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Rob Katter MP

Member for Mount Isa



Thursday 2 July 2015

RE: Application for funding for Jetty and Foreshore Business and Recreation Precinct, Mornington Island

To whom it may concern,

I write in support of Mornington Shire Council's application for funding for their major project, the Jetty and Foreshore Business and Recreation Precinct for Mornington Island.

The project has been costed at \$8 million and will be a purpose-built precinct, a focus for community engagement for the Indigenous residents of Mornington Shire, as well as enabling greater public access to the island from the remote Gulf islands within the Mornington Shire.

The jetty precinct will provide modernised safety standards compliant with Australian maritime accessibility. There is currently no ability to stop at Mornington Island for commercial and leisure craft operators. This development will provide the opportunity for maritime travellers to safely access a mooring site, to access the community health clinic, purchase food and fuel supplies and spend some time in the community.

This remote community of more than 1300 residents is extremely vulnerable to cyclones and floods, and the structure would provide a safer gateway for improved evacuation planning.

The project will also provide opportunities for the community in terms of developing local indigenous businesses and improving tourism opportunities. The development will stimulate small community-run businesses, such as pop up cafes, accommodation and freezer packing.

In addition to the permanent residents there is a large number (approximately 3000) of boats and commercial fishing fleets which operate in the waters around Mornington Island. A safe jetty is paramount for the island.

Email: mount.isa@parliament.qld.gov.au
Freecall within the electorate: 1800 801 569

The Mornington Shire Council is making great strides towards improving the financial outlook of the community, with plans for eco-tourism and industry on the island. This project will be a huge step towards sustainable employment for the islanders.

I hope you will look favourably on their application.

Yours sincerely,



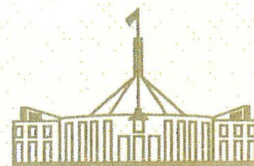
Rob Katter
Member for Mount Isa



PARLIAMENT OF AUSTRALIA
HOUSE OF REPRESENTATIVES
13 July 2015.

HON BOB KATTER MP

Federal Member for Kennedy



TO WHOM IT MAY CONCERN

Re: Letter of Support – Mornington Shire Council, Gununa Qld, 4892
Application for Funding for Jetty & Foreshore Business & Recreation Precinct

We strongly support the Gulf of Carpentaria's Mornington Shire Council application for the National Stronger Regions Fund – Round 2.

The Gununa/Mornington Island Jetty has been severely degraded over the years, especially from cyclonic weather and is now unsafe for use when offloading goods and people to the island, especially in bad weather. The Jetty Project will enable Mornington Island to have modern and safe facilities and provide a "safe harbour" to water craft and locals during weather events and for emergency situations. There is currently no port or jetty facilities for commercial fishing boats or leisure craft operators.

In addition to the permanent residents, there are approximately 3,000 boats and commercial fishing fleets which operate in the Gulf waters around Mornington Island. The Jetty Precinct will provide modernised safety standards compliant with Australian maritime accessibility.

We understand the Jetty and Foreshore Business and Recreation Precinct project has been costed at \$8 million and will be a purpose-built area with a focus on community engagement for the Indigenous residents of Gununa and Mornington Shire, as well as enabling greater public access to the island from the remote Gulf islands within the Mornington Shire.

Council advise that this Jetty development will provide safe access to a modern mooring and jetty, provide better access for medical practitioners and nurses to the island and for islander patients travelling to the Gununa for the local health clinic, the jetty facilities will help islanders purchase their food and fuel supplies for the outer island communities and will generally encourage more visitors.

We understand development of the Jetty Precinct will have a flow on effect, improving the local economy and better interaction between the Indigenous islander communities and improve tourism/eco-tourism opportunities. More sustainable employment will be provided for these Gulf islanders. The development will stimulate small community-run businesses, such as street cafes, as well as accommodation and freezer packing facilities for produce delivered to and from this Gulf region.

We believe every support should be offered to Mornington Shire Council and wholeheartedly support any application for funding to implement their Jetty and Foreshore project.

Yours sincerely,

Hon. Bob Katter MP
Member for Kennedy

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Full

REPRESENTING

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SENATOR BARRY O'SULLIVAN

LIBERAL NATIONAL PARTY
SENATOR FOR QUEENSLAND

1 July 2015

Mornington Shire Council
Mission Road
Gununa QLD 4871

To Whom It May Concern

Re: Application under National Stronger Regions Fund

Please accept this correspondence in support of the Mornington Shire Council's application for funding under the National Stronger Regions Fund for the development of the Mornington Island Jetty and Foreshore Business and Recreation Precinct.

The Mornington Shire, which is an isolated island community in the Wellesley Islands, has identified a need to provide better accessibility via its waterways to enable the establishment of businesses the likes of a small scale sustainable fishing industry and an eco-tourism trade.

At present the community is at a standstill due to there being no designated safe structure to moor fishing/tourist vessels, hence the need arises for a major upgrade to its jetty.

This development would be a major boon to the people of Mornington Island both from an economic point of view as well as engaging the community by way of establishing small businesses.

I am therefore more than happy to support the Mornington Shire Council in their application for funding of this very worthy project.

Yours faithfully

Barry O'Sullivan
Senator for Queensland



SENATOR BARRY O'SULLIVAN

LIBERAL NATIONAL PARTY
SENATOR FOR QUEENSLAND

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Mission Road
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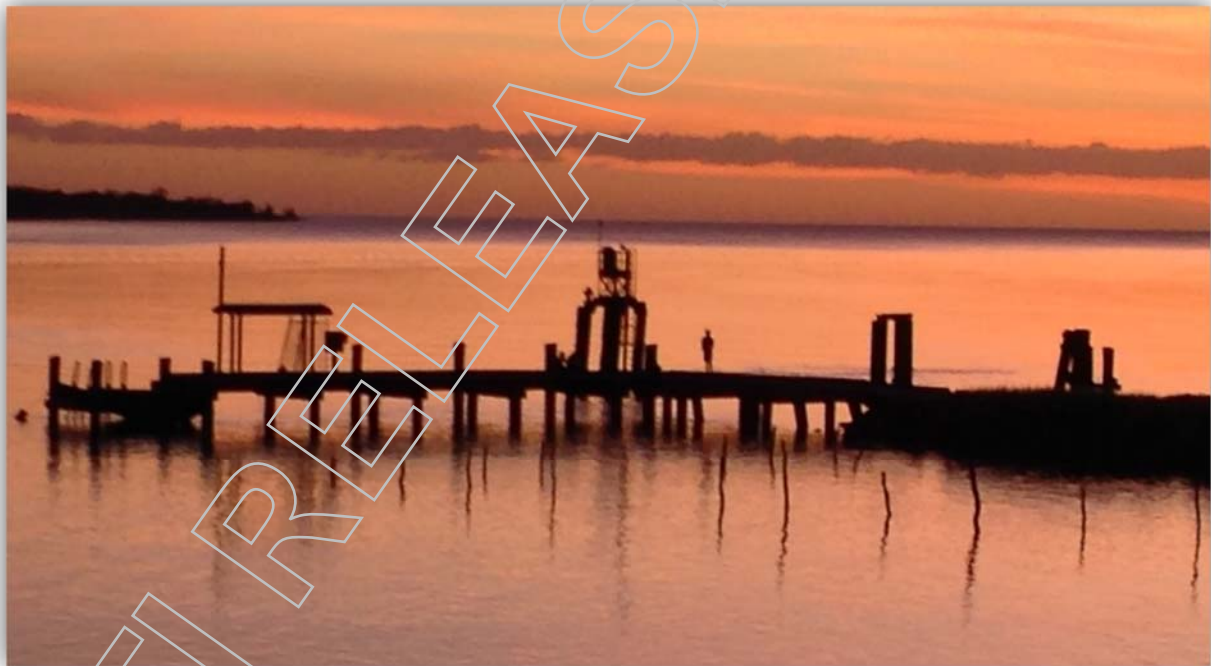
Yours faithfully



Barry O'Sullivan
Senator for Queensland



Mornington Island Jetty and Foreshore Precinct Development RISK MANAGEMENT PLAN



CONFIDENTIAL

July 2015

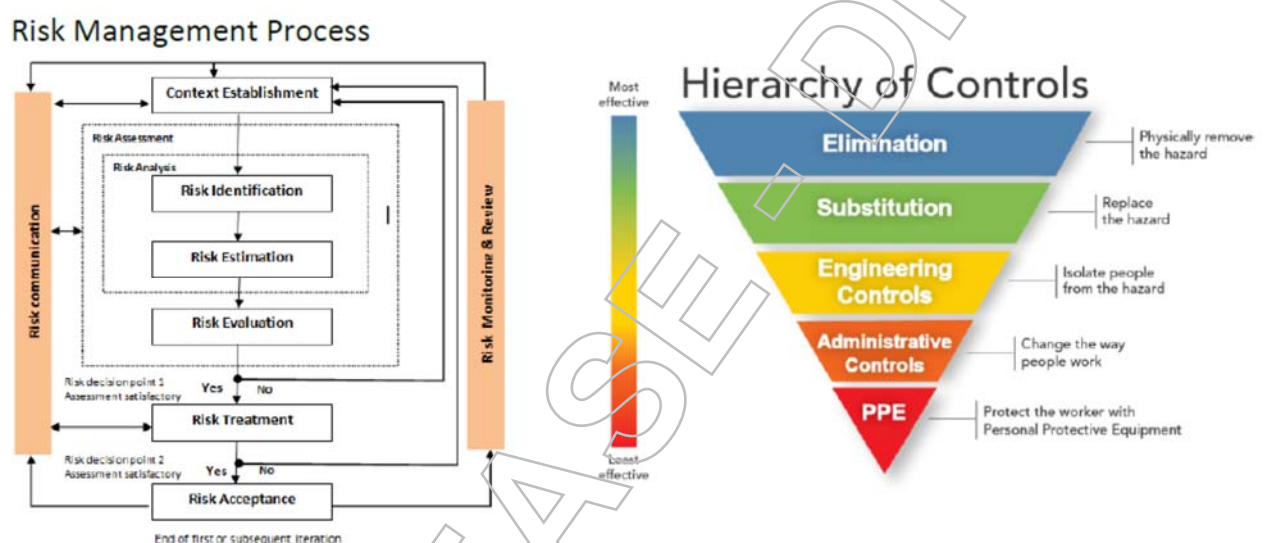
Mornington Island Jetty and Foreshore Precinct Development

RISK MANAGEMENT PLAN

Overview

This risk assessment has been undertaken in consideration of the project lifespan across all Stages, even though funding support is currently being sought for Stage 1, which is regarded as an essential infrastructure development stage. Professional input in master planning, engineering design and project management has been utilised to date, and will continue to be retained throughout project staging.

Risk Assessment Classifications and Ratings



Likelihood

Rare	Unlikely	Moderate	Likely	Certain
The occurrence of this event would be exceptional	This event is not expected, but could happen	This event may occur to some extent during the life of the project	This event is expected to occur during the life of the project	This event is sure to occur during the life of the project

Impact of Risk Matrix

Impact Ranking	Impact Rating	Description
1-3	Low	Will not affect the project outcomes to a significant level. May require consideration in any future changes to the project or process, or can be mitigated as the project is delivered.
4-6	Moderate	If the event occurs, the impact will be significantly great to justify corrective action through the planning, design and budget of the project.
7-12	High	If the event occurs it will have a financial impact and will significantly vary the project scope
13-25	Very high	A very high impact risk could prevent the project from proceeding

Risk Identification and Ratings

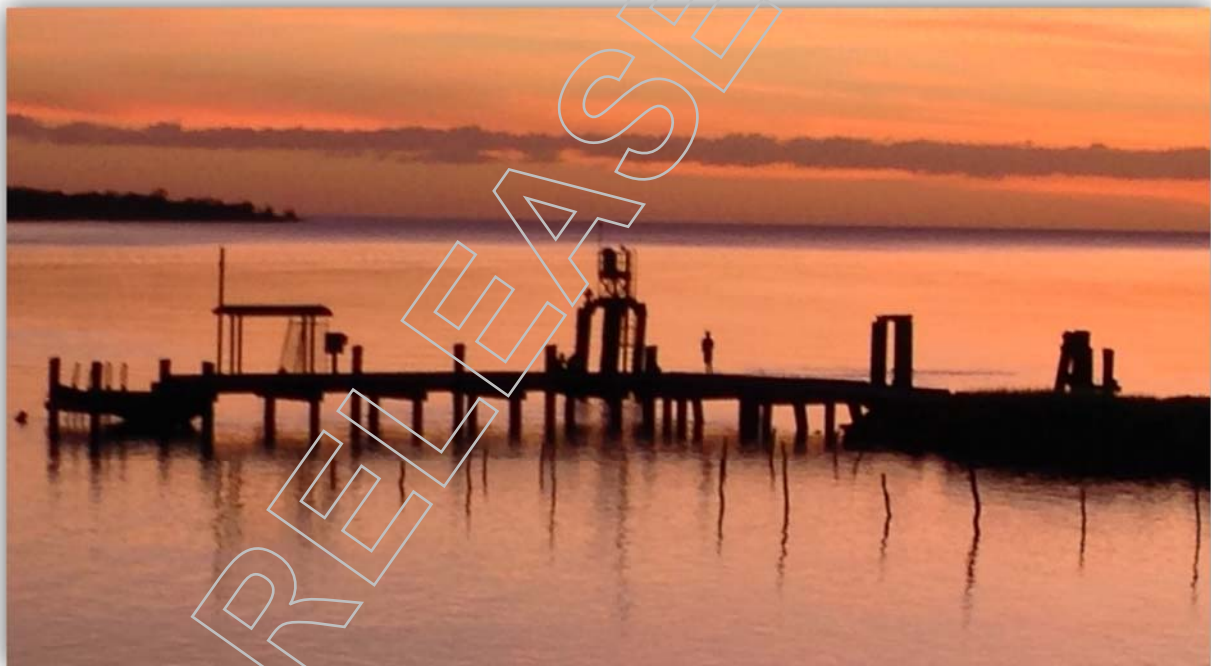
Description of Risk	Likelihood	Impact Rating	Impact Type	Mitigation Strategy
Delays in project implementation, leading to further damage of existing infrastructure and additional costs for remedial works	Moderate	9	High	The design of the project, in appropriate stages, is intended to ensure the critical/at risk infrastructure is addressed first, and that the full project funding is secured over three sequential stages
Continued introduction of improved technologies in the Gulf's commercial fishing fleets, leading directly to a reduction in need for land based safe harbour and landing facilities. This would place greater reliance on the Mornington Island facility servicing recreational fishing and leisure vessels (a smaller commercial market, with a limited capacity to pay)	Likely	3	Low	This risk does not diminish the importance of the jetty and foreshore precinct infrastructure, as an essential logistics and recreational hub for Mornington Island, but if commercial fishing fleets make minimal use of the moorings, fuel and maintenance services, longer term commercial potential is lessened.
Lack of support, and agreement, by Land Councils (Gulf Region Aboriginal Corporation in particular) to collaborate with Mornington Shire Council in developing eco-tourism and recreational fishing tourism.	Likely	2	Low	There are mutual benefits to Shire Council and the Land Councils in creating jobs and both eco and cultural tourism ventures for the region, and it is expected that traditional owners will understand and commit to these objectives, however, it may take time, and has been planned for Stage 3 of the project.
Not positioning mooring dolphins to maximise the manoeuvrability of barges and other vessels in berthing and in safe navigational operations. There is some risk that navigational and mooring difficulties could remain during emergencies and/or extreme weather events.	Unlikely	3	Low	The project will continue to receive design and positioning advice from experienced vessel captains and engineers. It is understood that there will still be times (especially in wet seasons) when shut down procedures will be required.

