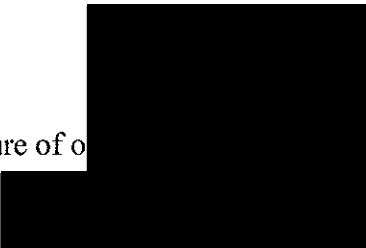


<i>Name of Witness</i>	Graham William WODE
<i>Date of Birth</i>	██████████
<i>Address and contact details</i>	████ Hoffman Street, Granville, Maryborough ██████████
<i>Occupation</i>	Retired (Ex-police Officer)
<i>Officer taking statement</i>	Det Insp Mark Ainsworth
<i>Date taken</i>	5/9/2011

Graham William WODE states;

1. I am a retired police officer with in excess of 33 years service with the Queensland Police Service. During my service in the Queensland Police I was stationed at Tiaro and Maryborough Police Stations for various periods of time where I obtained a fair deal of experience in dealing with flood related situations.
2. I reside at █████ Hoffman Street, Maryborough which is a residence that has been in my family since 1951. This property was not subject to any flooding during the December, 2010 and January, 2011 flood events.
3. I recall the floods that affected Maryborough in January, 2011. From the morning of 8th January, 2011 up to the evening of 14th January, 2011 I was confined to the area of Granville due to the closure of the Granville Bridge caused by flooding. The Granville Bridge crosses the Mary River and provides access for the residents of Granville and other suburbs into the Maryborough Central Business District (CBD).

Witness Signature..... Signature of o
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4. The Granville Bridge is located on Tiger Street and runs in a south west direction to Kent Street, Maryborough. Kent Street is one of the major thoroughfares leading into the Maryborough CBD. As Tiger Street crosses over Kent Street it leads up to Mary Street which is another major thoroughfare leading into the CBD. The Granville Bridge was constructed and officially opened in 1926. It was formerly a draw bridge which had the ability to rise up in the middle to allow marine vessels traverse under the bridge along the Mary River. The draw bridge section ceased operation many years ago, however there is still a raised section of road on the bridge.

I now produce photographs of the Granville Bridge (Annexure A).

5. The section of Tiger Street between Kent and Mary Streets sits very low and in times of flood does not allow access to or from Mary Street. I have written to the Fraser Coast Regional Council on several occasions suggesting that the existing road level over the dip in Tiger Street be raised to bring it up to a height which would not flood. This could be done utilising open box culverts or similar with minimum earthworks disturbance to the existing land contour. The dip in Tiger Street is met by a drain the captures stormwater from residences and businesses located to the south of Maryborough. After the 2011 floods a small bus depot adjoining the drain suffered flooding to their property. As a result they raised the level of a wall running along the top edge of the drain in an attempt to prevent flooding to their property.

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I now produce a series of photographs of Tiger Street between Mary and Kent Streets depicting the dip in this section of road.

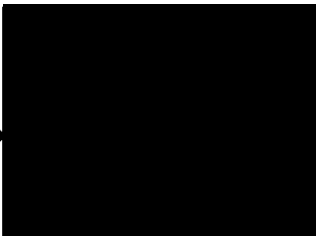
I now produce photos of this drain and wall. (Annexure B.)

6. Kent Street between Guava and March Streets were also affected by flooding causing Kent Street to be closed. With Tiger Street and Kent Street closed access to the CBD was effectively closed off thus affecting residents of Granville accessing some essential services.

7. Guava Street was also subject to flooding and adjoins Downer EDI Rail. On the corner of Kent and Guava Streets, there is a storage yard that houses a quantity of heavy steel railway fittings on one side and the other side is the rail siding for service of rail cars and engines. Further up Guava Street at the intersection with Alice Street is a large industrial shed that houses further Downer EDI activities. Leading from this shed is a large stormwater pipe that filters stormwater directly onto Guava Street. This contributes to the flooding of Guava Street.

I now produce photographs of this storm water pipe. (Annexure C).

8. To the south of Guava Street is a large catchment area that in time of flood carries water to Guava Street also contributing to the flooding of Guava Street.



I am aware that the combination of water from this catchment and the stormwater from Downer Edi contributed to a number of shipping containers being washed away from their storage yard in the direction of the Maryborough Marina.

9. Even though I was not personally affected by the flooding, I consider as a long term resident of the Maryborough area I have a good knowledge of improvements that could be made to prevent flooding in the area. As a result of the announcement of the Floods Commission of Inquiry, I submitted a detailed submission to the Commission outlining recommendations I have with regards to preparedness and planning to protect infrastructure in times of future flooding events.

I now produce a copy of my submission to the Qld Floods Commission of Inquiry. (Annexure D)

10. One other important factor I consider needs enhancing is the method of warnings to the community. Warnings were almost non-existent. I do not possess a computer so I could not monitor BOM sites. I, like many other members of the community relied upon radio and television warnings. I also consider that we need to revert back to manual readings of flood levels which allow for more accuracy. Some of these matters are contained in my submission.

Witness Signature..... Signature of
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G. W. WODE

Justices Act 1886

I acknowledge by virtue of section 110A(5)(c)(ii) of the Justices Act 1886 that:

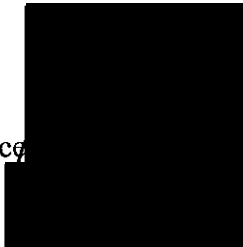
- (1) This written statement by me dated ... 5/9/2011 ... and contained in the pages numbered 1 to 5 ... is true to the best of my knowledge and belief; and
- (2) I make this statement knowing that, if it were admitted as evidence, I may be liable to prosecution for stating in it anything that I know is false.



Signature

Signed at MARYBOROUGH this 29th day of SEPTEMBER 2011

Witness Signature..... Signature of officer
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