



SPECIAL MEETING AGENDA

Tuesday 4 August 2026
commencing at 8:30 AM

Quilpie Shire Council Boardroom
50 Brolga Street, Quilpie

Special Meeting of Council

28 July 2026

The Mayor and Council Members
Quilpie Shire Council
QUILPIE QLD 4480

Dear Members

Notice is also hereby given that the Special Meeting of the Quilpie Shire Council will be held at the Council Chambers, on **Tuesday 4 August 2026**, commencing at **8:30 AM**.

The agenda for the special meeting is attached for your information

Yours faithfully

Justin Hancock
Chief Executive Officer





SPECIAL MEETING OF COUNCIL AGENDA

Tuesday 4 August 2026
Quilpie Shire Council Boardroom
50 Brolga Street, Quilpie

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- 1 OPENING OF MEETING**
- 2 ATTENDANCE**
- 3 APOLOGIES**
- 4 DECLARATIONS OF INTEREST**

5 INFRASTRUCTURE SERVICES

5.1 T13 25-26 QUILPIE AIRPORT UPGRADE

IX: 277971

Author: Kasey-Lee Davie, Procurement Officer

Authorisers: Eng Lim, Director Infrastructure Services
Sharon Frank, Director Corporate Services
Justin Hancock, Chief Executive Officer

Attachments: Nil

KEY OUTCOME

Key Outcome: 2. Flourishing Economy

Key Initiative: 2.3 Maintain safe and efficient transport networks

Key Outcome: 4. Strong Governance

Key Initiative: 4.4 Long-term financial sustainability underpinned by sound financial planning and accountability

4.5 Optimal asset management practices

EXECUTIVE SUMMARY

This report recommends awarding T13 25-26 Quilpie Airport Upgrade to Durack Civil Pty Ltd, for the reconstruction and resurfacing of the Quilpie Airport Main Runway, Taxiway and Apron.

The procurement was conducted through VendorPanel, via open Public Tender. Durack Civil Pty Ltd achieved highest weighted score of 87/100 and demonstrates having best value for money, having regard to price and proven experience.

RECOMMENDATION

1. That Council:
 - (a) Select Durack Civil Pty Ltd as the recommended tenderer for Tender T13 25-26 Quilpie Airport Upgrade;
 - (b) Authorise the Chief Executive Officer (or delegate) to enter into final negotiations with Durack Civil Pty Ltd, noting an approved contract value of \$8,818,441.15 including GST (\$8,016,764.68 excluding GST) and execute the contract if the final terms are acceptable; and
 - (c) Delegate authority to the Chief Executive Officer (or delegate) to negotiate and confirm provisional sums and other contract particulars, provided that any increase resulting from

such negotiations does not exceed 10% of the approved contract value (noting the nature of the contract and the variability associated with the project).

BACKGROUND

While the existing Quilpie Airport main runway remains operational, a Regional Airport Pavement Assessment concluded that its in-situ Pavement Classification Number (PCN) to be only 3, substantially lower than the CASA-nominated PCN of 15. This level of pavement strength is inadequate to meet current and future aircraft operational requirements, including commercial aviation activities.

The existing runway and apron also exhibit rutting, depressions, and areas of water ponding, indicating a need for pavement rehabilitation and improved drainage. Furthermore to meet future and emergency use requirements, the refuelling facility requires upgrade and compliance auditing has determined some upgrading is necessary to meet the current CASA code classification.

Accordingly it was determined a full upgrade of the Aerodrome is required to:

- Bring the runway, taxiway and apron to the required pavement strength for current and future users,
- Upgrade all areas and air services components to CASA Class 2 compliance and
- Provide a new 3 x 55,000lt refuelling facility.

Council established a public tender request for the reconstruction and surfacing of the Quilpie Airport Main Runway, Taxiway and Apron and other Ancillary works including a new refuelling area within the aerodrome.

