12.7 km of the 29 km Main Deviation project (north of the Archer River)
• completed construction of 24 water storage structures, in support of the works being delivered in 2016.

On the Endeavour Valley Road (EV) we have:
• completed sealing of a 3.6 km section, between Paw Paw Gully and Williams Creek
• carried out pre-construction activities for a 1.5 km section, between Endeavour Falls and Paw Paw Gully, which will be upgraded and sealed in 2016.

Neil Scales
Director-General
Department of Transport and Main Roads

Ben Ambrose standing on the newly sealed section of the Endeavour Valley Road

“...the last been a great pleasure between Palnisk and Hope Vale Aboriginal Shire Council. We’ve been working together to get a sealed road between these two communities. It’s been a great process.”

Ben Ambrose, Project Systems Representative of the Emu Park Valley Road project for RoadLink.

This has been a joint venture between Palnisk and Hope Vale Aboriginal Shire Council. We’ve been working together to get a sealed road between these two communities. It’s been a great process.

Ben Ambrose, Project Systems Representative of the Emu Park Valley Road project for RoadLink.
Local perspectives

Royce Mulley is the General Manager and the Manager of the Exchange Hotel.

This iconic hotel has a 120-year history and is the hub of Coen, located in the centre of the Cape York region.

"The bitumen is the best thing. It’s going to give us full year round trade. You can trade for seven months, sometimes six months depending on how the wind is," Mr Mulley said.

"The limited access on the road makes it very difficult to get our pineapples down to a level that’s affordable for people."

Mr Mulley noted how the high-level bridge built south of Laura and opened in late 2002 has made a difference.

"That really improved everything a great deal because it was a hard one to get across."

"The bitumen is the best thing..."  
Royce Mulley

"I think it will be easier for me to get work now..."

Tristen Bowie

"One day my kids can look at me and be proud of what I do..."

Patrick Spratt

19-year-old Tristen Bowie from Waipa is currently completing his Certificate III in Civil Construction at Melethi Mauki on the PDR.

"It’s different being a woman out here. I’ve had a lot of feedback from some of the workers; they reckon it’s good to see a woman doing civil," says Miss Bowie.

Workers at the Melethi Mauki road construction work 12-hour days, three weeks on and one week off.

Miss Bowie has been on the project from the beginning. She says learning to operate the loader has been the biggest challenge so far but she enjoys all aspects of the job, and the people on it.

Miss Bowie has completed all the theory for her certification and will finish the practical work over the next few months.

She is optimistic about the future. "I think it will be easier for me to get work now, especially with this certificate."

"Hopefully with the experience I’ve gained from working on this project I can get into the workforce, or maybe a couple of other projects on the PDR."

Patrick Spratt is from Coen and is the father of three young children. He has two boys and one girl.

Patrick recently started work with RoadTek on the final stages of the Borona Hill sealing project.

Mr Spratt hopes to secure more work next year.

"I hope to develop more skills on the roller, excavator and skid steer. Something to be proud of."

"My main priority is to put my kids on the right track for the future, for them to have a good education."

"One day, they can look at me and be proud of what I do and, hopefully, follow in my footsteps."

As a Coen local, Mr Spratt sees the benefit in extending the PDR seal. His partner’s family lives in Charters Towers.

"Once it’s sealed it will be easier for me and my family to travel both ways."

Estelle, Emma, David, Michael, Halley, Jasmin and Clarence of Hope Vale recently penned a letter of thanks to RoadTek’s long-serving employee, Arthur Yates, also known as ‘Uncle Arthur’.

"Dear Uncle Arthur, I would like to thank you for giving us the opportunity of being part of the upgrading of the Hope and Morehead Road.

It was an experience of a lifetime for us to see how much work goes into roads.

Also to TJD’s (Traditional Owners) to come back to country which we hold close to our hearts as work and see progress that will benefit all of the Cape.

Thank you again from the Kuku Thynan Monitor."

"It was an experience of a life time for us..."  
Kuku Thynan Monitor

Kuku Thynan Monitor