Risk Identification and Ratings (continued)

Description of Risk	Likelihood	Impact Rating	Impact Type	Mitigation Strategy
Other inadequate safe-harbour provisions in the design master plan to meet the long term needs of commercial and recreational vessels, requiring additional investment in a rock wall or breakwater type structure.	Unlikely	5	Moderate	This eventuality would lead to a 'Stage 4' for the project, taking the jetty and foreshore precinct to a new level of facility provision and protection from disasters, which would lead to a range of further development opportunities (for tourism and residential uses).
Inability to raise capital development funding for Stages 2 and 3 of the project.	Unlikely	12	High	This would result in a lesser outcome in meeting the objectives of the entire project. It would deliver the 'essential services' component but would fall short in delivering an "economic development initiative" (limiting job creation and commercial business opportunities)



Mornington Island Jetty and Foreshore Precinct Development PROCUREMENT MANAGEMENT PLAN



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July 2015

COUNCIL PROCUREMENT POLICY AND SYSTEMS

Council has an adopted procurement policy which adheres to five key principles:

1. Value for money
2. Open and effective competition
3. Development of competitive Local Business and Industry
4. Environmental protection
5. Ethical Behaviour and fair trading

PROCUREMENT PRINCIPLES

In accordance with Section 106 of the *Local Government Act 2009* all Council procurements shall be determined while having regard to the following principles:

Value for Money

The objective of obtaining Value for Money is that the *goods*, equipment or services being procured represent the best return and performance for the money spent from a "total costs of ownership" or "whole-of-life costs" perspective.

The result of using such an evaluation methodology to assess Value for Money may not necessarily favour the lowest price.

Open and Effective Competition

Open and Effective Competition is achieved by:-

- (a) Procurement procedures and processes being visible to Council public (i.e. rate payers and the local community) suppliers, and the
- (b) Delegates accepting their accountability to the Chief Executive Officer and Council
- (c) Suppliers having real opportunity to do business with Council
- (d) Invitations to suppliers being arranged so that there is competition among suppliers to provide Value for Money offerings
- (e) Delegations, authorisations and associated financial thresholds being appropriate for the level of judgement expected of individual officers
- (f) Fair and equitable assessment of all tenders

The Development of Competitive local Business and Industry

Encouragement of the development of competitive local business and industry is achieved by:

- (a) Actively seeking out potential local supplies and suppliers
- (b) Encouraging prime contractors to give local suppliers every opportunity, as partners or subcontractors, to participate in major projects
- (c) Ensuring that the principles of open and effective competition are applied and equal treatment is given to local offers, when being compared with other offers, on the basis of fair and equitable behaviour
- (d) Giving preference to locally-sourced goods and services, where price, performance, quality, suitability and other evaluation criteria are comparable
- (e) Ensuring that payments are prompt and in accordance with the agreed terms of contract
- (f) Giving points-weighting to the advantages of buying locally-sourced goods and services, and to dealing with local suppliers, including:-
 - more readily available spare parts and servicing support
 - more reliable compliance with warranty provisions
 - shorter supply lines
 - more convenient communications for contract administration

- benefit to Queensland and Australia from the transactions occurring (including transport, distribution, finance, etc.) and the employment created locally
- general benefit to Queensland and Australia from on-going Government support given to local manufacturing, construction and service industries

Environmental Protection

The objective of Environmental Protection are consistent with the Council's commitment to sustainable development, by promoting procurement practices that conserve resources, save energy, minimise waste, protect human health and maintain environmental quality and safety.

The objectives are:-

- (a) To maximise the procurement of environmentally sensitive goods and services
- (b) To provide leadership to business, industry and the community in promoting the use of environmentally sensitive goods and services
- (c) Protection of the Environment is achieved by the following actions
- (d) Giving preference to environmentally sensitive goods, including those made from or containing recycled materials, where price, performance, quality, suitability and other evaluation criteria are comparable
- (e) Where appropriate, ensuring that specifications require suppliers to conform to necessary standards, codes or legislation for the identifications of hazardous materials and that suppliers carry out proper certification and registration procedures
- (f) Enforcing bans and/or phase-out timetables on the use of products prohibited under Queensland and applicable Commonwealth laws, including those laws ratifying international treaties and other agreements
- (g) Continually reviewing the market place for environmentally sensitive products and processes
- (h) Using lifecycle costing for all Procurement (including constructing projects), rather than initial procurement cost. This would, among other things, favour high durability goods and thereby minimise waste
- (i) Avoiding, wherever possible, the Procurement of known hazardous and environmentally damaging products, especially where alternatives are available with reasonable bounds of price, performance and suitability

Ethical Behaviour and Fair Dealings

Ethical Behaviour and Fair Dealing are achieved by officers:-

- (a) Performing their duty impartially, un-influenced by the receipt or prospects of threats, reprimands or rewards
- (b) Not accepting or seeking gifts or other favours
- (c) Not entertaining approaches from suppliers that might be interpreted as attempts to influence the evaluation process
- (d) Ensuring that their private interest do not conflict with their public duties
- (e) Maintaining high standards of accountability
- (f) Developing systems and procedures that ensure a consistent approach to procurement

4. FINANCIAL & PROCUREMENT DELEGATION

Pursuant to Section 257 of the *Local Government Act 2009* (The Act) the Council has delegated to the Chief Executive Officer the authority to incur financial expenditure and/or enter into contracts on behalf of Council under the following provisions:

- *Where expenditure has been, or will be, provided for in Council's budget; or*
- *Where, in the opinion of the Chief Executive Officer, such expenditure is required because of genuine emergency or hardship.*
- Full details of the delegation made are set out in Council's delegations register.
- Other officers may only incur expenditure on behalf of the Council if:-
 - a) *The officer has been granted a financial delegation by the Chief Executive Officer and such delegation is recorded in the Register of Delegations by the Chief Executive Officer; and*
 - b) *Expenditure is, or will be, provided for in Council's budget; or*
 - c) *In the case of genuine emergency or hardship and where the power to incur expenditure in these circumstances has also been delegated.*

The Chief Executive Officer must make delegations in writing and record them in the Register of Delegations by the Chief Executive Officer in accord with the requirements of the Act.

Any officer incurring expenditure may only do so in accordance with any constraints imposed by the Council or the Chief Executive Officer in respect to a financial delegation.

Officers shall only place procurement orders **after** an officer with the appropriate delegation or the Council has authorised the Procurement.

In determining if an officer has the appropriate level of delegation for procurement the value of procurements includes any trade in value of goods and Goods and Services Tax (GST) which forms part of the procurement cost. i.e. the Gross Value. All delegation amounts set shall refer only to the Gross Value of procurement.

5. PLACEMENT OF A PROCUREMENT ORDER

5.1 Procurement orders are to be placed for every procurement of goods and services other than those carried out via:-

- i. petty cash transactions
- ii. Formal Contracts entered into for the provision of periodic services
- iii. Procurements as per clauses 4 and 5 below.

5.2 Orders shall be made in accordance with the following:-

- a) Procurement orders are to be placed with suppliers of goods and services with a preference being given to those businesses operating within the Shire in accordance with the Local Preference Policies within this policy.
- b) Procurement orders must contain a "required by date" and an estimate of the cost of the goods or services being sought. The failure of the supplier to provide the goods or service by the required and or written varied date may make the order invalid.
- c) Prior to an order being placed, the officer preparing the procurement order must check Council's preferred local supplier list to verify that the goods or services to be acquired cannot be procured locally.

5.3 A Procurement diary/file of offers or quotes must be kept. Quotations are to be attached to the reverse of the account copy of the order for attachment to the payment voucher.

5.4 Exceptions to place a procurement order will be made for the procurement of goods and services with nominated suppliers for specified goods and services where arrangements have been made by Council with that supplier for the procurement of goods and services without a prior order. The supplier shall provide an issue book which must be signed by the purchaser and include his/her payroll number and job number.

5.5 Exceptions to place a procurement order will be made for various services involving recurrent payments, such as telephone and electricity accounts, and some professional services where it is impractical to raise orders prior to receipt of the invoice.

5.6 Any change in procurement that affects the level of quotes to be sought or the authority level required will require the cancellation of the original order issued and the raising of a new procurement order to effect such change.

5.7 All procurement orders that are made in writing shall be cancelled in writing.

5.8 Procurement orders will be issued in numerical sequence and shall be signed for by those officers authorised to issue procurement orders on behalf of Council.

5.9 Procurement orders are accountable documents and therefore shall be issued by the accountable officer.

5.10 Where a procurement order has been lost, voided or destroyed the user is responsible for keeping a record of the specified procurement order and the specific circumstances.

5.11 All procurement orders must bear the appropriate Job Cost or General Ledger Account number and estimated values are to be noted on the order to assist the committed costs function of management reporting. If a price has been quoted it is to be entered.

5.12 All procurement orders must detail where the goods and services are to be provided /delivered and, where practicable, the method of delivery.

5.13 Where goods are delivered they shall be retained in a secure location until the relevant Procurement officer has verified that the goods received are as ordered

6. PROCUREMENT AND PAYMENT SEQUENCE

The Requisitioning Officer (Officer requesting goods and services) requests the issue of an order.

Any Council officer may seek to requisition goods and services provided:

- a) such goods and services are required for the undertaking of Council works and services;
and
- b) that officer has a responsibility for ensuring that such goods and services are provided to undertake the relevant Council services provision; **and**
- c) a current budget allocation for such works and services exists which has sufficient uncommitted allocation to allow for the proposed procurement of the goods and services as sought OR a genuine emergency exists that requires that carrying out of such works or services; **and**
- d) the officer provides a valid Council Job Cost number or General Ledger number for the goods and services sought as part of the request.

A valid job cost or general ledger number is one which:

- 1. Has been set up on the PCS system; and
- 2. Has an uncommitted budget balance that allows for the procurement
 - a) sought (except for emergency expenditure); and
- 3. Is within the authority of the Requisitioning Officer to commit funds for.

Requisitions may be made using the Council requisition forms.

The Requisitioning Officer may suggest an appropriate supplier for the goods and services sought and may also have obtained relevant quotations for such goods and services (As required under this Procurement policy) at the time of requesting a Council order.

Order Preparation Officer (Officer preparing a Council order whether manually or on the PCs system)

Only officers trained in the Council's Procurement policy and the use of the PCS ordering system may prepare orders for Council's goods and services.

It is the responsibility of the Order Preparation Officer to verify that:

- a) The appropriate Procurement procedure are followed for the requested goods and services with respect to quotations/tenders or, where this has already been done by the requisitioning officer there is sufficient evidence provided with the requisition to show that appropriate procedures have been followed; and
- b) There has been no 'order splitting' to get around relevant authority limits; and
- c) A valid job cost or general ledger number has been provided; and
- d) The goods and services sought appear to be valid proposed expenditure for the job cost/general ledger number provided; and
- e) Estimates and or quotation amounts (inclusive of GST) are provided or obtained.

The Order Preparation Officer shall prepare the Council Order for signature by the appropriate signing officer and enter it into the PCS system.

Order Signing Officer (Officer signing the Council order)

It is the responsibility of the Order Signing Officer to check that all appropriate procedures have been followed with respect to the proposed procurement before signing the order. The order signing officer accepts responsibility for ensuring that all appropriate procedures have been followed with respect to the procurement at the time of signing the order.

Order Preparation Officer (Officer preparing a Council order whether manually or on the PCs system)

The Order Preparation Officer must, once the order (and copies) have been signed by the order signing officer, ensure the original is mailed, faxed or emailed to the supplier. The duplicate copy is to go to the Accounts payable officer and the Triplicate copy is to go to the Receiving Officer.

It is the Receiving Officer's responsibility to ensure:

- a) That goods/services supplied are actually those that were ordered
- b) That all goods/services on the delivery note or invoices have actually been received.
- c) That all goods/services received are suitable for the purpose for which they were ordered.
- d) Any delivery and/or invoice documentation is forwarded to the accounts payable officer immediately after completion along with the signed duplicate copy of the order verifying the receipt of the goods and services (or part thereof whereby a copy of the duplicate is to be used with goods not received at that time ruled through on the copy and the duplicate copy having ruled through the goods certified as being received at that time).

It is the Accounts Payable Officers responsibility to ensure;

- a) Invoices are to be checked with delivery dockets (Where supplied) and signed duplicate orders. Where part orders are received the Triplicate copy shall have such parts received ruled through.
- Quantity received and price calculations are to be checked against the invoices received.
- b) Tax invoices may only be paid when an official order number is quoted and a signature of a council employee is recorded indicating the satisfactory receipt of goods and services.
 - c) Tax invoices received are to be matched against triplicate copies of orders held by the Accounts Payable Officer and entered into the PCS system pending receipt of the advice from the receiving officer that goods and services have been satisfactorily received .
 - d) Where signed duplicates of orders are not held by the accounts payable officer on receipt of an invoice a copy of the invoice is to be sent to the receiving officer with a request that the receipt of the goods and services be checked and verified.

- e) On receipt of the relevant receipt certificate from the receiving officer the invoice shall have a payment voucher prepared.
- f) Tax invoices and Council duplicate order copies (with receipt certificate signed) are to be attached to the voucher for payment.
- g) The Accounts payable Officer shall indicate on the voucher for payment that the goods and services as invoiced have been checked to ensure delivery of goods and services and that the calculations on the invoice agree with the order amounts and have been appropriately authorised.
- h) Once the voucher has been countersigned by the verifying officer the Accounts payable Officer is to schedule the payment in accord with the terms of payment held with the relevant supplier.
- i) **It is the Verifying Officers responsibility** to check that the voucher for payment as prepared by the Accounts Payable Officer has been prepared in accord with this policy and the account is due and payable by Council.

RTI RELEASE - DILGP

7. ESTABLISHMENT OF PANEL OF SUITABLE SUPPLIERS (PREFERRED SUPPLIER LIST)

The Chief Executive Officer is to have prepared bi-annually a preferred stock list for which annual quotations are to be obtained for possible inclusion on a Preferred Supplier List. This list may also include the hire of plant and equipment.

Except for plant and equipment hire services the Chief Executive Officer will approve the list where the procurement of goods and services under the list are under within the Chief Executive Officers delegated authority.

Invitations are to be made by way of local advertisement and a direct mail out to the relevant suppliers.

With respect to the establishment of preferred suppliers for plant and equipment hire services biannual

tenders shall be called by the Chief Executive Officer with the results reported to Council for Council determination of the listings to be established.

8. USE OF ESTABLISHED PANEL OF SUITABLE SUPPLIERS BY LOCALBUY

The use of established panels of suitable prequalified suppliers by Local Buy is specifically authorised by this policy.

9. PROCUREMENT THRESHOLDS AND REQUIREMENTS

Mechanical Breakdown (affecting service delivery of plant or equipment) or Emergency Quotations must be obtained from known suppliers allowing a minimum of one working day for a response.

Such quotations (Where not obtained within the requirements set out below because of urgency) shall be referred to the Chief Executive Officer for approval.

Procurements up to \$3,000

a) The Preferred Supplier List shall be utilised for these procurements where such goods and services are on the Preferred Supplier list.

b) Council encourages goods to this value, where available and stocked locally, to be procured locally by the application of a maximum 10% local preference up to a maximum of \$200 to encourage the development of local business and the availability of such goods and services to the community locally.

Where the costs of Procurement these goods locally is more than 10% or more than \$200 over the cost of Procurement the goods from non local suppliers (after allowing for freight) and the immediate obtaining of the goods is not required then such goods may be procured from non-local suppliers.

c) There is a requirement to seek quotes for all such goods except where such goods are less than \$1,000 in value or for such goods as set out in clauses 5 and 6 of this part.

For goods valued \$1,000 or over, except where quotes are obtained via LocalBuy, Council preferred supplier lists or by public advertising, a minimum of two quotes are to be sought and a minimum of two working days is to be allowed for the receipt of such quotes from time of request.

d) Relevant Quality Assurance and Workplace Health requirements are to be considered in the procurement of such goods and services.

e) Procurements from local suppliers up to \$50 may be made out of petty cash except as defined otherwise by the Chief Executive Officer.

f) For every procurement of goods and services supplied locally and picked up direct from local suppliers under prior arrangements set up by Council with such suppliers for goods valued under \$1,000 the supplier shall provide an issue book which must be signed by the Council officer picking up the goods.