The Project has been fully designed to CASA requirements with the design approach being:

- A geometric design using single crossfalls as at present with design levels and grades to meet CASA compliance, with minor cut/fill (+/- 75mm) from existing levels to design levels to minimise flank and lighting adjustments,
- Cement stabilising treatment (triple blend) of the existing subgrade and pavements up to 370mm deep, to meet required current and future PCN/ACN strength requirements,
- Use of either local screened material or Lesdale Quarry (Charleville) material for earthworks/pavements, incorporated into stabilising works,
- Pavement surfacing to be a double coat bitumen seal
- Construction of a new refuelling area, hardstand and aircraft parking area east of the existing apron, with provision for three 55,000lt tanks (Avgas, JetA1 and Premium Unleaded),
- Sealing of taxiway flanks to meet Jet use requirements,
- Drainage improvements including replacement of taxiway culvert,
- RESAs extension and upgrade including sealing of blast areas,
- Construction of offset turning nodes and blast areas,
- Vegetation clearing to the fenced boundary and
- Upgrading of ancillary equipment.
- 20 Year Design Life

As part of the tender documents, the Contactor was required to verify the design and stabilising methodology such that they can provide RPEQ Certification for As Constructed Documentation and the Design or any alternatives to meet the Design parameters and this may include UCS testing.

The scope includes a construction trial for stabilising works which would form the basis for the verification or any alternatives.

REPORT

Council invited tenders via open public tender to allow maximum supplier reach and to test the market for these works as previous requests were limited by budget constraints.

The project scope proposed the following works as part of the upgrade works:

- Mobilise to site and establish camp.
- Establish all equipment on site,
- Implement and manage environmental, safety and other controls to Airport Safety requirements,
- Establish temporary access and tracks,
- Coordinate Principal material supply,
- Verify Principal supplied material suitability for proposed design and methodology,
- Construct, maintain and reinstate stockpile areas and haul roads,
- Undertake construction trial for stabilising works,
- Runway, Taxiway and Apron
 - Cut/Fill earthworks as required to meet final design levels utilising Principal supplied pavement material as required,
 - Haul and incorporate Principal supplied pavement material where required,
 - Remove and replace or treat any unsuitable subgrade,
 - Any surplus material to be spread and compacted on Aerodrome fenced perimeter road or nominated locations within the Aerodrome,
 - Incorporate existing seal into stabilising works,
 - Triple blend cement stabilisation, compact and trim subgrade and pavements,
 - Final trim and prepare surface for sealing,
 - Bitumen Sealing of Main Runway, Apron and Taxiway with a suitable double coat seal e.g. rubberised bitumen using 14mm/7mm (Contractor design); and
 - Seal Taxiway flanks with Polycon or suitable alternative.
- Refuelling Area
 - Cut/Fill earthworks as required to meet final design levels utilising Principal supplied pavement material as required,
 - Haul and incorporate Principal supplied pavement material where required,
 - Remove and replace or treat any unsuitable subgrade,
 - Any surplus material to be spread and compacted on Aerodrome fenced perimeter road or nominated locations within the Aerodrome,
 - Triple blend cement stabilisation, compact and trim subgrade and pavements,
 - Final trim and prepare surface for sealing and
 - Bitumen Sealing with a suitable double coat seal e.g. rubberised bitumen using 14mm/7mm (Contractor design)
- Shoulders/Flanks, RSEA and Blast Areas

- Clear, reshape, grade, compact and trim all areas to match new design to CASA requirements, minimising alteration to existing runway light levels,
- Remove and replace or treat any unsuitable subgrade,
- Extend Eastern RSEA 30m including drain relocation and associated earthworks and pavement works utilising Principal supplied pavement material as required,
- Bitumen seal Blast Areas,
- Cross Runway
 - Regrade Cross Runway where it meets main runway and stabilise with Polycon or cement as appropriate.
- Clear and maintain all drainage structures including inlets and outlets,
- Replace Taxiway Main Culvert,
- Regrade/define or shape and form new side drains where required to ensure positive Drainage and no water ponding,
- Source and arrange construction water,
- Survey and Testing,
- Temporary and final line marking of Pavement,
- Offset tuning node upgrade,
- Complete any light modifications including, minor raising or lowering, node lighting replacement or repurposing and new Apron lighting and poles,
- Other necessary ancillary works including Wind Sock upgrade,
- Clear vegetation to perimeter fence on main runway,
- FAC Testing and Approval,
- RPEQ As Constructed Documentation and Certification of Design.
- Liaise with Airport users and Authorities as required,
- Maintain emergency and other access during the works.

