



LATE ITEMS AGENDA

Friday 14 June 2019
commencing at 9:30am
Quilpie Shire Council Boardroom
50 Brolga Street Quilpie

Ordinary Meeting of Council

10 June 2019

The Mayor and Council Members
Quilpie Shire Council
QUILPIE QLD 4480

Dear Members

Reference is hereby made to the Ordinary Meeting of the Quilpie Shire Council scheduled to be held at the Council Chambers, on **Friday, 14 June 2019**, commencing at **9:30am**.

An agenda for the Ordinary Meeting was forwarded to all Members on 7 June 2019. In addition to the agenda, please find attached a summary of "Late Items".

Yours faithfully

Dave Burges
Chief Executive Officer





ORDINARY MEETING OF COUNCIL AGENDA

Friday 14 June 2019
Quilpie Shire Council Boardroom

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17 LATE ITEMS

17.1 (06/19) – Eromanga District Community Association Inc

IX: 180373

Author: Chief Executive Officer, Dave Burges

PURPOSE:

The purpose of this report is for Council to consider a letter from the Eromanga District Community Association (EDCA) expressing their dissatisfaction with Council.

POLICY/LEGISLATION:

Not applicable

CORPORATE PLAN:

Not applicable

RECOMMENDATION:

For discussion.

BACKGROUND:

Not applicable

DISCUSSION:

By email of 05 June 2019, EDCA Secretary Kimberly Smith has forwarded a letter from the Association on behalf of the Eromanga community.

A copy of the letter is provided as **Attachment A**.

FINANCIAL:

Not applicable

CONSULTATION:

Not applicable

ATTACHMENTS:

Attachment A: Inwards correspondence



Eromanga District Community Association Inc.

18 Deacon Street

Eromanga Q 4480

Dear Quilpie Shire Councillors

Quilpie Shire Chambers,

Quilpie,

QLD 4480

This letter has been written on behalf of the Eromanga community with suggestions from the community itself.

On Monday the 27th of May, a large number of the Eromanga Community gathered at the Royal Hotel to discuss Quilpie Shire Councils proposal for moving the Eromanga Natural History Museum to Quilpie.

The position of the Eromanga Community was unanimous for keeping the Museum within Eromanga.

It was felt that there was very little consideration for our community.

One of your arguments was that Eromanga's utilities and resources are not developed enough to support such growth. Eromanga agrees! These are arguments we have brought up and continue to bring up with council. We are yet to have significant upgrades and have little council support in helping our town grow with the museum developments. Developing the Eromanga community not only supports the Eromanga businesses but also opens up future business opportunities, not only in Eromanga but in Quilpie as well. We continually get the comment from senior Council employees that there just aren't enough people to justify spending any money here. If our town looks like the dump, we certainly aren't going to attract any new people to want to come live here, especially with limited and aged facilities.

We are all finding it really hard to understand how Quilpie Shire Council find it unnecessary to spend money in the outlying towns, when the majority of the money that the council makes from rates is coming from the Eromanga district. The community is well aware of the astronomical amounts that the farmers and the oil industry pay per annum to the Quilpie Shire Council, yet, to drive down the main street of Eromanga, we don't even have Curb and guttering.

Not only does the community feel as though we are lesser to those in Quilpie (and this is not a new feeling) the complete disregard for our views and what we want was somehow conveniently forgotten in this process.

It was suggested in the meeting, that Quilpie Shire council have behaved like the QLD labour Government, making investments only in metropolitan and non-rural areas (Quilpie) and nothing in the rest of the state (in this case, the rest of the shire). Eromanga is continually left out of any planning processes or decisions for future development.

We feel we are being held at ransom, agree with the QSC or pay the price later! We are totally separate to the rest of the shire as we are the tick on Quilpie's back! We are offended with your approach in this matter and we hope that in the future you will consider us as a community of worth and not just a town of second rate citizens.

Regards

Eromanga District Community Association on behalf of the Eromanga Community.

Late Decision Report

Ordinary Meeting of Council

17.2 (06/19) – Exclusion fence subsidy guidelines

IX: 180368

Author: Chief Executive Officer, Dave Burges

PURPOSE:

The purpose of this report is for Council to consider a request from Cathy Truss in relation to the guidelines for Council subsidised exclusion fencing.