The Council Officer shall also note on the issue book of the supplier their payroll number and the job number.

g) The procurement of these goods and services shall be in accord with the conditions of delegation under this policy and the Chief Executive Officer's delegation to relevant Council

Officers.

Procurement of Goods and Services exceeding \$3,000 and up to \$10,000:

a) Council encourages goods to this value, where available and stocked locally, to be procured locally by the application of a maximum 7.5% local preference up to a maximum of \$650 to encourage the development of local business and the availability of such goods and services to the community locally.

Where the costs of Procurement these goods locally is more than 7.5% or more than \$650 over the cost of Procurement the goods from non local suppliers (after allowing for freight) and the immediate obtaining of the goods is not required then such goods may be procured from non-local suppliers.

b) There is a requirement to seek quotes for all such goods.

Except where quotes are obtained via LocalBuy, Council preferred supplier lists or by public advertising, a minimum of two quotes are to be sought and a minimum of four working days is to be allowed for the receipt of such quotes from time of request.

c) Procurement Officers need to ensure that sufficient information has been gathered so that the risk of error is substantially reduced.

If necessary any technical officer requesting the item will assist in the procurement process.

d) Relevant Quality Assurance and Workplace Health requirements are to be considered in the procurement of such goods and services.

e) Reasons for not accepting the lowest quote from the lowest conforming local supplier will be noted.

Where local preference has been applied to award the procurement to a local supplied the local preference amount applied will be noted.

f) The procurement of these goods and services shall be in accord with the conditions of delegation under this policy and the Chief Executive Officer's delegation to relevant Council Officers.

Procurement of Goods and Services exceeding \$10,000 and up to \$50,000:

a) Council encourages goods to this value, where available and stocked locally, to be procured locally by the application of a maximum 5% local preference up to a maximum of \$2,000 to encourage the development of local business and the availability of such goods and services to the community locally.

Where the costs of Procurement these goods locally is more than 5% or more than \$2,000 over the cost of Procurement the goods from non local suppliers (after allowing for freight) and the immediate obtaining of the goods is not required then such goods may be procured from non-local suppliers.

b) There is a requirement to seek quotes for all such goods. Except where quotes are obtained via LocalBuy, Council preferred supplier lists or by public advertising a minimum of three quotes are to be sought, a minimum of two quotes are to be obtained and a minimum of seven working days is to be allowed for the receipt of such quotes from time of request.

c) Written specifications shall be prepared for these quotes before they are called.

d) Procurement Officers need to ensure that sufficient information has been gathered so that the risk of error is substantially reduced. If necessary any technical officer requesting the item will assist in the procurement process.

e) Relevant Quality Assurance and Workplace Health requirements are to be considered in the procurement of such goods and services.

f) Reasons for not accepting the lowest quote from the lowest conforming local supplier will be noted. Where local preference has been applied to award the procurement to a local supplied the local preference amount applied will be noted.

g) The procurement of these goods and services shall be in accord with the conditions of delegation under this policy and the Chief Executive Officer's delegation to relevant Council Officers.

Procurement of Goods and Services exceeding \$50,000 and up to \$100,000:

a) Council encourages goods to this value, where available and stocked locally, to be procured locally by the application of a maximum 2.5% local preference up to a maximum of \$2,000 to encourage the development of local business and the availability of such goods and services to the community locally.

Where the costs of Procurement these goods locally is more than 2.5% or more than \$2,000 over the cost of Procurement the goods from non local suppliers (after allowing for freight) and the immediate obtaining of the goods is not required then such goods may be procured from non-local suppliers.

b) There is a requirement to seek quotes for all such goods. Except where quotes are obtained via LocalBuy, Council preferred supplier lists or by public advertising a minimum of three quotes are to be sought, a minimum of two quotes are to be obtained and a minimum of nine working days is to be allowed for the receipt of such quotes from time of request.

c) Written quotation documents are to be prepared for the calling of these quotes.

d) Procurement Officers need to ensure that sufficient information has been gathered so that the risk of error is substantially reduced. If necessary any technical officer requesting the item will assist in the procurement process.

e) Relevant Quality Assurance and Workplace Health requirements are to be considered in the procurement of such goods and services.

f) Such Quotes must be summarised and referred to the Chief Executive Officer for approval before acceptance.

g) The procurement of these goods and services shall be in accord with the conditions of delegation under this policy and the Council's delegation to the Chief Executive Officer.

Procurement of Goods and Services exceeding \$100,000 and up to \$200,000:

a) There is a requirement to seek quotes for all such goods. Except where quotes are obtained via LocalBuy, Council preferred supplier lists or by public advertising a minimum of three quotes are to be sought, a minimum of two quotes are to be obtained and a minimum of twelve working days is to be allowed for the receipt of such quotes from time of request.

b) Written quotation documents are to be prepared for the calling of these quotes.

c) Procurement Officers need to ensure that sufficient information has been gathered so that the risk of error is substantially reduced. If necessary any technical officer requesting the item will assist in the procurement process.

d) Relevant Quality Assurance and Workplace Health requirements are to be considered in the procurement of such goods and services.

e) If the lowest conforming quote is not to be accepted this matter will be referred to the Council for determination of the successful supplier.

f) The procurement of these goods and services shall be in accord with the conditions of delegation under this policy and the Chief Executive Officer's delegation to relevant Council Officers.

Procurements of Goods and Services above \$200,000:

a) Council approval is required for procurements of \$150,000 or more.

b) Procurements of \$200,000 or more must be in accordance with the *Local Government Act 2009*.

c) Such procurements will be by way of tender and shall be advertised in the following newspapers, public notices flyers and council email distribution list for public notices or as directed by the Chief Executive Officer from time to time:

- The Cairns Post
- The Townsville Bulletin
- The Northwest Star
- Public Notice Boards
- Local email distribution list for public notices

- d) The tender advisement shall allow at least 21 days from the date of the advertisement for the submission of tenders,
- e) Detailed specification of the Council requirements under the contract shall be prepared and shall include any relevant Quality Assurance requirements and Workplace Health and Safety requirement in accordance with the *Work Health & Safety Act 2011*.
- f) Relevant Quality Assurance and Workplace Health requirements are to be considered in the procurement of such goods and services.
- g) All contracts shall be evaluated, have a report prepared for Council's consideration and be approved by Council prior to any official orders being placed or contracts entered into.

10. EXCEPTIONS TO THE REQUIREMENTS TO SEEK TENDERS OR QUOTATIONS

All exceptions are subject to the conditions listed in Section - 6 and 7 Procurements of Goods and Services above \$100,000:

- 1. The Council may enter into a contract without the inviting of Tenders or Quotations:-
 - 2. when the contract is made with a supplier on a Panel of Suitable Providers compiled pursuant to the LGA, or
 - 3. if the contract is entered into:-
 - a) under a standing offer or preferred supplier arrangement, or
 - o) with a supplier from a register of pre-qualified suppliers, or
 - c) under an LGA arrangement such as the LGAQ's 'Local Buy'
 - 4. The *Local Government Act 2009* and the Local Government Regulation 2012 Chapter 6 Part 3(Default Contracting Provisions) Section 184, provides the detail whereby it is not necessary to seek tenders and quotations for the procurement of goods and services.
- It is Council policy to avail itself of those provisions where appropriate.

11. EVALUATION OF OFFERS

Offers must be evaluated to take account the suppliers proven track record, suppliers knowledge and expertise on the product, the service and product being provided must be a core element of the business, the technical performance of the product, and the value obtained for money spent and the risks associated with procuring the requirements from the respective tenders.

The evaluating officer must treat each offer fairly and equitably on the basis of the criteria established in the specification and there should be no changes to the criteria by revisin~ those elements considered as mandatory requirements or by giving special weighting to other factors not declared in the original documents.

12. LOCAL PREFERENCE

Council strongly support those suppliers who reside within the shire and is prepared to give due consideration where supply is offered, quality is commensurate with other suppliers and price is realistic after delivery is accounted for.

Where goods or services are available locally but procured from outside the shire, adequate documentation is required to demonstrate the local preference has been considered. Council has a scaled local preference policy for the procurement of goods and services other than plant hire as follows:

10.0% up to a maximum of \$200

Greater than \$3,000 up to \$10,000 7.5% up to a maximum of \$650

Greater than \$10,000 up to \$50,000 5.0% up to a maximum of \$2,000

Greater than \$50,000 up to \$100,000 2.5% up to a maximum of \$2,000

Greater than \$100,000 None

In addition Council provides local preference margins for locally based suppliers of plant hire services.

These margins will be set out in the relevant tender documents approved by Council at the time of calling tenders for the supply of such services.

13. TENDERS

1. Closure time and date:

Council provide a tender box in a designated area of Council premises for the purpose of holding all tender documents submitted by potential suppliers .

The tender box is to be securely locked and keys held by the Chief Executive Officer.

All tender documents received before the advertised tender closure times are to be lodged in the tender box unopened.

Tender documents received after the advertised date and time are to be deemed late tenders and depending on the circumstances relating to late lodgement may be rendered invalid.

2. Tender storage period:

All tender documents shall be held for the duration of the tender period and documents (excluding brochures) shall be held for the period specified in the State Archives Act.

3. Release of information:

Officers must not release information, including names of tenderers to other tenderers, prior to the opening of a tender.

Communications should be minimised with suppliers prior to the award of a tender except during the course of normal daily work.

4. Opening of Tenders:

Tender boxes are to be opened at the appointed time and in public, with at least two Council Officers to be present and any member of the public who is present and wishes to attend to be invited do so except where tenders are advertised as not to be open tenders.

Tender proposals are to be opened and recorded in an appropriate format and general details of the offer are to be advised to any persons in attendance where it is an open tender (e.g. "A Caterpillar grader from Hastings Deering for \$300,000 less trade of \$120,000"),

Where tenders are closed or provided as "Commercial-in-confidence" details shall not be divulged except where tenders are specifically sought as open tenders.

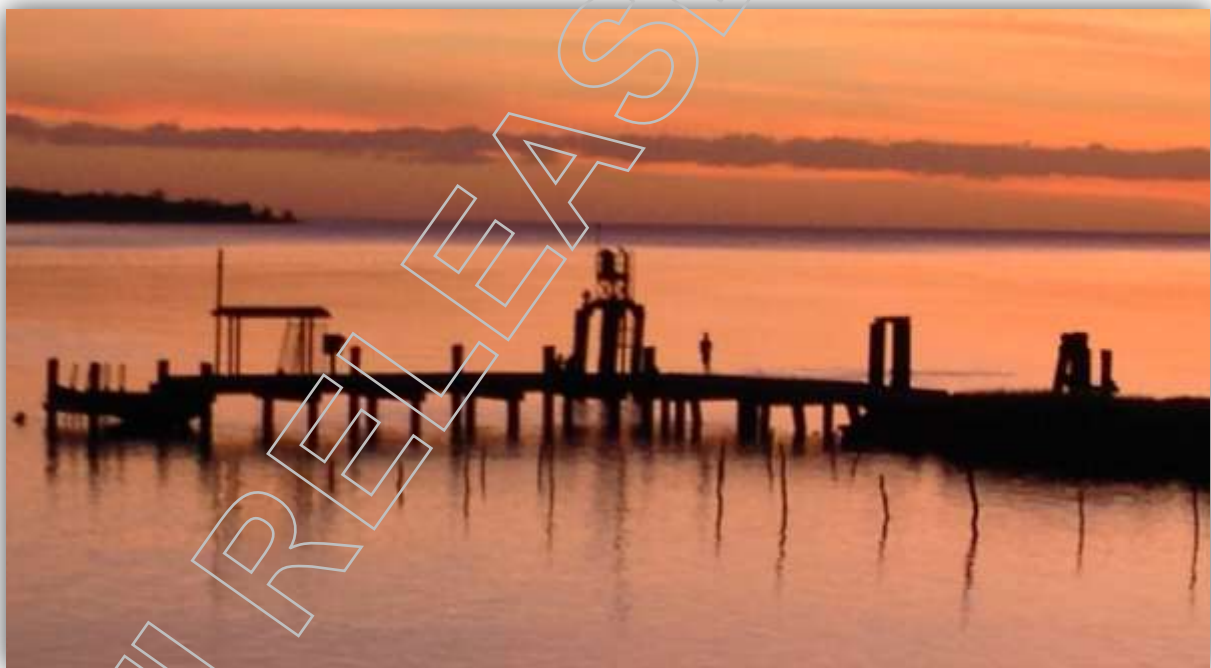
Figure 1 Mornington Island Jetty Precinct Procurement Schedule

Action	Year 1 1st Qtr	Year 1 2nd Qtr	Year 1 3rd Qtr	Year 1 4th Qtr	Year 2 1st Qtr	Year 2 2nd Qtr
Stage 1 Actions						
Development of Supporting Material for Financial Support	→					
Draft terms of reference for Engineering Design	→					
Receival of Engineering and Project Management Proposals	→					
Acceptance and appointment of design engineer and project manager	→					
Project manager to prepare tender documents for construction works	→					
Due Diligence assessment of preferred tenderers.	→					
Formal acceptance of tender(s) by Council	→					
Enactment of works contract, including milestones, insurances and conditions with tenderer(s)		→				
Appointment of project contractors.		→				
Project review milestone assessments	→	→	→	→	→	→
Acceptance and sign-off						→



Mornington Island Jetty and Foreshore Precinct Development

DELIVERY OF MAJOR WORKS



CONFIDENTIAL

July 2015

EXECUTIVE STATEMENT

This document briefly summarises relevant experience of Mornington Shire Council in successfully managing, and collaborating in the delivery of, major works projects.

Mornington Shire Council ensures ethical governance and inclusive community engagement is an essential component of all future planning and decision making. Council acknowledges its responsibilities and undertakes activities as prescribed in the Local Government Act 2009. Decisions are supported by accurate, accessible and secure information.

Mornington Shire Council actively partners with Commonwealth and Queensland Government Departments and other regional Councils when representing the community of Mornington Island; advocating on their behalf while actively delivering projects that will positively impact the Wellesley Island group.

SAMPLE PROJECT EXPERIENCE

MORNINGTON ISLAND NDRRA PROJECT

Mornington Shire Council has successfully collaborated with governments, businesses and organisations on the delivery of several significant developments within the Wellesley Island group.

The region is widely recognised for offering a relaxed lifestyle and environment however a fresh approach and clear economic priorities will enable Mornington Shire Council to be a respected and leading far north local government authority.

Such ability has been recognised state-wide through a collaborative partnership with Queensland Reconstructive Authority to deliver the "Roads to Recovery Program" - categorised as a major state development.

Mornington Shire Council administered approximately \$11 million of flood damage repairs through their consultants and contractors to rehabilitate approximately 90km of roads.

The work consisted of graveling roads and constructing flood ways. Council ensured that the project remained on track by attending site meetings, making decisions on technical, financial and cultural heritage matters.

Further, Council liaised with Traditional Owners for provision of gravel, paid invoices and provided financial data for funding reimbursements.

Industry, business and government are unanimous in their view that the region must work together – to provide the leadership, direction and settings to deliver a new economy.

Leadership, collaboration and partnership were successfully achieved this major works project.

The Mornington Island Roads to Recovery Program was delivered under the Natural Disaster Relief and Recovery Arrangements (NDRRA), a joint state and federal initiative.

QUEENSLAND RECONSTRUCTION AUTHORITY: PARTNERSHIP WITH MORNINGTON SHIRE COUNCIL

Mornington Shire Council is striving to ensure the complex needs for infrastructure, facilities and services in the Mornington Island community are met through a diverse range of government and non-government agencies.