PROCUREMENT METHOD

In accordance with Part 3 Division 2 of the *Local Government Regulation 2012* (Qld) and Council's Procurement Policy, Council invited tenders from the public via Public tender process. The invitation was established through an open tender process, providing all eligible suppliers the opportunity to respond.

Description	Details
Advertising platform	VendorPanel Portal
RFQ / Tender open	Thursday 19 May 2026
RFQ / Tender close	2:00 PM Thursday 25 June 2026
Suppliers invited	Public
Conforming responses received	10
Non-Conforming Responses	5

Suppliers	Response -Status	Comment
AIRPORT CONSULTANCY GROUP - CONSTRUCTION PTY LTD	Conforming	Received
BK CIVIL GROUP	Conforming	Received
COOPER MCCULLOUGH GROUP PTY LTD	Conforming	Received
DURACK CIVIL PTY LTD	Conforming	Received
FULTON HOGAN INDUSTRIES PTY LTD	Conforming	Received
GULF CIVIL PTY LTD	Conforming	Received
HAZELL BROS (QLD) PTY LTD	Conforming	Received
HEH CIVIL PTY LTD	Conforming	Received
JOE WAGNER GROUP PTY LTD	Conforming	Received
NEOFERMA AUSTRALIA PTY LTD	Non - Conforming	Received – Non conforming after assessment
RENOLITH	Non - Conforming	Received- Non conforming after assessment
SHAMROCK CIVIL ENGINEERING PTY. LTD	Conforming	Received
SUFFCON PTY LTD	Non - Conforming	Received- Non conforming after assessment
UNYTE	Non - Conforming	Received late on the same day – Accepted and included in assessment
PCP SOLUTIONS PTY LTD	Non - Conforming	Received late on the same day – Accepted and included in assessment

Evaluation

The evaluation applied the following published criteria to the conforming submission Price (40%), Experience (15%), Capacity to meet timelines (30%), Methodology & Innovation (15%). The evaluation was conducted through VendorPanel Multiparty. The evaluation was conducted in accordance with the published criteria and weightings.

Pricing evaluation: Following the close of tenders, a series of clarification requests was undertaken with all respondents to ensure a consistent understanding of each submission, as these varied significantly between submissions or were not consistently provided. The price evaluation was based on each tenderer's contract price inclusive of provisional sums and other costs to keep the cross-runway serviceable to Royal Flying Doctor Services (RFDS) but exclude and rise and fall components. This detailed process of clarifications ensured all tenders were assessed on a fair and like-for-like basis.

The evaluation considered both the submitted base contract price and the overall value offered, scoring including value-added initiatives and other factors contributing to value for money, rather than price alone.

Supplier	Tendered Price:	Price 40%	Experience 15%	Capacity to meet Project Timelines 30%	Methodology & Innovation 15%	Overall score
AIRPORT CONSULTANCY GROUP - CONSTRUCTIO N PTY LTD	\$10,382,293.17 GST Inc.	32	13.5	27	13.5	86/100
	\$9,438,448.34 GST Exc.					
BK CIVIL GROUP	\$7,443,328.24 GST Inc.	32	9	21	9	71/100
	\$6,766,662.04 GST Exc.					
COOPER MCCULLOUGH GROUP PTY LTD	\$10,560,447.22 GST Inc.	24	10.5	24	12	70.5/100
	\$9,600,406.57 GST Exc.					
DURACK CIVIL PTY LTD	\$8,818,441.15 GST Inc.	36	13.5	24	13.5	87/100
	\$8,016,764.68 GST Exc.					
FULTON HOGAN INDUSTRIES PTY LTD	\$14,875,364.63 GST Inc.	20	13.5	21	13.5	68/100
	\$13,523,058.76 GST Exc.					
GULF CIVIL PTY LTD	\$9,932,784.51 GST Inc.	28	10.5	21	10.5	70/100
	\$9,029,804.10 GST Exc.					
HAZELL BROS (QLD) PTY LTD	\$8,961,928.52 GST Inc.	32	12	27	13.5	84.5/100
	\$8,147,207.75 GST Exc.					
HEH CIVIL PTY LTD	\$11,142,049.76 GST Inc.	24	10.5	21	12	67.5/100
	\$10,129,136.15 GST Exc.					
	\$8,125,315.47 GST Inc.	32	10.5	24	12	78.5/100