POLICY/LEGISLATION:

Not applicable

CORPORATE PLAN:

Not applicable

RECOMMENDATION:

For discussion

BACKGROUND:

Council has developed a simple guideline for evaluation of applications for exclusion fence subsidy scheme operated by Council.

There have been two subsidy schemes to date, one providing \$2,500 per kilometre subsidy to a scheme value of \$500,000 and the other providing \$1,000/\$3,500 per kilometre subsidy to a scheme value of \$900,000.

DISCUSSION:

By letter of 05 June 2019, Cathy Truss has requested the guidelines for evaluation of applications for any future exclusion fence subsidy scheme operated by Council be reviewed with the intent of providing the subsidy to property owners who fully funded their exclusion fencing without external assistance.

The assessment criteria provided in the application document are provided below.

1. The fencing will promote the production of wool and sheep meat with preference given to properties already carrying sheep.
2. The fencing will be in a strategic location to assist with the control and eradication of wild dogs.
3. There must be a public benefit.
4. The fencing will assist in increasing sheep and wool production.
5. Joint applications between adjoining property owners are considered desirable.

FINANCIAL:

Not applicable

CONSULTATION:

Council has used a small committee to provide a recommendation on scheme applications.

ATTACHMENTS:

Attachment A: Inwards correspondence

Truss Grazing Company
Boran,
Cheepie QLD 4475
P 0746564815 E: wareo@bigpond.com

QUILPIE SHIRE COUNCIL		
- 7 JUN 2019		
	ACTION	INFO
MAYOR	<input type="checkbox"/>	<input type="checkbox"/>
CRS	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CEO	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Managers -		
Corporate	<input type="checkbox"/>	<input type="checkbox"/>
Community	<input type="checkbox"/>	<input type="checkbox"/>
Engineering	<input type="checkbox"/>	<input type="checkbox"/>
Finance	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>

The Chief Executive Officer,
Quilpie Shire Council,
50 Brolga Street,
Quilpie QLD 4480
5th June 2019

Dear Mr Burges,

Re: Dog Fence Funding

In 2015 when the first cluster fencing funding from South West Natural Resource Management was being allocated in the Quilpie Shire, our family business had to take the hard decision to fund our own 106 km fence. Dogs were eating us out, the criteria for cluster fence funding did not suit our particular situation and to stay in the wool industry we decided to bear in excess of a half million-dollar cost by ourselves, without any government assistance. If we had not taken this step, we would have been out of business, a loss of two families to the Shire. Diversification was not an option as our properties Boran and Wareo are sheep, not cattle country.

We are passionate wool growers who believe that the long-term future of the Quilpie Shire can only be assured by the resurgence of the wool industry which is a major source of jobs for locals and a proven economic performer.

To prove our point, even prior to exclusion fencing we always baited Boran and Wareo. Numerous times we have had four tons of meat thrown out from the strip, often with only Andrew and myself to unload and spread it all. Even though our fence was completed in 2017, we still participate in all Shire baiting programmes and carry out our own eradication measures including trapping and baiting.

The fence, as it stands, without barbed wire has made a huge difference, even though it has been desperately dry. We marked up to 82% of lambs in some paddocks this year, illustrating that properly managed exclusion fencing such as ours does work.

Numerous properties throughout the Shire have not only accessed SWNRM funding but also Quilpie Shire Council funding as well. Many of these properties have not had sheep for many years and priority was supposed to be given to people who have kept sheep and are committed to the wool industry.

It was suggested at the recent Quilpie Shire Council community meeting at Toompine that another round of funding may become available in the future. Perhaps guidelines could be reassessed to include people like us who have already shown our commitment to the control of wild dogs and staying in the sheep industry. We would appreciate consideration for some funding if another round becomes available.

It would be appreciated if you could table this letter at the next meeting of the Quilpie Shire.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'C. Truss', written in a cursive style.

Cathy Truss

Late Decision Report

Ordinary Meeting of Council

17.3 (06/19) – Special Holiday 2020

IX: 180369

Author: Chief Executive Officer, Dave Burges

PURPOSE:

The purpose of this report is to allow Council to select a date for the 2020 Special Holiday.