The QLDRA recently collaborated with Council to lead development and planning efforts, while undertaking strategic periodic reviews of infrastructure and services. QLDRA reports MSC delivered executive support and services in a timely and coordinated manner, while ensuring infrastructure was delivered in accordance with priority infrastructure plans; in a manner that reflects community priorities and standards and does not pose significant risk to environmental assets or community values.

In final, QLDRA found the remote Council motivated, ensuring that current infrastructure is well maintained and upgraded in accordance with the needs of the community and Council's vision; moving the region forward.

Partnership Rating

8 / 10 results based on the collaboration with motivated Council Executives from April 2014; providing exceptional direction, leadership and ability to commit/fulfil expectations.

CAPABILITY TO DELIVER

It is the role of the Mornington Shire Council to work in partnership with government, organisations and / or businesses to encourage economic development within the community to generate major employment and a high level of employment self-containment. Develop a strong workforce base, where businesses employ a large number of local residents within a wide range of employment opportunities. Not only did Mornington Shire Council deliver support to the NDRRA major project, but the isolated team, who face a magnitude of challenges, adopted efficient, accessible and environmentally sustainable options for managing discarded resources and waste once the project was completed.

In conclusion, QLDRA strongly support the adoption of the Mornington Island Jetty and Foreshore Business and Recreation Precinct to stimulate the economic growth of the shire, led by the exceptional executive team at Council.





Mornington Island Jetty and Foreshore Precinct Development BUSINESS CASE



CONFIDENTIAL

July 2015

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EXECUTIVE SUMMARY

Overview

This document presents the scope, proposed capital and operational scope, the importance and the outlook for developing the Mornington Island Jetty and Foreshore Precinct, an initiative which is rated as Mornington Shire Council's highest current priority.

The document supports an application to the National Stronger Regions Fund Program, which focuses on Stage 1 of the comprehensive Jetty and Foreshore Precinct development. Stage 1 will enable the facilities to reach a serviceable level for demands of the regular barge service, and for visiting commercial and recreational vessels at Gununa. It will provide a base for important economic development objectives in creating a mainstream commercial enterprise and associated new jobs.

The jetty and marine precinct, located at the main township Gununa, is the sea-freight hub for the overwhelming majority of supplies to Mornington Island (via regular barge services), and is a vital link for essential products for the community. The jetty precinct is fundamental to the social and economic functioning of Mornington Island. Mornington Island's existing jetty and facilities for barge landings were extensively damaged in 2014 when a vessel collided with the structure.

Mornington Island Council's Position

- Council believes that a collaborative venture (involving contributions from local, State and Commonwealth Governments, and private sector supporters) is timely and critical in building an effective Mornington Island Jetty and Foreshore Business and Recreation Precinct. Council argues this development is essential to improving circumstances and quality of life in the region.
- Council is working to manage Mornington Shire's growth and to plan for the region's infrastructure needs. The Mornington Island Jetty and Foreshore Business and Recreation Precinct is a key project in these plans.
- Council notes that the project will contribute to a long term asset for the Shire, which over three stages, encompasses:
 - Gulf ferry terminal development
 - A landmark development, featuring quality architecture, which is a marine activities hub and disaster shelter.
 - A celebrated heritage quarter
 - Attractive recreation facilities and location for cultural events.

Summary of the Project

- Mornington Island is a remote area in Queensland's north, with high very levels of disadvantage and a limited economic base; dependent on community services and few commercial enterprises.

- The jetty and marine precinct, located at the main township Gununa, is the sea-freight hub for the overwhelming majority of supplies to Mornington Island (via regular barge services), and is a vital link for essential products for the community. The jetty precinct is fundamental to the social and economic functioning of Mornington Island. Mornington Island's existing jetty and facilities for barge landings were extensively damaged in 2014 when a vessel collided with the structure.
- The project is large and ambitious, and will be implemented in stages.
 - Stage 1: Engineering works, planning and replacement of the jetty complex
 - Stage 2: Barge ramp and barge shed works, recreational facilities and landscaping
 - Stage 3: Commercialisation of marine enterprises in fuel supplies, vessel repairs and maintenance, fishing equipment, and hospitality.
- Stage 1 will enable the jetty and barge to reach a serviceable level for the regular barge service, and for commercial and recreational vessels at Gununa. It will provide a base for important economic development objectives in creating a mainstream commercial enterprise and associated new jobs.
- Financial contributions to match National Stronger Region Fund support have been secured, and include:
 - \$1.68 million from Council (excluding in-kind contributions)
 - \$0.5 million from the Queensland Government (Department of Transport and Main Roads)
 - \$0.5 million from private companies with a presence in the region.
- Financial projections indicate that the project will deliver a sustainable ongoing operational range of activities.
- At the projected level of operations the venture will support:
 - Up to 10 full time equivalent direct jobs in construction phases
 - 3 full time equivalent direct operational jobs in years 1 and 2, increasing to 6 full time equivalent direct jobs in years 3 to 5.
- In addition to direct employment, enterprise, and recreational benefits which the project will deliver, the supply chain, that the jetty and barge development project will support, is the freight lifeline of Mornington Island, handling in excess of \$30 million in essential freight to the Island per annum. This trade supply chain supports more than 80 full time indirect jobs in downstream retailing, construction and community services positions.

1. BACKGROUND AND CONTEXT

1.1 MORNINGTON ISLAND HISTORIC PERSPECTIVE¹

Mornington Island is the largest of the North Wellesley Islands located in the Gulf of Carpentaria and the town of Gunana, founded in 1914, is the primary residence of the majority of the Shire's population. Outside the town boundary of Gunana, the balance of the Wellesley Islands (and the associated Mornington Shire) is subject to native title determination for the Lardil, Yangkaal, Gangalidda and Kaiadilt Peoples. Therefore, the Lardil, Yangkaal, Gangalidda and Kaiadilt people make all decisions on land uses outside the town area.

The original people of the Wellesley Islands had little or no contact with the outside world before the early 1900s. Pre-contact, the people had occasional contact with Macassan traders visiting the gulf to collect trepang more than 400 years ago. Contact with the British began when Mathew Flinders anchored the HMS Investigator off Sweers Island (South Wellesley) in 1802. Flinders named several islands at the time, including Mornington.

Contact with non-Aboriginal people intensified after Burketown was established in 1865. Burketown residents were relocated to Sweers Island in 1866 after an outbreak of 'gulf fever'. The following year a customs house and township were established at Sweers Island, bringing many people into the Wellesley Islands including Chinese and Pacific Island labourers. Increased commercial activity in the Wellesley Islands impacted heavily on traditional hunting practices of the people. Commercial fishing competed for sea foods, and island ecosystems were devastated by the introduction of cattle, sheep, horses, rabbits and goats. Competition for land and resources sometimes led to violence, including the reported murder of eleven people at Bentinck Island in 1918 by a party of non-Aboriginal people. Mornington Island does have a history of economic enterprise during the twentieth century when about 400 people lived on the island and a mission was established. This included:

- A trepang/sea cucumber enterprise using the mission ketch.
- Cattle production
- Agricultural and sea-product harvesting, such as sandalwood, dugong oil, turtle shell and fruit and vegetables, all of which helped to supplement the mission income.

The mission was poorly funded and residents relied on traditional foods, with teenage boys released from dormitories to allow them to learn traditional hunting skills. After World War 2 the Presbyterian missions were in serious debt, and with little money to develop the missions, living conditions deteriorated and sanitation became problematic. Periodic drought and water shortages compounded these problems, and Mornington Island residents were regularly sent into the bush due to food shortages.

A cash economy was introduced to the community in 1954. Housing supplies, clothes and food items became available at the island store for the first time. Residents gradually replaced the bark and galvanized iron huts with prefabricated homes, constructed by the residents themselves. Many residents took up work on the mainland as domestics, stockman and fencers, or worked on cargo boats. During the late 1960s and 1970s the Church introduced policies at Mornington Island mission which supported the community's aspirations to achieve self-management and recognition of Aboriginal land tenure.

In 2008, Exclusive Native Title was recognised over the land within Mornington Shire, except for the area of the township and dam (which is a lease area).

¹ Historic details in this section were adapted from Mornington Shire Council information

1.2 THE NEED FOR INFRASTRUCTURE AND ECONOMIC DEVELOPMENT

Mornington Island is a remote area in Queensland's north, with high levels of disadvantage and a limited economy based on community services and few commercial enterprises. There is a clear and acknowledged need to:

- Improve the social, cultural and economic life of Mornington Island residents by establishing new businesses, supporting existing organisations, and implementing special projects to improve access, infrastructure and opportunity.
- Initiate life skill programs for youth that will encourage participation and support youth in leadership, education, cultural activities, employment and training opportunities
- Develop and sustain strong partnerships with other community organisations, service providers, government and non-government organisations
- Increase community ownership of enterprises involved in the delivery of trade and social services across the community, thereby improving the local economy and creating opportunities for *Local People to take up Local Jobs*.

RTI RELEASE - DRAFT

2. MORNINGTON ISLAND COMMUNITY AND ECONOMY

2.1 POPULATION AND EMPLOYMENT

2.1.1 Population Trends and Relative Disadvantage

The township of Gununa has a residential population of 1,150 people of which 89.3% (or 995 people) are indigenous. Figure 2.1 reveals that the population is considerably younger than the Australian average; with 35% aged less than 15 years (compared with 19% nationally) and 2% aged 70 years and over (compared with 10% nationally). This reflects a combination of higher than average fertility rates, lower life expectancy, and lower net-migration to the community. Table 2.1 summarises a range of other comparative statistics for Gununa and Wellesley Islands, indicating:

- Much higher than average household sizes.
- Much lower personal, household and family incomes.
- Lower residential occupancy costs, due to the lack of a commercial housing market and commercial investment in real estate.

Unemployment and non-participation in the labour force are both exceptionally high in Gununa and the available jobs are limited to just a few industry sectors and skill sets. Clearly there is a difference between recorded 'unemployed' (people actively seeking a paid job) and those who do not enter the labour force because there is no incentive to do so, or no prospects for success. In this context, a low level of participation in the labour force is a direct indicator of additional unemployment. In 2011, Gununa had:

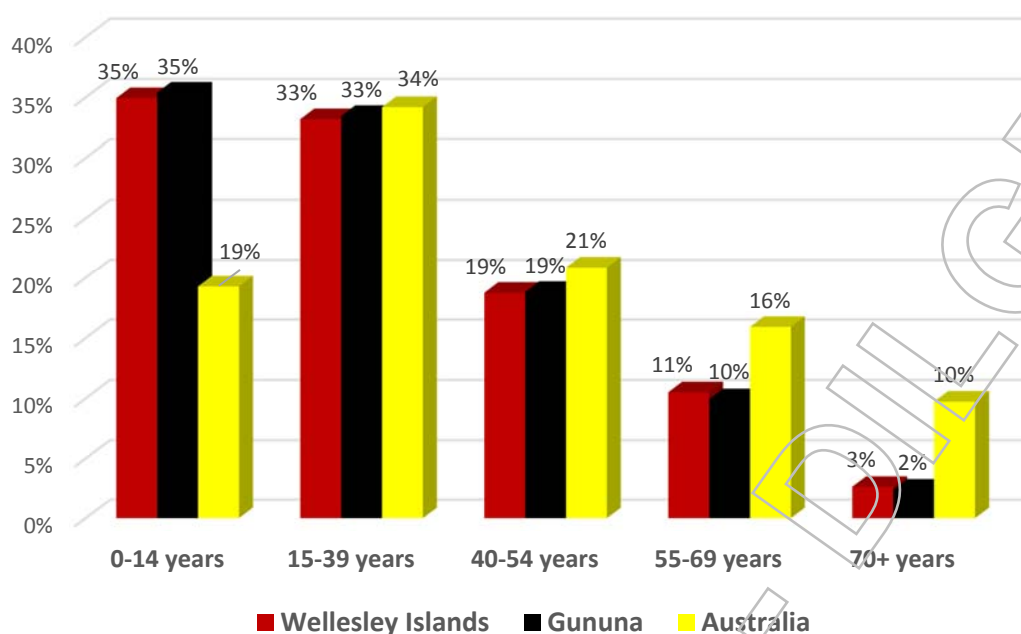
- 37.2% of people employed in paid jobs (in the work force age groups of 15 years and over) compared with the Australian average of 57.9%.
- 15.6% of the labour force registered as unemployed and looking for work (compared with 5.6% Australia wide)
- A labour force participation rate of 44.1%, much lower than the Australian average 61.4%.

The Australian Bureau of Statistics 2011 Socio-Economic Index for Areas (SEIFA) reveals that 100% of Mornington Shire residents are in the 'most disadvantaged' socio-economic quintile, and the Shire is ranked 15th most disadvantaged of all 564 local government areas in Australia.

Table 2.1 Characteristics of the Mornington Island Communities (compared with Australian averages), 2011

	Gununa	Wellesley Islands	Australia
Resident Population (2014)			
Median age of the population	26	26	37
Average persons per bedroom	1.6	1.6	1.1
Average household size	3.9	4.0	2.6
Median total personal income	\$285 per week	\$287 per week	\$577 per week
Median total family income (\$/week)	\$719 per week	\$690 per week	\$1,481 per week
Median total household income (\$/week)	\$981 per week	\$970 per week	\$1,230 per week
Median Rent (\$/week)	\$60 per week	\$60 per week	\$285 per week

SOURCE: Australian Bureau of Statistics Census of Population and Housing 2011

Figure 2.1 Age Structure of Wellesley Islands, Gununa and Australia, 2011

Gununa is the only urban area in the Wellesley Islands and Mornington Shire. It is shown within the context of the Shire's boundaries in Figure 2.1. It is the main service centre for the wider traditional owner communities. The Shire's planning scheme notes that Gununa is, and will continue to be:

- The focus for urban growth
- The primary residential area to satisfy the housing needs of the community.
- The point of access to:
 - Community services including health care, education, sport and recreation
 - Opportunities for businesses including retail and commercial and industry
 - Opportunities for local employment
 - Opportunities for community development through social interaction, protection of the history and cultural activities
 - Air and sea links with Cairns and Mt Isa.

2.1.2 Population Growth

Mornington Shire has a history of recent population growth similar to the national average. Between 2004 and 2014 the resident population of Mornington Shire has grown at an average annual rate of 1.5%². The Shire's existing Planning Scheme estimates that Gununa will grow by about 370 people over the ten year period from 2011, and a further 335 people over the following 15 years. This will contribute to a total Shire population of 1,925 by year 2036. There will demand for new housing construction, new enterprises and jobs to accommodate population growth. Table 2.2 summarises the population projections. These projections indicate new demand for 176 residential dwellings are required to meet demand from new population growth alone over the period to 2036, and this could be increased to about 240 dwellings and 16.5 hectares if the 'pent-up demand' within the community is to be addressed.

² Australian Bureau of Statistics estimated resident population 2004-2014 (published April 2015)

The population projections also imply an increase in the local labour force of around 400 people, or likely job seekers; a figure which is greater than the current employed labour force. This suggests that more than 100% increase in local jobs is required if the community is not to experience even greater levels of disadvantage.

Table 2.2: Population Projections for Gununa and Mornington Shire 2011 to 2036

Year	Projected Population in Gununa Planning Scheme	Mornington Shire Total Population	Additional Population
2011	1,109	1,220	
2014		1,223	
2021	1,479	1,590	370
2036	1,814	1,925	705

SOURCE: Mornington Shire Planning Scheme
Australian Bureau of Statistics Regional Population Growth 2014

2.1.3 Employment by Industry

Table 2.3 summarises employment by industry trends in Mornington Shire over the decade 2001 to 2011, and compares the employment by industry structure in 2011 with Queensland. The 2011 location quotients indicate the relative strength of each industry against the State average: A location quotient greater than 1.000 is an indicator of relative strength in a sector. The table indicates that employment has decreased in the Shire over the decade, by 15.4%, or 1.7% per annum, at a time when the population has grown; stark evidence of the limited local labour market. The trends, and the location quotients show the narrow nature of the Mornington Shire economy, with the majority of jobs concentrated in the quaternary and quinary sectors.