Supplier	Tendered Price:	Price 40%	Experience 15%	Capacity to meet Project Timelines 30%	Methodology & Innovation 15%	Overall score
JOE WAGNER GROUP PTY LTD	\$7,386,650.43 GST Exc.					
SHAMROCK CIVIL ENGINEERING PTY. LTD.	\$7,915,958.39 GST Inc.	32	12	24	12	80/100
	\$7,196,325.81 GST Exc.					
UNYTE	\$20,115,053.53 GST Inc.	31.5	12	27	12	82.5/100
	\$18,286,412.30 GST Exc.					
PCP SOLUTIONS PTY LTD	\$19,180,366.54 GST Inc.	16	12	24	10.5	62.5/100
	\$17,436,696.86 GST Exc.					

The panel's assessment, as detailed in Table 5, scored Durack Civil Pty Ltd highest overall (87).

Therefore, the panel considers Durack Civil Pty Ltd submission is the most advantageous outcome overall.

Council may decide not to accept any of the responses it receives. If Council accepts a response, it must select the option that is most advantageous, noting that the lowest price and/or highest weighted score may not necessarily represent the most beneficial outcome.

This assessment aligns with the sound contracting principles in *section 104(3) of the Local Government Act 2009 (Qld)*, particularly:

- value for money
- open and effective competition
- the development of competitive local business and industry
- environmental protection
- ethical behaviour and fair dealing

Value for money

Council is satisfied that Durack Civil Pty Ltd has met all required specifications and has demonstrated the capability and resources to deliver project successfully with regard to experience and capacity to meet timelines. Council is satisfied that the recommended award to Durack Civil Pty Ltd represents best value for money for the purposes of section 104 of the *Local Government Act 2009 (Qld)* and section 228 of the *Local Government Regulation 2012 (Qld)*.

Subject to Council's endorsement, officers will commence negotiations with the preferred tenderer to finalise the provisional items and other key project elements, including:

- Provision of principal-supplied materials, including either locally sourced screened material from the Town Commons or quarry material from Lesdale Quarry (Charleville) for earthworks and pavement construction

- Arrangements to maintain access to the cross-runway for Royal Flying Doctor Service (RFDS) operations throughout the construction period
- Supply and installation of three (3) 55,000-litre aviation refuelling tanks
- CASA certification, compliance auditing and any associated approval costs
- Allowances for aircraft tie-down facilities and service connections to the contractor's site compound
- Identification and incorporation of any permanent legacy improvements offered by the contractor as part of the project delivery.

The above will ensure the final contract scope delivers the best value for money while maintaining operational requirements, regulatory compliance and the long-term strategic objectives of the airport upgrade project.

Probity

The procurement process for T13 25-26 was conducted as per Procurement Policy and processes, ensuring fair and transparent process followed.

OPTIONS

Option 1- Recommended

1. That Council:

- (a) Select Durack Civil Pty Ltd as the recommended tenderer for Tender T13 25-26 Quilpie Airport Upgrade
- (b) Authorise the Chief Executive Officer (or delegate) to enter into final negotiations with Durack Civil Pty Ltd, noting an approved contract value of \$8,818,441.15 including GST (\$8,016,764.68 excluding GST) and execute the contract if the final terms are acceptable.
- (c) Delegate authority to the Chief Executive Officer (or delegate) to negotiate and confirm provisional sums and other contract particulars, provided that any increase resulting from such negotiations does not exceed 10% of the approved contract value (noting the nature of the contract and the variability associated with the project).

Option 2

1. That Council:

- (a) Select Hazel Bros (QLD) Pty Ltd as the recommended tenderer for Tender T13 25-26 Quilpie Airport Upgrade
- (b) Authorise the Chief Executive Officer (or delegate) to enter into final negotiations with to Hazel Bros (QLD) Pty Ltd, noting an approved contract value of \$8,961,928.52 including GST (\$8,147,207.75 excluding GST) and execute the contract if the final terms are acceptable.
- (c) Delegate authority to the Chief Executive Officer (or delegate) to negotiate and confirm provisional sums and other contract particulars, provided that any increase resulting from such negotiations does not exceed 10% of the approved contract value (noting the nature of the contract and the variability associated with the project).