POLICY:

Holidays Act 1983

CORPORATE PLAN:

Not applicable

RECOMMENDATION:

That Council nominate the first Tuesday in November (Melbourne Cup Day) as a 2020 bank holiday.

BACKGROUND:

Council is invited to nominate for a show or special holiday on an annual basis.

The special holiday will be a bank holiday only. On a bank holiday banks and insurance offices must close but closure is optional for other private sector employers. Pursuant to a public service directive, bank holidays are holidays for public services employees (including schools) unless otherwise determined by a chief executive of the particular department.

The special holiday for Quilpie has traditionally been nominated as the first Tuesday of November being Melbourne Cup Day. In 2016 the holiday was changed to coincide with the Quilpie centenary celebrations.

At the June 2018 Meeting of Council, it was requested that community consultation be undertaken to gauge a preferred option for such a holiday to be held.

The outcomes were as follows:

Melbourne Cup Day – 19 votes or 56%

Day before Quilpie Show and Rodeo – 10 votes or 29%

Day before May Race meeting – nil votes

Day before Pride of the West meeting – 5 votes or 15%

DISCUSSION:

By letter of 07 June 2019, the Executive Director, Industrial Relations Policy and Regulation, Office of Industrial Relations, Queensland Treasury, has invited Council to nominate for a show or special holiday in 2019.

FINANCIAL:

Not applicable

CONSULTATION:

Not applicable

ATTACHMENTS:

Nil.

Late Decision Report

Ordinary Meeting of Council

17.4 (06/19) – Quilpie Airport Refuelling Facility

IX: 180226

Author: Technical Officer, Luke Hunter

PURPOSE:

The purpose of this report is to allow Council to consider the issue of larger aircraft being able to utilise the Quilpie Airport refuelling facility.

POLICY/LEGISLATION:

Not applicable

CORPORATE PLAN:

Not applicable

RECOMMENDATION:

For discussion

BACKGROUND:

The matter of the Quilpie Airport refuelling facility being available for larger aircraft, in particular the Regional Express (REX) Airlines repeat passenger transport (RPT) service, has been raised.

DISCUSSION:

The aviation fuel supply arrangement at Quilpie Airport is problematic when it comes to refuelling larger aircraft, such as the Saab 340 used by REX, with Jet A1 fuel.

Issues with the current fuel facility include its distance from the terminal, the pavement weight restriction in place and its non-compliance with underwing re-fuelling.

This report will discuss the issues further and the possible solutions that are available.

Issues Preventing Re-Fuelling Service

1. Pavement Weight Restriction

The general aviation apron pavement that includes the area that is currently used for refuelling, is weight restricted to aircraft weighing less than 5,700 kg's.

As an example, the King Air 250 used by the Royal Flying Doctor Service (RFDS) weighs in at 5,700kg's maximum take-off weight. REX's RPT aircraft, the much larger SAAB 340, comes in at 13,000 Kgs maximum take-off weight.

Under the current pavement weight restrictions the SAAB cannot get close enough to the fuel bowser to take fuel on board, without risking damage to the apron pavements and the aircraft itself.

2. Distance from the Terminal

Another issue relating to the current location of the aviation fuel depot is the distance it is from the terminal.

Should it be determined to proceed and allow the Saab 340 on to the apron pavement to be refuelled, consideration needs to be given to the fact the depot is a reasonably long walk from the terminal as passengers must disembark from the aircraft when it is refuelling. This issue would be highlighted during extreme heat summer days or any rain periods.

3. Re-fuelling Facility

As the Jet A1 facility is currently fitted out, it is NOT suitable for underwing refuelling. It is a requirement to fit a dead man system to the tank set-up and a test rig gauge for completing the required high end pressure control valve (HEPCV) testing for site compliance (these are Joint Inspection Group or JIG requirements). JIG provides guidance on operating standards and the management of risks associated with aviation fuel storage, hydrant and into-plane operations.

Also, the current filtration system is not suitable for the higher flow rate. We would have to upgrade the filter housing and monitor to a 612 capacity instead of the current 609 set-up to accommodate the higher flowrate.

Scope of possible solutions

For either solution the necessary upgrades to the re-fuelling depot to make underwing refuelling compliant will be required.