The three sectors of public administration and safety, health care and social services, and education and training contribute over half of local jobs (53.2%) compared with a Queensland average of 26.5%. These three sectors, plus arts and recreation services, other services, and construction, are the only classifications where the Mornington Island economy has a location quotient greater than 1.000. Construction is the only significant employing industry that is not in the quaternary and quinary sectors, and often engages highly mobile or temporary workers, to suit the fluctuating nature of construction projects. More specifically, the main employing industries on Mornington Island, contributing 80% of all jobs, are:

- Public administration and safety (23.2% of jobs and a location quotient of 3.461)
- Health care and social services (16.4% of jobs and a location quotient of 1.374)
- Construction (14.0% of jobs and a location quotient of 1.557)
- Education and training (13.7% of jobs and a location quotient of 1.739)
- Other services (12.2% of jobs and a location quotient of 3.162).

Many industries, such as transport, accommodation and food services, wholesale trade, retail trade and business services are either vastly under represented or not present at all in Gununa and Mornington Island. A healthy, diverse and sustainable economy needs a presence of enterprises in these sectors, if it is to develop into a normal Australian township and rural hinterland.

Figure 2.2 Mornington Shire and the Town of Gununa

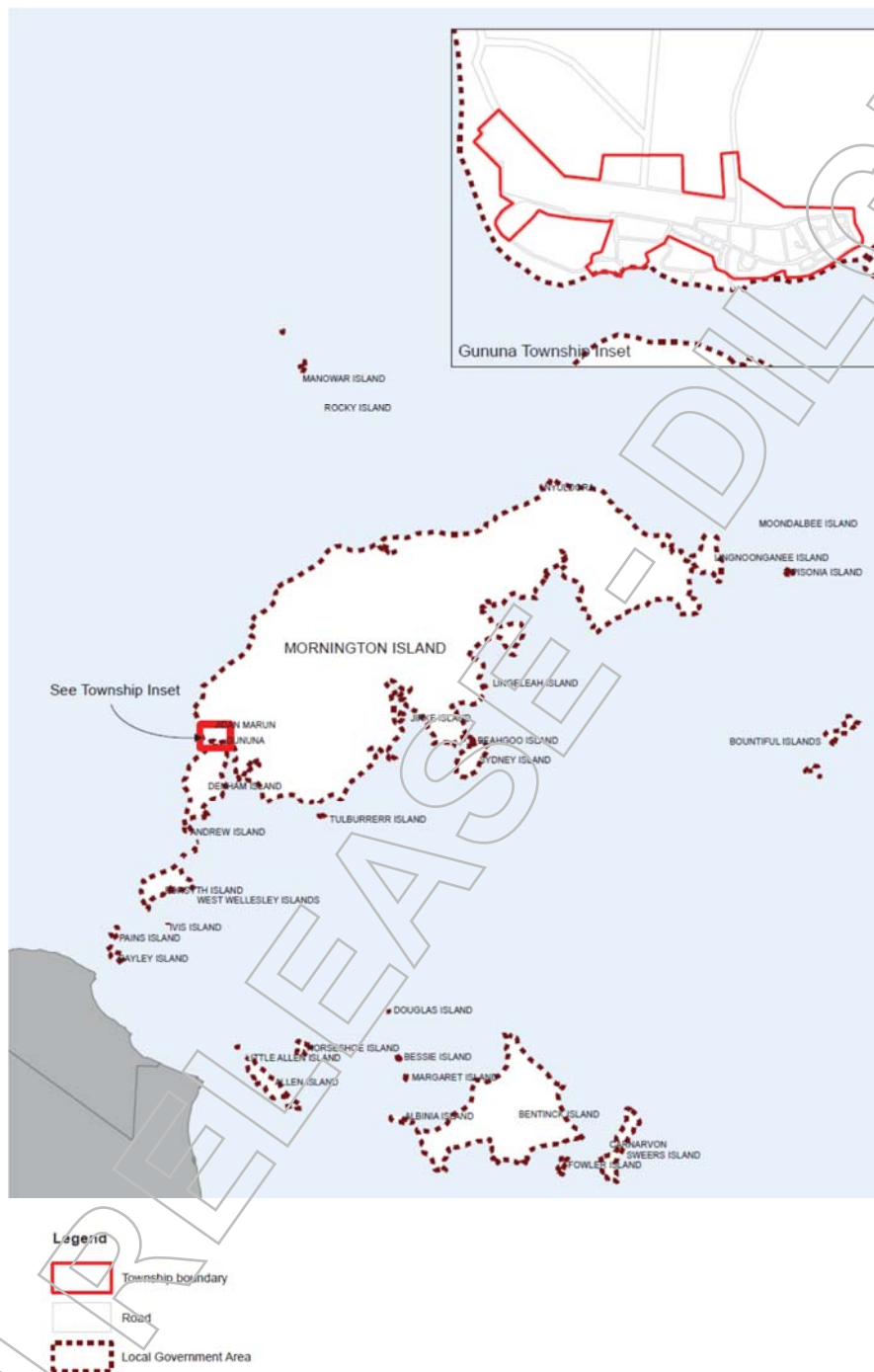


Table 2.3 Industry of Employment: Mornington Shire, 2011 and Location Quotients

Mornington (S)	2001	2006	2011	%	% Qld	2011 Location Quotient
Mining	4	9	3	0.89%	2.58%	0.346
Manufacturing	7	3	3	0.89%	8.42%	0.106
Electricity, gas, water and waste services	0	3	0	0.00%	1.22%	0.000
Construction	8	15	47	13.99%	8.98%	1.557
Wholesale trade	0	0	0	0.00%	3.64%	0.000
Retail trade	7	19	13	3.87%	10.65%	0.363
Accommodation and food services	6	8	6	1.79%	6.93%	0.258
Transport, postal and warehousing	7	3	3	0.89%	5.24%	0.170
Information media and telecommunications	3	3	0	0.00%	1.25%	0.000
Financial and insurance services	0	0	0	0.00%	2.66%	0.000
Rental, hiring and real estate services	0	0	0	0.00%	1.82%	0.000
Professional, scientific and technical services	0	0	4	1.19%	6.55%	0.182
Administrative and support services	0	0	10	2.98%	3.19%	0.932
Public administration and safety	276	174	78	23.21%	6.71%	3.461
Education and training	32	26	46	13.69%	7.37%	1.739
Health care and social assistance	23	83	55	16.37%	11.91%	1.374
Arts and recreation services	6	3	11	3.27%	1.40%	2.338
Other services	6	7	41	12.20%	3.86%	3.162
Inadequately described/Not stated	6	31	7	2.08%	2.36%	0.881
Total Persons	397	393	336	100.00%	100.00%	1.000

SOURCE: Australian Bureau of Statistics Census of Population and Housing, 2011

Note: Counts of "3" are randomised and include counts of 1 and 2, and counts of "6" include counts of 4 and 5.

2.2 TOURISM AND VISITATION

Mornington Island, and the wider Mornington Shire (encompassing the Wellesley Islands) are part of the Queensland tourism region known as "Tropical North Queensland"; one of twelve tourism regions in the State as shown in Figure 2.3. Tourism Research Australia (TRA) produces an annual tourism profile for this region, but the visitation data is dominated by the east coast centres of Cairns and Port Douglas. Table 2.4 shows that the region has more than two million domestic and international overnight visitors, contributing over \$2.5 billion in direct annual expenditure. It also shows that 20% of visitors travel to the region for business, 48% travel to the region by air transport, and 48% of visitors stay in hotel/motel/apartment style accommodation.

Business travellers include contractors, government agencies, company representatives, consultants and service providers, who fly in/fly out. Visits can vary from a single day to regular multi-day journeys over several months. The Mornington Island visitor market is currently made up almost entirely of this segment.

Figure 2.3 Queensland Tourism Regions

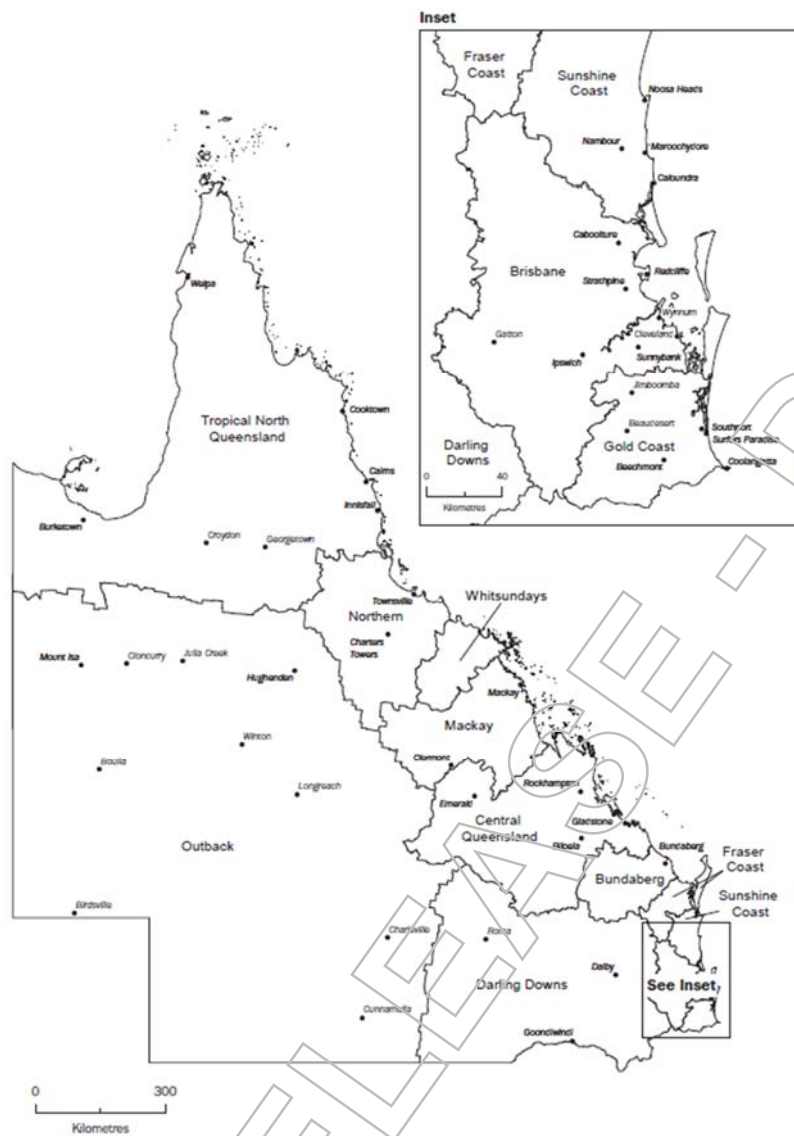


Table 2.4 Tourism Profile 2012-13 Queensland's Tropical North Region

	Expenditure	Visitors	Nights	Average stay	Average trip expenditure	Average nightly expenditure
	\$ million	'000	'000	Nights	\$	\$
Domestic day	301	2,565			117	
Domestic overnight	1,700	1,645	8,039	5	1,033	211
International	885	710	6,434	9	1,246	138
Domestic overnight visitor profile	Visitors	Nights	Share of visits	Share of nights	Average stay	
Top Locations Visited	'000	'000	%	%	Nights	
31145 Cairns City	455	1,876	28	23	4	
31147 Edmonton	322	1,229	20	15	4	
31165 Port Douglas	280	1,379	17	17	5	
Purpose of visit						
Holiday	911	5,017	55	62	6	
Visiting friends/relatives	329	1,431	20	18	4	
Business	323	912	20	11	3	
Other	78	210	5	3	3	
Top 3 accommodation						
Hotel, resort, motel or motor Inn	792	2,842	48	35	4	
Home of friend or relative	409	1,987	25	25	5	
Total camping/caravan	225	916	14	11	4	
Transport						
Air	789	4,078	48	51	5	
Drive	755	2,468	46	31	3	
Other	190	1,023	12	13	5	

SOURCE: TRA 2014

A recent economic development opportunities study for the Carpentaria Land Council Aboriginal Corporation³ (CLCAC) briefly discussed the potential for tourism in the Gulf of Carpentaria part of the Tropical North region. This study made very little reference to the Wellesley Islands, and was not particularly encouraging of the immediate for potential for tourism opportunities despite reporting that tourism is a growth industry in the region.

The study noted: *"Tourism is a growth industry in the region although supporting infrastructure is largely under-developed, particularly in Normanton and Burketown. With sealed roads from the south and east into Normanton, the region is easily accessible from major population centres in east and south eastern Australia. Infrastructure is better established at Karumba, which is a destination point for recreational fisherman, however, it is seriously lacking at Burketown and Normanton, which are compulsory overnight stops for road warriors".*

The CLCAC economic development opportunities study suggested that the travel market in the Gulf Savannah region potentially comprises five groups:

- Grey Nomads, defined as independent, retired or semi-retired travellers
- Backpackers
- Regional trippers
- Specialist (birdwatchers, photographers, fishing etc)
- Business.

³ Gordon Capital, 2013 Indigenous Economic and Business Development Opportunities in the Gulf of Carpentaria Region, Carpentaria Land Council Aboriginal Corporation

The CLCAC economic development study nominated non-specific 'tourism experience' opportunities for the region, including:

- *Indigenous experience*
 - Guided tours
 - Talks
- *River tours*
 - Albert and Norman Rivers
 - Crocodiles/birdlife
- *Arts and Crafts*
 - Indigenous galleries at Burketown/Normanton
- *Local produce*
 - Sandalwood soaps and candles, local honey, etc
- *Wetlands*
 - Normanton
 - Delta Downs
- *Birdlife and wildlife*
 - Dugong/Sea turtles
- *Cattle station experience*
 - Delta Downs
- *Fishing.*

Some of these experiences could be longer term opportunities on Mornington Island, if considered suitable by the land owners, and will be enhanced by the development of the jetty and foreshore precinct at Gununa. Indeed there is already a small fishing venture, the Birri Lodge, which is a seasonal (March to November) operation and the only commercial accommodation facility on Mornington Island other than the Gununa Motel. It caters exclusively for fishing groups.

Potential for extending tourism beyond the niche Birri Lodge style operation on Mornington Island is very limited at present. The upgrading of the jetty and foreshore precinct is a key inhibitor to tourism development, but would need to be complemented by:

- Development of commercial food service outlets (which is proposed in further stages of the jetty and foreshore precinct)
- Supply of commercial recreational boats and vehicles for hire.
- Formal agreements with the traditional owners for access to sea and land areas of interest.
- Design of tour packages.

3. GULF OF CARPENTARIA FISHING AND BARGE OPERATIONS

3.1 FINFISH OPERATIONS

Commercial fishing fleets have operated in the Gulf of Carpentaria since the early 1950s, targeting barramundi for East Coast markets. The industry has grown to target a wider range of finfish species, for domestic and export markets, including king salmon, grunter and jewelfish. Value adding of the landed catch has opened up specialty markets as well as reduced waste. There is now a move to diversify into other species in offshore waters, but to do so in a conservative way while the extent of reserves are established.

The net-line commercial fishery operates in Queensland Gulf of Carpentaria tidal waters in rivers and creeks and within 7 nautical miles of mainland shore or the shore of an island. This is a multi-species fishery. The majority of the fishermen work in the rivers and foreshores where the main target species are barramundi and threadfin salmon with lesser emphasis on species such as blue salmon, shark, jewelfish and queen fish. The net-line commercial fishery operates in Queensland Gulf of Carpentaria tidal waters in rivers and creeks and within 7 nautical miles of mainland shore or the shore of an island. This is a multi-species fishery. The majority of the fishermen work in the rivers and foreshores where the main target species are barramundi and threadfin salmon with lesser emphasis on species such as blue salmon, shark, jewelfish and queen fish. The offshore area is the deeper waters out to 7 miles and is normally fished July to October when a small number of the fishermen move further offshore and target grey mackerel.