Option 3

1. That Council:

- (a) Select Shamrock Civil Engineering Pty Ltd as the recommended tenderer for Tender T13 25-26 Quilpie Airport Upgrade
- (b) Authorise the Chief Executive Officer (or delegate) to enter into final negotiations with to Shamrock Civil Engineering Pty Ltd, noting an approved contract value of \$7,915,958.39

including GST (\$7,196,325.81 excluding GST) and execute the contract if the final terms are acceptable.

- (c) Delegate authority to the Chief Executive Officer (or delegate) to negotiate and confirm provisional sums and other contract particulars, provided that any increase resulting from such negotiations does not exceed 10% of the approved contract value (noting the nature of the contract and the variability associated with the project).

Option 4

1. That Council:

- (a) Resolve not to award T13 25-26 Quilpie Airport Upgrade.

CONSULTATION (Internal/External)

Chief Executive Officer

Director Infrastructure Services

Deputy Director Infrastructure Services

Project Manager- PVE Civil Solutions Pty Ltd

INTERESTED PARTIES

Airport Consultancy Group

BK Civil

Cooper McCullough Group Pty Ltd

Durack Civil

Gulf Civil

Hazell Bros

HEH Civil

Joe Wagner Group

Neoferma Australia

Renolith

Shamrock Civil Engineering

Suffcon

PCP Solutions

Unyte

Note: The identification of interested parties is provided on a best endeavours basis by Council Officers and may not be exhaustive

LEGISLATION / LEGAL IMPLICATIONS

Under section 254H of the *Local Government Regulation 2012* (Qld), if Council makes a decision inconsistent with the officer recommendation, and the decision is about entering into a contract the total value of which is more than the greater of the following:

- (i) \$200,000 exclusive of GST;
- (ii) 1% of the local government's net rate and utility charges as stated in the local government's audited financial statements included in the local government's most recently adopted annual report;

the minutes must include a statement of reasons.

For the purposes of Section 254H (1)(a)(ii), 1% of Council's net rate and utility charges as stated in Council's audited Financial Statements in the 2024/25 adopted Annual Report is \$59,606.70 (net rates, levies, and charges - \$5,960,670 x 1%).

POLICY IMPLICATIONS

Local Government Act 2009 (Qld)

Local Government Regulations 2012 (Qld)

Procurement Policy

FINANCIAL AND RESOURCE IMPLICATIONS

All top three tenderers submitted pricing within the approved funding allocation, providing Council with confidence that the project can be delivered within the available budget while achieving a competitive procurement outcome.

The proposed upgrades are also expected to deliver long-term financial benefits, including reduced maintenance costs, a lower risk of unplanned pavement failures, extended asset life, improved operational reliability, and an enhanced capacity to support future aviation growth, emergency response activities, and other critical airport operations.

From a resource perspective, the preferred tenderer has identified a dedicated project team comprising a Project Manager, Site Supervisor and other key technical personnel who will be responsible for the day-to-day management of construction activities, quality assurance, workplace health and safety, and environmental compliance. The tenderer will also engage specialist subcontractors and aviation engineering consultants to undertake pavement assessment, testing and certification activities.

In addition, Council's oversight role will be critical to ensuring the project is delivered in accordance with the approved scope, budget and timeline while maintaining operational continuity and managing project risks effectively.

Hence Council will be required to provide project management oversight throughout the delivery phase, with this responsibility intended to be undertaken through the currently advertised Senior Project Management Officer position. Key responsibilities will include contract administration, stakeholder engagement, financial management, progress monitoring, risk management, and coordination with airport stakeholders and regulatory authorities.

Council officers will work closely with the preferred tenderer during the planning and delivery phases to support early procurement activities and detailed project planning. This collaborative approach will be essential to minimising disruptions to airport operations, managing project costs, and ensuring the successful delivery of the upgrades.

ASSET MANAGEMENT IMPLICATIONS

The proposed upgrades will ensure the airport remains capable of supporting existing and future aviation requirements, including commercial services, emergency response operations, aeromedical retrievals, freight movements, and disaster resilience activities.

