

# About the 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 the Cape York Peninsula.

The package consists of:

- \$200 million program of works to seal some priority gravel sections of the PDR
- \$10 million over four years for sealing works on the EVR through to Hope Vale
- \$50.5 million for priority community infrastructure identified by the Cape Indigenous Mayors Alliance (CIMA).

By the end of 2015, through the CYRP:

- 68.4km of the PDR has been sealed
- 2.4km of the EVR has been sealed.

In 2016:

- 61.7km of the PDR is programmed to be sealed. This includes the final 10.1km of the 29km Mein Deviation project
- 5.4km of the EVR is programmed to be sealed
- Planning and design work will get underway on various CIMA projects
- Planning and design work for the remaining PDR projects will also be progressed.

The balance of funding for the CYRP program of works was announced by the Australian and Queensland Governments on 8 May 2016. This funding will allow for further upgrading of roads and other critical infrastructure on the Cape York Peninsula, including:

- Seven pave and seal projects totalling 43.4km on the PDR for delivery in 2017 and 2018 (for more information see the table on this page)
- Two upgrade projects totalling 8.4km on the EVR for delivery commencing in the second half of 2016 and ending in 2017
- CIMA works in eight Local Indigenous and Council Authorities.

## Further Information

Cape York Region Package

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

## 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, Mapoon, Napranum, Northern Peninsula Area, Wujal Wujal and Pormpuraaw.

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

Planning and design will start on some projects in all eight communities this year. Works began in Pormpuraaw on 5 June 2016 with the installation of detours.

Further information on the CIMA works, including a fact sheet, is available on [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au).

### 2016 projects on the PDR

| Project name             | Km  |
|--------------------------|-----|
| Little Laura to Fairview | 4.6 |
| Musgrave                 | 12  |
| Coen South               | 22  |
| Archer to Wolverton      | 13  |

### 2017 projects on the PDR

| Project name                     | Km  |
|----------------------------------|-----|
| Laura Racecourse to Little Laura | 8.8 |
| Rio Boundary and Suicide Bend    | 9.2 |
| 10 Mile Creek                    | 1.8 |
| South of Duck Holes Creek        | 4.5 |

### 2018 projects on the PDR

| Project name                                 | Km  |
|--|-----|
| Telecom Tower to Archer River                | 6.7 |
| Piccaninny Black Soil                        | 5.5 |
| Fairview to Kennedy (Fairview West) - Part A | 6.9 |

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## Cape York Region Package:

- Peninsula Developmental Road Progressively Extend the Seal
- Endeavour Valley Road Upgrade to Seal
- Cape Indigenous Mayors Alliance Community Works program update

Newsletter  
June 2016



Honourable Curtis Pitt MP, Treasurer, Minister for Aboriginal and Torres Strait Islander Partnerships, Minister for Sport; Dion Creek; Estelle Bowen; Crystal Murray; Neil Scales OBE, Director-General, Transport and Main Roads; Miles Vass; Mia Hampton, Indigenous Mentoring and Compliance Coordinator at QGC.

### Message from the Director-General

On 2 June 2016, I was honoured to receive the 2016 Reconciliation Partnership Award for the Peninsula Developmental 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 a real and lasting difference to the lives of Indigenous Queenslanders and their families, and 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 brow, but it is where the rubber hits the road when it comes to tangible and lasting benefits.

The PDR is a brilliant example. The \$200 million project, jointly funded



In 2015:  
\* 22 Indigenous trainees were employed on the Peninsula Developmental Road  
\* 15 Indigenous businesses gained work through the projects. That is almost 25 percent of the contract work  
\* More than 80 Indigenous workers were employed on the projects (at the peak of construction).

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 on 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 sort 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 relevant Traditional Owners in making this project such a success.

Neil Scales OBE  
Director-General

Department of Transport and Main Roads



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## Endeavour Valley Road update

RoadTek and Hope Vale Aboriginal Shire Council (HVASC) 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 900m section of the road between Endeavour Falls and Paw Paw Gully. Bitumen 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 4.5km section between Old Dairy Road and Ryder Road.

In 2017, a further project to seal a 3.9km section of the EVR, between Ryder Road and Endeavour Falls, is programmed for delivery subject to funding.

In September 2014, Transport and Main Roads signed a Memorandum of Understanding (MoU) with the HVASC for the provision of road construction and maintenance services to assist in the delivery of a four year sealing project on the EVR.



Coen South stretch of road.

## 2016 Coen South project

The Coen South pave and seal project is the largest project being delivered on the PDR this year. In 2015, 22 Indigenous trainees worked on the PDR, and 39 local businesses, 15 of which were Indigenous-owned, were employed to help deliver the projects. A continuing aim 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 258km south of Weipa and 556km north of Cairns. The Coen South project extends 22km south from Coen. At project completion, there will be a 51.7km long sealed section of the road. The rehabilitation of six (6) 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 Coen South project in August 2016. Work is anticipated to begin in early September 2016.

The PDR extends for 570km between Lakeland 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 Mein Deviation Project, an Aboriginal elder in Cape York had an unexpected find - a scar tree from her childhood. Patricia Clarmont - a Traditional Owner and community elder of the Coen area in Cape York - was engaged by Transport and Main Roads to carry out a heritage survey north of the Oyala Thumotang National Park.

The survey was in conjunction with local gravel and water supply investigations for road construction associated with sealing works on a section of the PDR known as Sourayas Hill.

In the 1960's when Mrs Clarmont was a child, her father would take her and her siblings hunting and fishing in the area. Mrs Clarmont said she came across the tree which was cut by her father for the sugarbag - or native honey - inside.

"As soon as I saw the tree I got a strong 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 Clarmont said.

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

"It stays where it is 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. I reckon it can do another 50 years," says Mrs Clarmont.

District Director (Far North), Sandra Burke said she was committed to ensuring the projects being delivered on the PDR are 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 2015. It includes a requirement for a cultural heritage survey of a 'Disturbance Footprint' to be carried out.

"Patricia'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," Ms Burke said.



Patricia Clarmont and her husband James Clarmont with her father's scar tree located north of Oyala Thumotang National Park.

## Cape York Region Package briefings hit the road

Stage two of the tender process (Shortlisted Applicants Invited to Tender) for the 2016 Coen South and Archer to Wolverson projects commenced on 8 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 30 - 31 May 2016. The opportunity for potential sub-contractors to meet with the shortlisted applicants for the Coen South and Archer to Wolverson projects took place in Coen and Weipa on 14 June 2016. If you were unable to attend the meetings and / or would like to know more about the CYRP, please visit Transport and Main Roads' website at [www.tmr.qld.gov.au/Projects/Name/C/Cape-York-Region-Package-Peninsula-Developmental-Road](http://www.tmr.qld.gov.au/Projects/Name/C/Cape-York-Region-Package-Peninsula-Developmental-Road). Information recently uploaded under 'Latest News' includes:

- 2016 Tender Processes Fact Sheet
- Prequalifications Level Fact Sheet
- 2016 Key Result Areas Fact Sheet
- CIMA Fact Sheet
- Cape York Region Package Update PowerPoint Presentation.



Sandra Burke, District Director (Far North) and Peter Agar, Cape York Region Package Program Director, presenting the Transport and Main Roads' Industry Briefing in Cairns, 17 May 2016.

## 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 Tristin Bowie and Linda Jawai (left) have returned to the Mein Deviation project in 2016 for further on-the-job training.