The number of entitlements has reduced from over 400 applications when the Gulf of Carpentaria net fishery split from the east coast of Queensland and was established as a fishery in its own right. The licences were originally on the person and to retain this licence a strict criteria was put in place where licence holders had to comply with stringent conditions on how many days were spent fishing in the Gulf, volume of fish caught and value of that catch.

There is a small line fishery covering tidal waters in the Gulf south of latitude 10 48'. The main target species is Spanish mackerel, caught by trolling using gar or spoons using either the main vessel or dories, the number of tenders varies from each licence holder but is specified on individual entitlements. Fish may only be taken by using lines with no more than 6 hooks or lures per line, and primary boats must be no longer than 20 metres.

Table 3.1 summarises the size, value and scope of the finfish industry in the Gulf over recent years. It indicates that the annual catch is around 2,500 tonnes per annum, with barramundi, grey mackerel and threadfin salmon the predominant species. There are 87 licensed fishing operations, with a total allowable catch allocation, fishing an average of 100 days each.

Table 3.1 Gulf of Carpentaria Finfish Industry Statistics

		2009	2010	2011	2012
Finfish					
Total Effort	days	9,275	9,987	9,443	8,962
Licenses	active	81	87	81	87
GVP	\$ million	12.6	15.7	16.8	15.5
Barramundi		783	763	977	929
Mackerel - grey		412	897	853	767
King threadfin		307	378	327	313
Shark - blacktip		188	216	189	133
Mackerel - Spanish		31	51	55	50
Blue threadfin		70	63	49	39
Javelin fish		19	13	12	11
Other by-product		209	242	152	123
Total Catch	tonnes	2,019	2,623	2,614	2,365

3.2 NORTHERN PRAWN TRAWL FISHERY

The Northern Prawn Trawl fishery is managed by setting the total quantity of nets that can be used in a season along with adjusting the length of the fishing season. This is different to many other fisheries managed by Australian Fisheries Management Authority (AFMA) where the total amount of catch by species is set. Bottom trawl fishing gear is used in this fishery.

Table 3.2 presents industry catch statistics for 3 recent years. The catch value in 2013 was \$71 million.

Table 3.2 Northern Prawn Trawl Catch Statistics

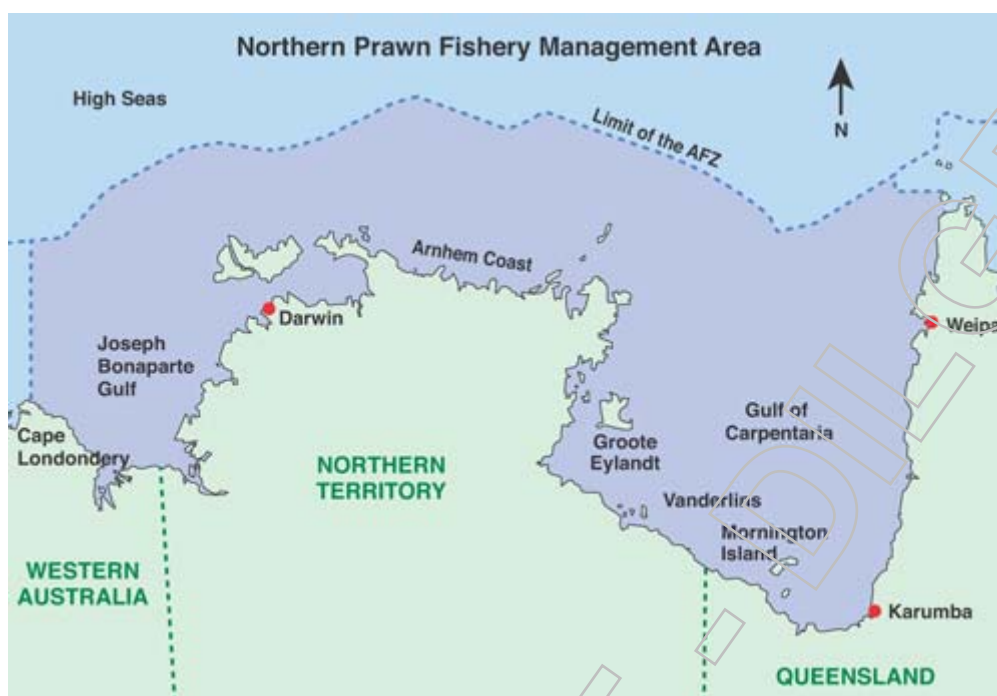
Species	2011 (tonnes)	2012 (tonnes)	2013 (tonnes)
Banana prawns	7,141	4,901	3,090
Tiger prawns	749	1,203	2,207
Endeavour prawns	437	487	507
Total	8,327	6,591	5,804

The Northern Prawn Fishery stretches from Cape York in Queensland to Cape Londonderry in Western Australia, as shown in Figure 3.1. The main landing ports are:

- Cairns
- Darwin
- Karumba.

Most of the catch is fresh frozen on-board and periodically transferred onto motherships at sea. Prawns are frozen fresh on-board and sold within Australia and Japan. There are two prawn fishing seasons:

- Season 1 (mainly banana prawns caught): 1 April – 15 June (season end date depends on catch rates)
- Season 2 (mainly tiger prawns caught): 1 August – end of November (season end date depends on catch rates).

Figure 3.1 Northern Prawn Fishing Industry Boundaries

In 2009, Food and Agriculture Organisation (FAO) of the United Nations reported that Australia's wild-caught prawns came from the best managed marine fisheries in the world. The FAO praised Australia's Northern Prawn Fishery (NPF) as a global model of fair, flexible and accountable management.

The Australian industry is among the world's best as a result of the application of a bio-economic model, developed by CSIRO, the Australian Bureau of Agriculture and Resource Economics and the Australian National University, to set harvest levels that maintain productive prawn stocks while maximising fishery returns. The Northern Prawn Fishery is among the first major fisheries in the world to fully embrace both economic efficiency and environmental sustainability in an operational management system.

3.3 MAJOR INDUSTRY PARTICIPANTS

3.3.1 Raptis and Sons

A total of 50 prawn trawlers currently operate in the Gulf of Carpentaria.

Raptis and Sons is one of the largest fishing enterprises in the region, and owns and operates 15 of the commercial fishing vessels working out of the Northern Prawn Fishery, the Gulf of Carpentaria Developmental Finfish Trawl Fishery, the Gulf of Saint Vincent and the Great Australian Bight Trawl Fishery, as well as participating in many international fishing operations.

The Raptis fleet is quite self-sufficient in off-shore capabilities, with a range of technologies that reduce environmental impacts, and the frequency of port and maintenance support. For example, Raptis has installed Turtle Excluder Devices (TED's) on trawl vessels which allow turtles, sharks and rays to escape capture, while also minimizing damage to prawns within the net. Raptis also uses sophisticated T90 trawl nets, designed to capture larger target species and allow smaller and non-target individual species to escape the trawl net.

On board processing is installed on the Raptis prawn trawl vessels, with conveyors to efficiently handle prawns from the ocean, automatically depositing the prawns into large sea water filled tanks for chilling and on-board snap freezing for storage until transported to land.

Raptis is a leader in Australian wild caught seafood and supports strategies to ensure Australia's valuable fish stocks are managed in a sustainable manner.

3.3.2 Sea Swift

Sea Swift provides motherships to ensure prawn trawlers are well provisioned with fuel, water, food stuffs, beverages and other consumables. Sea Swift also provides a ferrying service for rotating trawler crews.

Significantly, Sea Swift motherships transfer the catches from trawlers, at regular intervals, in refrigerated shipping containers.

Sea Swift's motherships are:

- MV Endeavour Bay, which departs Cairns fortnightly, and services trawlers on the east coast of far north Queensland.
- MV Kestrel Bay which operates in the Gulf of Carpentaria, meeting up with MV Trinity Bay and MV Newcastle Bay fortnightly, to transfer frozen product bound for Cairns.

4. JETTY AND FORESHORE PRECINCT SCOPE AND MASTER PLAN

4.1 RATIONALE AND STAGING

Mornington Shire Council has determined that the re-development of the Gununa jetty and barge landing, and associated capital works on the foreshore is the community's highest current priority.

The project is large and ambitious, and will be implemented in stages.

- Stage 1: Engineering works, planning and replacement of the jetty complex
- Stage 2: Barge ramp and barge shed works, recreational facilities and landscaping
- Stage 3: Commercialisation of marine enterprises in fuel supplies, vessel repairs and maintenance, fishing equipment, and hospitality.

Stage 1 will enable the jetty and barge to reach a serviceable level for the regular barge service, and for commercial and recreational vessels at Gununa. It will provide a base for important economic development objectives in creating a mainstream commercial enterprise and associated new jobs.

The jetty and marine precinct, located at the main township Gununa, is the sea-freight hub for the overwhelming majority of supplies to Mornington Island (via regular barge services), and is a vital link for essential products for the community. The jetty precinct is fundamental to the social and economic functioning of Mornington Island. Mornington Island's existing jetty and facilities for barge landings were extensively damaged in 2014 when a vessel collided with the structure.

4.2 CAPITAL WORKS

4.2.1 Master Plan

The master plan drawings prepared to date include provision to upgrade the existing jetty and barging facilities. The existing timber wharf structure was damaged and undermined by a vessel colliding with the structure in 2014. Jetty rectification works present a sound opportunity to upgrade the entire facility and provide users with improved facilities and to realise the economic potential of Mornington Island in the gulf region to existing commercial operations. The Wharf Precinct Master Plan has been prepared by consulting engineers and architects AECOM, in collaboration with Council to define the scope of the proposed upgrade. The master plan is detailed in Figures 4.1 and 4.2.

The scope of works identified within the master plan for detailed design and documentation and construction cost estimates of the following:

- New barge ramp
- New jetty (demolish existing) and associated landside works
- New mooring dolphins
- New fuelling facility
- Children's/recreation play area pontoon
- Barge shed extension (200 square metres) including hardstand extension for trucks and forklift access
- Drainage and landscaping works.

4.2.2 Jetty Design Principles

The existing timber jetty will be demolished and a new jetty built in accordance with the master plan. The opportunity to extend the jetty further seaward to suit operations will be explored and implemented within the capital works schedules, depending on design constraints. These will be further explored during final design.

The jetty will have provision for fuel facilities, fresh water supply, power and lighting (solar potentially), kids' play and family picnic areas, swimming pontoon, and berthing/mooring piles for larger vessels to the east and west of the new jetty (to accommodate berthing of larger vessels).

An aluminium gangway will be connected to the new jetty to access the "kids play area." Council have a number of floating pontoons that will be utilised.

4.2.3 Barge Ramp Design Principles

A barge ramp (slab on ground causeway type) will be located west of the existing barge ramp. This will provide more room for large vessels (e.g. Colossus) to land on the ramp and allow continued operation of the existing ramp during construction. There has been a historical problem with large vessels landing on the ramp due to strong currents and limited space between dolphins and jetty. This will be reviewed during the design phase.

Three new dolphins will be located to the west of the barge ramp.

4.2.4 Barge Shed

The existing Barge Shed will be extended to provide facilities for packing facilities, freezers, marine supplies and small motors/marine workshop. The design allows for the barge shed extension but excludes the internal fit-out, at this stage.

The hardstand will be extended for vehicle access to the new facility.

4.2.5 Jetty Upgrade – Fuel Facility

Mornington Island is currently provided with two off 15,000L fuel storage tanks for the storage and distribution of fuel, for land based sources, on the Island. The current storage tanks are understood to be filled by a barge connecting into the existing pipeline and pumping fuel into the storage tanks. No fuel distribution for filling of private vessels or public boats is currently provided.

Council would like to expand the potential usage of the current fuel storage at the Island, through the installation of water vessel refuelling facilities on the new proposed jetty. These refuelling facilities, connected to the existing Island fuel infrastructure, would be targeted at capturing a potential additional market for the Island in filling of commercial fishing and tourist vessels, and trawlers.

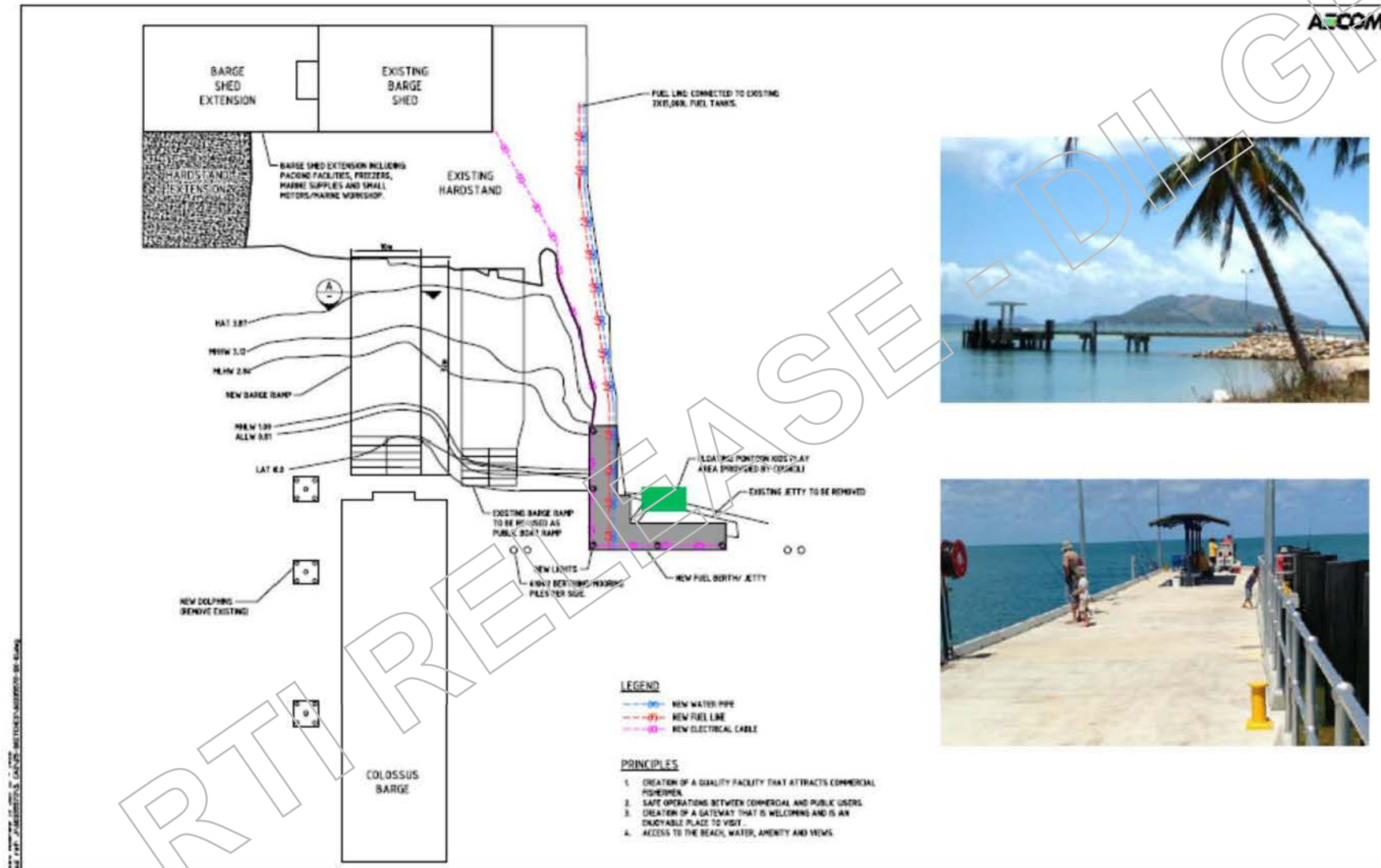
The expected scope of works for the fitment of water vessel refuelling from the new jetty would involve provision of:

- review of existing fuel line from existing storage tank farm to water edge
- new double contained piping from water edge onto wharf
- fuel bowser or fuel coping point in suitable containment sump, for fuel dispensing from existing tanks to bunkered vessels.