Once completed, the upgrades will significantly improve the condition, performance and resilience of the airport's critical airside infrastructure. Strengthening and rehabilitating the runway and apron pavements, improving drainage, and upgrading the refuelling facility will extend the useful life of these assets and improve their ability to meet current and future operational demands.

These improvements will significantly reduce the likelihood of asset deterioration associated with pavement failures, water ingress, rutting and ponding, thereby lowering ongoing maintenance requirements and whole-of-life asset costs. The works will also improve compliance with relevant aviation standards and CASA requirements, reducing operational and regulatory risks.

RISK MANAGEMENT IMPLICATIONS

Council will manage risks associated with this project in accordance with the G.11 Enterprise Risk Management Policy and the G.11-A Risk Management Framework. Key risks have been identified, assessed, and documented, with existing controls applied to reduce the likelihood and impact of adverse outcomes. Risk management activities will continue throughout the procurement and delivery phases to ensure risks remain within Council's approved risk appetite.

Risk Name & Description <i>What could happen and why?</i>	Current Controls <i>Are there current controls for the risk</i>	Impacts <i>Impact if the risk eventuates</i>	Risk Assessment			Risk Treatment <i>Depending on risk rating - additional controls / mitigation strategy to be implemented (to reduce risk rating)</i>
			Likelihood	Consequence	Risk Rating	
			Refer to risk calculator provided below for measures			
Example: <i>Insufficient funding</i>	<i>None</i>	<i>Delays to purchasing</i>	<i>C Possible</i>	<i>4 Major</i>	<i>High</i>	<i>Ensure funding approvals obtained at start of project</i>
Limited access to information, No record keeping	Records management procedure, allocated location for project	Approval delays, stakeholder objectives do not align, miss communication	Possible	Minor	Medium	Allocating a staff member who registers all relevant documentation to allocated folder, regular communication between stakeholders
No response to the request	Review plan, amend, repost	Delay in contract completion, funding become unavailable	Unlikely	Minor	Medium	Ensuring planning of the request is adequate to promote attractiveness of the tender and use invited shortlist of suitable Contractors.
Lack of availability of suppliers	Evaluation Criteria set to determine the ability of suppliers	Delays in meeting project deadlines	Unlikely	Minor	Medium	Conduct evaluation and market research and use invited shortlist of suitable Contractors to ensure suppliers availability to deliver WUC to Council
Conflict of interest	Conflict of interest checks/declaration in place requesting officer and evaluation team	Reputational risk, failure to act in the best interest of the entity and public sector, poor governance.	Possible	Moderate	High	Conduct all possible conflict of interest processes and procedures with documentation and sufficient records kept
Weather	Possibility for deadline variation	Delays in meeting project deadlines	Possible	Minor	Medium	Ensuring the documentation to allow variation in project timeline is available

Contractor delays (machinery break downs/injury)	Possibility for deadline variation, contract allows appointment of additional contractors	Delays in meeting project deadlines	Possible	Minor	Medium	Ensuring there is the documentation to allow variation in project timeline . assigning additional contractors
Response Non-conformance	Competitive process allowing multiple suppliers from Councils pre-qualified list to respond. Clear response criteria	No suitable supplier, different procurement approach, additional administrative cost	Possible	Minor	Medium	Ensuring the documentation is clear and the response schedule meets the request criteria

HUMAN RIGHTS CONSIDERATION

Section 4(b) of the *Human Rights Act 2019* requires public entities to act and make decisions in a way compatible In accordance with section 4(b) of the *Human Rights Act 2019* (Qld), Council has considered the human rights protected under the Act in making this decision. These rights include, but are not limited to, the right to recognition and equality before the law, the right to life, freedom of movement, property rights, and cultural rights of Aboriginal and Torres Strait Islander peoples.

The assessment confirms that T13 25-26 Quilpie Airport Upgrade to Durack Civil Pty Ltd does not limit any protected human rights. The decision is reasonable, proportionate, and consistent with Council's lawful objectives, including the restoration of safe, reliable & compliant airport runway quality.

By ensuring open and competitive procurement, adherence to established governance frameworks, and effective risk management, Council's decision supports equitable treatment of suppliers and the broader community. This approach demonstrates compatibility with human rights obligations while delivering essential infrastructure in a safe, timely, and accountable.

6 LATE ITEMS