Pricing to meet requirements and supply and fit a dead man system to the Jet A1 bowser would be approx. \$15,000 ex GST.

Solution 1 - Removal of weight restriction line and establishing new aircraft parking bays

The reasoning for the 5,700 kg pavement weight restriction is not clear given the entire apron was constructed at the same time. It is suspected that the pavement strength is consistent throughout the entire apron.

Determining the strength of the apron is necessary as it is a high risk to cause substantial damage to the pavement. Once the PCN (pavement classification number) is confirmed the weight restriction line can be changed to accommodate the Saab 340.

Once established the Saab 340 has access to the existing fuel depot location, new aircraft parking bays would need to be designed by an experienced airport draftsman to determine all wingtip clearances are met and turning circles are appropriate for the design aircraft.

As stated above passengers must disembark from the aircraft when it is refuelling.

A walkway will have to be marked out on the apron to guide passengers safely to the terminal while refuelling activities are being carried out. If QSC is not comfortable with exposing passengers to the elements a covered walkway from the terminal to the proposed new RPT parking bay may be required.

If Access is granted to the Saab 340 and a new parking bay is established to accommodate refuelling. This will eliminate the current tie down parking facilities on the apron. The existing pavement would need to be extended to allow for aircraft to be parked on the apron.

It is recommended to extend the apron by a minimum of 60 meters to replace the tie down facilities that will be lost from the refuel upgrade. This is equal to 3600 square meters of sealed pavement.

Parking clearance lines will also need to be designed and installed for the general aviation aircraft parking tie-down area.

General break down of pavement construction and required upgrades			
Resource	Day Rate	days	Total
Works Manager / Supervisor	\$1450	1	\$1450
Grader & Operator	\$2120	1	\$2120
Roller & Driver Smooth Drum	\$1720	1	\$1720
Roller & Driver Multi Tyred	\$1720	1	\$1720
Water Truck Rigid & Driver	\$1970	1	\$1970
Kenworth & Side Tipper Bin & Driver	\$2340	1	\$2340
			\$11320
Crew Per Day for 10 days	\$113200		
two Coat seal on apron	\$36000		
parking design	\$6000		
underwing re-fuel upgrade	\$15000		
810m3 Suitable pavement material	\$2916		
Total	\$173116		



Required area for new line marking area to replace parking

Solution 2 – Re-locate the Jet A1 Facility to the appropriate location

The second option is to move the jet A1 fuel supply closer to the terminal. This will keep the existing aircraft tie down parking bays in use and current RPT parking bay be used as intended with convenient access to the terminal.

The self-contained design of the fuel storage and delivery system in place means that the Jet A1 depot could likely be moved independently of the AVGAS depot. Lighter general aviation aircraft can continue to be serviced with AVGAS from the current location.

This will reduce the associated moving costs through requiring a smaller new bunted area for Jet A1.

Fuel Relocation			
Resource	Day Rate	days	Total
Concrete Bunted Area			\$25,000
Electrical connection			\$6000
Relocation of unit			\$10000
underwing re-fuel upgrade			\$15000
Total			\$56,000



Purposed sit for Jet A1

Recommendations

It is recommended that before further investment takes place a frank and open discussion occurs with REX to determine the likelihood of them regularly purchasing fuel at Quilpie and ensure there is some formal commitment. Without this commitment a business case to invest further funds into this asset is less viable.

At this time I have failed to get a confirmation from the airline for a formal commitment to purchase Jet A1. However, if a formal commitment is achieved and it is proved viable to proceed with the business plan.

It is recommended to relocate the Jet A1 fuelling facility to a suitable location beside the current RPT parking bay and make the required upgrades to the facility to make it compliant. The Avgas facility can remain in its current location as it is in the ideal for smaller aircraft that require this service.

FINANCIAL:

As discussed above.

Below is the 2018-2019 financial year Expenditure/revenue to date of the Quilpie Airport re-fuelling depot.

Expenditure (GL 3360-2310-0)	\$97 570
Revenue (GL 3360-1310-0)	\$67 891
Profit / Loss	-\$29 679

CONSULTATION:

Not applicable

ATTACHMENTS:

Not applicable