Figure 4.1 Master Plan Concept Design



Figure 4.2 Master Plan Design Principles



5. BUDGET AND ECONOMIC CONTRIBUTION

The Jetty and Foreshore Precinct project will be implemented over three stages, and an elapsed time of three years. The three stages involve capital works, with the progressive introduction of commercial and social benefits. The total capital costs, by stage and by proposed funding contribution, are summarised in Table 5.1. Planning and engineering design costs, within the overall capital expenditure budget, are separately summarised in Table 5.2.

The overall projected cash budget is detailed in Table 5.3, indicating that the project will deliver a sustainable ongoing operational range of activities. At the projected level of operations the venture will support:

- Up to 10 full time equivalent direct jobs in construction phases
- 3 full time equivalent direct operational jobs in years 1 and 2, increasing to 6 full time equivalent direct jobs in years 3 to 5.

The supply chain, which the jetty and barge development project will support, is the freight lifeline of Mornington Island, handling in excess of \$30 million in essential freight to the Island per annum. This trade supply chain supports more than 80 full time indirect jobs in downstream retailing, construction and community services positions.

Table 5.1 Capital Development Budget by Stage

Stage Components	Stage 1	Stage 2	Stage 3	Total
Jetty, mooring piles and fuelling facility	\$2,228,900	\$0	\$0	\$2,228,900
Barge Ramp (slab on ground causeway type)	\$3,131,100	\$0	\$0	\$3,131,100
Barge Shed (including freezers, marine workshop)	\$0	\$2,405,000	\$0	\$2,405,000
Final landscaping and fitout	\$0	\$0	\$1,855,000	\$1,855,000
Total	\$5,360,000	\$2,405,000	\$1,855,000	\$9,620,000
Funding contributions				
Council Contribution	\$1,680,000	\$645,000	\$1,355,000	\$3,680,000
TMR, MMG Century, Superior	\$1,000,000	\$0	\$500,000	\$1,500,000
NSRF Grant	\$2,680,000	\$0	\$0	\$2,680,000
Other Funding Sources	\$0	\$1,760,000	\$0	\$1,760,000
Sub-Total	\$5,360,000	\$2,405,000	\$1,855,000	\$9,620,000

Table 5.2 Design and Planning Budget (these costs are within those identified in 5.1)

Cost Item	Value (\$)
Planning and Approvals	\$54,785
Quantity Surveying	\$14,290
Survey and Geotech	\$78,067
Engineering	
- Wharf/Barge Ramp	\$159,815
- Fuel Facility	\$66,740
- Barge Shed	\$23,120
- Civil, Drainage, Landscape Design	\$31,720
Tender and Construction Preliminaries	\$150,000
Total Design, Planning and Preliminaries	\$578,537

Table 5.3 Cash Budget: Years 1 to 5

MORNINGTON ISLAND JETTY PRECINCT					
	Year 1	Year 2	Year 3	Year 4	Year 5
INCOME					
Sales Income					
Fuel Sales	\$0	\$0	\$432,000	\$440,000	\$450,000
Marine Servicing	\$0	\$0	\$300,000	\$307,500	\$315,200
Fishing Equipment and Storage	\$0	\$0	\$100,000	\$125,000	\$150,000
Tourism Packages	\$0	\$0	\$85,000	\$210,000	\$215,000
Barge Handling and Storage Fees	\$363,000	\$426,525	\$437,188	\$443,746	\$450,402
Sub-Total	\$363,000	\$426,525	\$1,354,188	\$1,526,246	\$1,580,602
Capital Works Income					
Council Contribution	\$1,680,000	\$645,000	\$1,355,000	\$0	\$0
TMR, MMG Century, Superior	\$1,000,000	\$0	\$500,000	\$0	\$0
NSRF Grant	\$2,680,000	\$0	\$0	\$0	\$0
Other Funding Sources	\$0	\$1,760,000	\$0	\$0	\$0
Sub-Total	\$5,360,000	\$2,405,000	\$1,855,000	\$0	\$0
Total Income	\$5,723,000	\$2,831,525	\$3,209,188	\$1,526,246	\$1,580,602
EXPENDITURE					
Capital Works Program					
Jetty, mooring piles and fuelling facility	\$2,228,900	\$0	\$0	\$0	\$0
Barge Ramp	\$3,131,100	\$0	\$0	\$0	\$0
Barge Shed (inc freezers, workshop)	\$0	\$2,405,000	\$0	\$0	\$0
Final landscaping and fitout	\$0	\$0	\$1,855,000	\$0	\$0
Total Capital Expenditure	\$5,360,000	\$2,405,000	\$1,855,000	\$0	\$0
Operating Expenditure					
Cost of Sales					
Stock Purchases	\$3,429	\$26,751	\$201,277	\$226,850	\$234,929
Freight	\$1,460	\$11,386	\$85,666	\$96,550	\$99,989
Air transport	\$0	\$0	\$37,265	\$42,000	\$43,496
Accommodation and catering	\$0	\$0	\$42,589	\$48,000	\$49,709
Total Cost of Sales	\$4,889	\$38,137	\$366,796	\$413,400	\$428,123
Expenses					
Administration and accounting	\$14,650	\$15,100	\$40,050	\$41,300	\$43,250
Advertising and promotions	\$1,000	\$1,500	\$4,750	\$4,500	\$4,500
Insurances	\$14,800	\$14,950	\$20,630	\$21,400	\$22,000
Licenses and registrations	\$2,500	\$2,500	\$8,000	\$8,000	\$8,000
Power and water	\$14,550	\$16,300	\$57,120	\$62,340	\$64,450
Repairs and maintenance	\$11,330	\$18,500	\$28,000	\$34,650	\$37,620
Telephone, IT, communications	\$6,000	\$6,700	\$14,100	\$14,650	\$15,320
Travel and vehicle usage	\$8,690	\$9,950	\$33,980	\$35,320	\$36,470
Wages	\$238,400	\$242,660	\$564,600	\$583,000	\$588,450
Wage on costs	\$54,832	\$55,812	\$129,858	\$134,090	\$135,344
Total Expenses	\$366,752	\$383,972	\$901,088	\$939,250	\$955,404
Surplus/Deficit	-\$8,641	\$4,416	\$86,304	\$173,596	\$197,076

Type of Vessel	Fuel Capacities (litres)
Mothership	88,000
Longliner	44,000
Multi-purpose fishing	36,000
Trawler (22 metre)	38,000
Westcoaster (18 metres)	3,000
Aluminium Fishing (18 m)	5,500
Charter Boat (14 metres)	2,700
Prawn Trawler (22 metres)	60,000
Commercial Dropline (11.35 m)	2,400

RTI RELEASE - DILGP

11

31st July, 2015

Cr Bradley Wilson
Mayor
Mornington Aboriginal Shire Council
C/- Post Office
Gunana Qld 4871

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Townsville QLD 4810
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Dear Cr Wilson,

**Re: Application for National Stronger Regions Fund - Round 2
New jetty infrastructure on Mornington Island**

On behalf of the Regional Development Australia Townsville and North West Queensland (RDA) Committee, I write in support of Mornington Aboriginal Shire Council's application for National Stronger Regions Funding for new jetty infrastructure.

We understand Mornington Aboriginal Shire Council is proposing to develop critical jetty infrastructure that will provide economic and community benefits. This development will support the connectivity of the island to the mainland for public transport, delivery of necessary supplies, servicing the fishing industry and associated job opportunities, and open up the opportunity for visitation by sailing tourists.

Mornington is currently facing some major challenges.

1. The population of just over 1,200 persons has grown at an average rate of 1.5% growth p.a. over the past 10 years.¹
2. 11.4 % unemployment at the March Quarter, 2015 (over 4-quarter smoothed series)
3. There is only a very limited range of employers on the island and hence job creation outside Council and government services is challenging. The fishing industry and niche tourism have been identified as having potential to nurture private sector investment and jobs.
4. 100% of the population is defined as living in a "very remote" area.
5. 100% of the population is in the most disadvantaged Quintile in the Index of Relative Socio-Economic Disadvantage.
6. 88% of the population is of Indigenous or Torres Strait Islander origin, with higher than average unemployment.
7. The average total family income is \$35,880, less than half of the average State total family income, but the cost of goods brought to the island is expensive.

This jetty project will create employment opportunities through the construction and maintenance stages and it will support the expansion of transport services, services to the fishing industry and open up

¹ All statistics are sourced from the Townsville and North West Queensland Regional Profile; Queensland Government Statistician's Office; July 2015



opportunities to supply tourists sailing in the area. Strategically, this jetty project provides the best opportunity to develop jobs on the island.

RDA was delighted to play a role in facilitating introductions to the right people in the Queensland Department of Transport and Main Roads to secure their financial support for this project too. Based on our visits to Mornington, we can attest to the critical need for this infrastructure to be built.

From an RDA perspective, this project aligns well with:

- RDA's Vision to achieve a prosperous, sustainable, cohesive and liveable region;
- RDA's Regional Roadmap and in particular -
 - Key Determinant Two – Sustainability (economically, environmentally and socially) – in accordance with the five determinants of long-term economic growth as set by the Council of Australian Governments (COAG) Regional Economic Development Framework. (Refer page 16, RDA's Regional Roadmap 2013-16 at www.rda.gov.au);
- National, State and Local Government plans to build resilient communities;
- National and State Government plans to "close the gap"; and
- The White Paper on Developing Northern Australia with recognition of the potential for growth in tourism.

Mornington Aboriginal Shire Council is being proactive in seeking new opportunities to support its community's future and nurture economic opportunities and local jobs. Importantly the Council also has a strong ally in the Queensland Government supporting this initiative. The RDA Committee encourages support for such critical jetty infrastructure and wishes Mornington Councillors, staff and their community success with their funding application.

Yours faithfully,

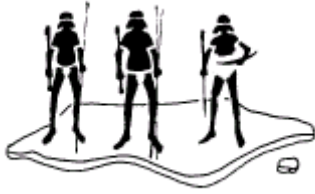
A rectangular box with a grey background and a white border, used to redact the signature of Glenys Schuntner.

Glenys Schuntner
Chief Executive Officer

MORNINGTON SHIRE COUNCIL
BUDGET STATEMENTS Year Ending 30 June 2015
BUDGET STATEMENT OF CASH FLOWS

	Actual	Budget	Budget	Budget	Budget
	2014	2015	2016	2017	2018
	\$	\$	\$	\$	\$
Cash flows from operating activities:					
Receipts from customers	2,296,116	1,379,275	1,420,653	1,463,272	1,507,171
Payments to suppliers and customers	- 8,154,402	- 5,254,587	- 5,483,816	- 5,687,404	- 5,858,026
	- 5,858,286	- 3,875,312	- 4,063,163	- 4,224,131	- 4,350,855
Interest received	210,673	178,792	184,156	189,681	195,371
Rental Income	389,073	139,574	143,761	148,074	152,516
Non capital grants and contributions	4,404,231	3,385,437	3,285,929	3,290,710	3,389,431
Net cash inflow (outflow) from operating act	- 854,309	- 171,509	- 449,316	- 595,666	- 613,536
Cash flows from investing activities:					
Payments for property, plant and equipment	- 490,996	-	-	-	-
Proceeds from sale of PPE	33,149	-	-	-	-
Grants, subsidies, contributions and donations	362,249	145,429	149,792	154,285	158,914
Net cash inflow (outflow) from investing act.	- 95,598	145,429	149,792	154,285	158,914
Cash flows from financing activities:					
Repayment of borrowings	-	-	-	-	-
Net cash inflow (outflow) from financing act	-	-	-	-	-
Net increase (decrease) in cash held	- 949,907	- 26,080	- 299,525	- 441,381	- 454,622
Cash at beginning of reporting period	9,020,472	8,070,565	8,044,485	7,744,960	7,303,579
Cash at end of reporting period	8,070,565	8,044,485	7,744,960	7,303,579	6,848,957

MORNINGTON SHIRE COUNCIL



Gulf of Carpentaria

1 Mission Road

GUNUNA, QLD 4892

TEL: (07) 4745 7801

FAX: (07) 4745 7275

EMAIL: ceo@mornington.qld.gov.au

4th March 2015

Department of Infrastructure and Regional Development

RE: URGENT assistance and funding under State and Federal Governments for Mornington Shire Council, Queensland – requiring relief in revitalising the region.

Dear Sir/Madam

As Chief Executive Officer for Mornington Shire Council, I see firsthand the efforts of Mayor Bradley Wilson, together with those of the fellow councillors and executive team, centred on creating steps to nurture the lasting change which will positively impact transport, employment, education, health, wellbeing and home/community life for all residents and visitors to this region.

Mornington Shire Council requires funding to upgrade desperately needed services and infrastructure within the township of Gununa. Through collaboration with state and federal initiatives, Mornington Shire Council aims to develop a \$7.9 million **Jetty and Foreshore Business and Recreation Precinct**. This will provide modernised safety standards that are mandatory and compliant with Australian maritime accessibility and public standards. The urgency of funding cannot be overlooked, as council are preparing a funding application for the National Stronger Regions fund to try to secure further assistance for the identified project. Furthermore, public safety concerns are paramount to council's vision, with the upgrade seen as a **MUST**.

Through the ongoing collaboration and funding support from state and federal governments, Mornington Shire Council can work in partnership to achieve the following activities supported through development of the **Jetty and Foreshore Business and Recreation Precinct**;

- Safe communities – addressing the problem of extreme remoteness, and mass evacuation in the event of a major natural disaster (cyclone),
- Safer access for loading and unloading of weekly barge services that meets the community wellbeing needs and provides food and other supplies to the Island,
- Safer access for loading and unloading of Colossus barge that supports community employment and operational needs in terms of housing and road construction,

- Ability to increase public transport (watercraft) and future eco-tourism trade, establishing a sustainable industry within this region,
- Addressing the accessibility issue of the region, there is currently no ability to stop at Mornington Island for commercial and leisure craft operators – this development would provide the opportunity to safely access a mooring site, stopover if needed, utilise community health clinic (doctor), purchase food and fuel supplies, spend some time in the community, purchase art etc.
- This development will provide a gateway for residents and visitors; it will enable the establishment of small – community run businesses (such as pop up cafes, accommodation, chandlery supplies, fuel supplies, boat/motor repairs and freezer packing works).

Collaboration from all levels is required here, to invest in this predominately indigenous region that has suffered neglect for decades. This pristine Wellesley Island group is not operating to its potential, which ultimately affects the community and the surrounding Wellesley Island group. Mornington Shire Council see this project as an important step for the region's future, with training and capacity building for locals, streamlined public transport accessibility measures and improved marine safety, ultimately, an overdue step for the improvement of Australia's Queensland Gulf region.

Mornington Shire Council cannot stress enough - this request for support and funding is essential for the overall improved quality of life for the current and future generations of indigenous people of this land. Council has held meetings, sought advice from Traditional Owners of this region, as well as held community consultations to make sure councils vision is the communities' vision.

Now, Mornington Shire Council are calling on the assistance of those able to listen, unite and act upon the real life devastations of this indigenous community.

Please advise any support, direction or assistance you can provide to promote change in one of Queensland's most neglected regions – we also extend a warm welcome for you to visit the island and witness firsthand what needs to be done.

Yours sincerely,

Frank Mills
Chief Executive Officer
Mornington Shire Council

RTI RELEASE - DILGP

Mornington Island Jetty Precinct Upgrade



Mornington Island Jetty Precinct Upgrade

Mornington Shire Council

Client: Mornington Shire Council

ABN: 0000

Prepared by

AECOM Australia Pty Ltd

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In association with

Prepared With

10-Feb-2015

AECOM in Australia and New Zealand is certified to the latest version of ISO9001, ISO14001, AS/NZS4801 and OHSAS18001.

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Quality Information

Document Morrington Island Jetty Precinct Upgrade

Ref 60335573

Date 10-Feb-2015

Prepared by

Reviewed by

Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
A	10/02/2015	Proposal	<input type="text"/>	

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1.0 Objectives and Background

Morrington Shire Council (MSC) proposes to upgrade the existing jetty and barging facilities. The existing timber wharf was damaged and undermined by a vessel colliding with the structure in 2014. The Jetty rectification works presents a unique opportunity to upgrade the entire facility and provide users with improved facilities and to realise the economic potential of Morrington Island in the gulf region to existing commercial operations.

AECOM in collaboration with MSC recently prepared a Wharf Precinct Master Plan to assist Council in defining the scope of the proposed upgrade. These drawings are attached in Appendix A. The next phase of the project is to complete the detailed design and documentation of the facility to allow construction to commence in 2016 once funding for the construction phase is secured.

2.0 Project Understanding

2.1 General

We understand the scope includes undertaking the detailed design and documentation and construction cost estimates of the following:

- new barge ramp
- new jetty (demolish existing) and associated landside works
- new dolphins
- new fuelling facility
- kids play area pontoon (supplied by council)
- barge shed extension (approximate 200m²) including hardstand extension for trucks & forklift access
- drainage and landscape works

Indicative construction costs for budgetary purposes have been developed by a Contractor familiar with working on Morrington Island. The total project cost to upgrade the entire facility is estimated between \$7M to \$8M. An indicative breakdown of costs is as follows:

- construction Costs \$7M - \$7.5M (depending on final scope)
- project management, site investigations (survey, geo-tech) , environmental approvals, detailed design and documentation - \$430,000 (i.e. 5.7% of construction costs approx.)
- tender and construction phase services – allow \$150,000 (i.e. 2% of construction costs approx.)
- note: council's internal costs would be additional to values above.

2.2 Morrington Island Jetty and Barge Ramp

2.2.1 Jetty

It is understood the existing timber jetty will be demolished and a new jetty built generally in accordance with the master plan drawings (Appendix D). There may be opportunity to extend the jetty further seaward to suit operations depending on final budgets and design constraints. These will be explored in the preliminary design phase. The jetty will have the following provisions:

- fuel facilities
- water
- power and lighting (solar potentially)
- kids play area
- berthing / mooring piles for larger vessels to the east and west of the jetty

Berthing / mooring piles will be located to the east and west of the new jetty to accommodate berthing of larger vessels.

An aluminium gangway will be connected to the new jetty to access the "kids play area." Council have a number of floating pontoons that will be utilised.

2.2.2 Barge Ramp

A barge ramp (slab on ground causeway type) will be located west of the existing barge ramp. This will provide more room for large vessels (e.g. Colossus) to land on the ramp and allow continued operation of the existing ramp during construction. There has been a historical problem with large vessels landing on the ramp due to strong currents and limited space between dolphins and jetty. This will be reviewed during the design phase.

Three new dolphins will be located to the west of the barge ramp. We note previous comments from operators regarding the location of the dolphins *"The Barge skipper was adamant that it should be on the eastern side. He prefers to approach the entrance to Apple Channel at, or before high tide. This affords the deepest passage, allows him to berth when there is little current and to use the westerly flowing current of the falling tide to lie against the dolphins"* i.e. "The barge is on east side, dolphins on west side" – same as the current relative position of the existing barge and dolphins.

We will consult with user groups to ensure the design meets their minimum requirements.

2.2.3 Barge Shed

The existing Barge Shed will be extended to provide facilities for:

- packing facilities, freezers, marine supplies and small motors / marine workshop

We have allowed for the design of the barge shed extension but have excluded the internal fit-out detailed above. We understand Council will look after the fit out.

The hardstand will be extended for vehicle access to the new facility.

2.3 Mornington Island Jetty Upgrade – Fuel Facility

It is understood that Mornington Island is currently provided with two off 15,000L fuel storage tanks for the storage and distribution of fuel, for land based sources, on the Island. The current storage tanks are understood to be filled by a barge connecting into the existing pipeline and pumping fuel into the storage tanks. No fuel distribution for filling of private vessels or public boats is currently provided.

It is understood that Council would like to expand the potential usage of the current fuel storage at the Island, through the installation of water vessel refuelling facilities on the new proposed jetty. These refuelling facilities, connected to the existing Island fuel infrastructure, would be targeted at capturing a potential additional market for the Island in filling of commercial fishing and tourist vessels, trawlers and the like.

2.3.1 Scope of Works

The expected scope of works for the fitment of water vessel refuelling from the new jetty would involve provision of:

- review of existing fuel line from existing storage tank farm to water edge
- new double contained piping from water edge onto wharf
- fuel bowser or fuel coping point in suitable containment sump, for fuel dispensing from existing tanks to bunkered vessels.

Further investigation and feasibility assessment of all of the necessary works to facilitate this additional function from the current fuel infrastructure provisions is required, and included within the scope of consultancy services below. It is understood that the works, targeting commercial tourism and fishing, would be based around refuelling of private vessels with diesel only, and not refuelling of public boats or refuelling of unleaded fuel.

2.3.2 Proposed Consultancy Services

The proposed scope of consultancy services to investigate and design fuel infrastructure expansion works at Mornington Island is outlined below. A two phase approach is proposed and is based around initial investigation and feasibility assessment of the proposed works, followed by design and documentation of the works.

Investigation and Technical Feasibility Assessment

This initial scope element is targeted around development of scope to achieve the required capability for water vessel refuelling from the proposed new jetty including investigation of the likely capital costs. This initial phase would involve:

- Liaison with Council to confirm proposed target market, fuel type to be distributed, likely usage of fuel from potential customers.
- Site inspection and review of existing fuel infrastructure at Mornington Island to determine any condition, capacity or compliance issues with existing fuel storage tanks.
- Review of environmental constraints associated with refuelling over watercourse.
- Develop scope of works to facilitate installation of water vessel refuelling from proposed new berth including any associated works which may be needed, as determined through the condition, capacity and compliance assessment. The scope of works would be developed within a short report including a budget estimate for the works and also capturing any environmental constraints.

The scope of works report would allow council to determine the overall feasibility of the proposed fuel works in consideration of overall project budget, planned growth, market and revenue etc.

Completion of this initial investigation and technical feasibility assessment would form a hold point to allow the Council to determine whether the design and documentation of the fuel works are to be progressed. This two staged approach seeks to offer value for money to the Council in only needing to progress with design works if the overall feasibility is deemed viable.

Design and Documentation

This second phase would be undertaken following completion of the technical and feasibility assessment and resolution of scope to be delivered. This phase would involve:

- completion of engineering calculations, equipment selections and the like for the proposed works
- development of design drawings to document the new pipework and bowser/coping point
- development of engineering specification and schedules (as needed) to cover the works.

The above scope and fee estimate provided for this design and documentation phase is based on the scope of works as outlined above, and would be subject to adjustment when the exact scope of works is defined through the investigation and technical feasibility assessment.

Exclusions/Assumptions:

- Single site inspection included only.
- Design and documentation fees cover new fuel lines and coping point/bowser connecting to existing fuel storage tank. Additional design fees will apply for design of any detailed remedial or expansion works to the existing fuel storage system including provision of additional tanks.
- Diesel fuel only (no flammables such as unleaded).
- No construction supervision works have been included at this stage and can be provided if and when required.

2.4 Environmental and Statutory Approvals for Mornington Island Jetty

AECOM's proposed approach to the statutory approvals and environmental assessment is to undertake the following:

Preliminary Activities

- Confirm required planning and environmental approvals and permits. Current approvals are understood to be Prescribed Tidal Works and, possibly, Marine Plant Disturbance. Approval for Operational Works for Prescribed Tidal Works is required when tidal works are undertaken within the local government tidal area. Approval for Operational Works for Marine Plant Disturbance is required when marine plants (including seagrass) will be disturbed. No Environmentally Relevant Activities (ERAs) have been identified at this time.
- Pre-lodgement meetings with Mornington Shire Council's assessment officers and relevant concurrence agencies to discuss the preliminary design and potential issues.

- Undertake general environmental assessment via desktop investigations. Site inspection has been excluded from our costings at this stage, as it is assumed that the presence or absence of marine plants within the footprint of works can be determined from site photographs, aerial photography and anecdotal evidence. Morningside Shire Council will be advised if it becomes apparent through earlier preliminary activities that a site inspection is warranted. A site inspection would be conducted at additional cost.

2.4.1 Application Process

- Obtain owners consent for land above the MWHM and Resource Allocation Authority for land below MWHM.
- Prepare a combined preliminary Environmental Management Plan (EMP) and Site Based Management Plan (SBMP) to support the development approval application.
- Prepare Prescribed Tidal Works application package (including for Marine Plant Disturbance, if applicable). To streamline the approvals process and minimise duplication of work, providing costs savings for Morningside Shire Council, it is intended to lodge a combined development application package for the works.

2.4.2 Lodgement Activities

- Lodge Prescribed Tidal Works application with Morningside Shire Council and refer application to appropriate concurrence agencies.

2.4.3 Post Approval Activities

- Update preliminary EMP using approval conditions and 85% design, to a single SBMP for the works.

2.4.4 Deliverables

- Desktop environmental assessment report.
- EMP and SBMP.
- Approvals, excluding payment of lodgement and application fees.

2.4.5 Assumptions



- It is a key assumption that the development applications for the proposed works will be submitted as a combined package. If, as a result of the pre-lodgement meeting, it becomes clear that Morningside Shire Council's assessment officers will not accept a combined document, we will discuss this with the client and provide a revised fee estimate.
- There may be a requirement for the project to provide off-sets for any removal or destruction of marine plants. No allowance has been made in this tender for investigations into and calculations of off-set requirements as these would need to be confirmed at the application stage.
- Although we have provided methodology for updating the EMP beyond the application approval, the application methodology accounts for work up to lodgement of the application with the Assessment Manager. No account has been given for RFI or negotiations on conditions. This would be subject to an hourly rate and in agreement with Morningside Shire Council.
- We have provided a nominal fee for updating the EMP but note that should the 85% design differ significantly from the proposed or the conditions imposed on the development are significant, we would seek to discuss this with Morningside Shire Council and scope this accordingly.

3.0 Detailed Methodology

Our step by step methodology is detailed below:

Step 1 - Site Inspections

Key representatives from our project team will undertake a site inspection. This includes:

-  Project Manager
-  Fuel Facility Mechanical Engineer

Step 2 –Site Investigations

We have already prepared and issued survey and geo-technical investigations work briefs to our sub-consultants. Refer Appendix C. We will re-confirm their scope and commission our sub-consultants to undertake the necessary site investigations to allow the design to proceed.

We will undertake a desktop Metocean Study to assess wind, waves and current. Our Coastal Engineer Stuart Bettington will undertake this assessment.

Step 3 - Design Development & Costings

- We will develop the design and drawings to 85% stage. We will collaborate with Council every step of the way to ensure their desired outcomes are being met. The design elements include:
 - structural and piling design of jetty and barge ramp
 - design of barge shed extension
 - electrical design
 - fuel facility design
 - hardstand and associated drainage design
- prepare the design basis report which details the adopted design criteria i.e. size vehicles / loadings, limitations and restrictions, levels, etc.
- our in-house Quantity Surveyor will undertake cost estimates.
- undertake a Risk Workshop / Safety In Design Meeting (in Cairns / tele-conference).

Step 4 – Statutory Approvals and Environmental Assessment

- We will Co-ordinate Pre-lodgement meetings with Morrington Shire Council's assessment officers and relevant concurrence agencies to discuss the preliminary design and potential issues.
- Prepare all applications and submit combined development application package for the works.

Step 5 – Detailed Design, Documentation & Costings

- Completed detailed design and submit final drawings and technical specifications with schedules to Council for tendering.
- Our quantity surveyor will revise cost estimates (pre-tender estimates).
- Final approvals received by authorities.

4.0 Key Personnel & Previous Experience

The key personnel who will work on the project are listed in Table 1.

Table 1 Key personnel

No	Role	Resource	AECOM Classification
1	Project Director		Technical Director
2	Project Manager / Client Contact		Principal Engineer
3	Marine Structures Lead		Associate Director
4	Fuel Facility Lead		Technical Director
5	Environmental Lead		Environmental Scientist
6	Landscape Architect		Landscape Architect
7	Quantity Surveyor		Quantity Surveyor - Associate Director

will continue to be Council's single point of contact. He will co-ordinate AECOM's multi-disciplinary design team.

Résumés of the personnel listed in the above table are enclosed in Appendix E.

Previous experience on similar projects are contained in Appendix F.

4.1 Fee Estimate

Our Lump Sum Fee for the above works is \$428,537.00 (ex GST). A detailed manhour breakdown is attached.

Tasks	Fee
AECOM Design Costs (Project Management, Structural & Civil Design, Fuel Facility, Landscape, Electrical, Environmental, Quantity Surveyor)	Sch. 4(4)(7)(1)(c) - Disclosing trade secrets, business affairs or research
Sub-consultants Costs (survey & geotechnical)	
Total	\$428,537.00

Expenses include the following items which will be charged at cost plus 10% administration:

- airfares: 1 Site Inspection for 2 people:
 - – Project Manager (Cairns)
 - – Mechanical Engineer (Fuel Facility) (Brisbane)
- accommodation:
- transport and miscellaneous (meals, taxi, etc.)

4.2 Programme

We have prepared a detailed programme in Appendix G. Our staff has capacity to start working on this project immediately once approval has been received by MSC.

4.3 Qualifications

We note the following

- Our fee is for the design phase only. We can provide Council with a separate fee for tendering and construction phase services if required
- Refer Man-hour breakdown for a list of our assumptions and qualifications

4.4 Contract Conditions

We propose to undertake the works in accordance with AECOM's Standard Conditions of Contract.

Please contact if you require any further information or clarification on this proposal.

Appendix A

RTI RELEASE - DILGP

Pages 70 through 71 redacted for the following reasons:

Sch. 4(4)(7)(1)(c) - Disclosing trade secrets, business affairs or research

Appendix B

RTI RELEASE - DILGP

Memorandum

To	Site investigation Contractor	Page	1 of 2
CC			
Subject	Ground Investigation for Mornington Island Jetty		
From			
File/Ref No.		Date	28 Jan 2015

Please provide a quote to supply investigative services at the Mornington Island in accordance with the following brief:

NOTE: Please provide a quote for the land-based operations as a priority. AECOM will supply field supervision staff.

1. Site Location

Mornington Island Jetty is located on Mornington Island in Queensland with the Gulf of Carpentaria. Specific location of the Jetty site is at the end of Murdatharrkan Street southwest of Mornington Island facing Farsyth Islands. The coordinates (UTM zone 54K) at the proposed jetty location are as follows:

- UTM Easting: 304954.00
- UTM Northing: 8156337.92

2. Scope of Work

The project involves construction of a near-shore jetty and approach roads. In order for AECOM to provide foundation and pavement design recommendations, a ground investigation is required.

The investigation will comprise the following:

- Boreholes (one on the adjacent beach and one marine borehole presumably to be undertaken over the existing jetty structure);
- Auger holes (at least 2 auger holes at the pavement locations to a maximum of 1 day of augering);
- Laboratory testing.

The Contractor will:

- Provide all necessary plant, consumables and personnel to allow the ground investigation to take place.
- Submit a work health and safety plan to AECOM for review prior to undertaking the work;
- Liaise with the appropriate authorities for the determination of utility locations / clearance;
- Restore the area of the works as closely as possible to its original condition upon completion.

Access to the site and exploratory locations will be arranged through AECOM via our Client. Work will not commence until all permits and permissions are in place and authorised.

3. Geotechnical Investigation Requirements

General

- a. Provisional borehole depths of 15-20m and shallow auger hole depths of 3.0m maximum.

- b. Exploratory holes are to be set out as close as possible to the identified locations. The location plan with coordinates will be sent on separately. As-built coordinates and elevations shall be established by the Contractor and recorded on the relevant logs.
- c. The Contractor should prepare his equipment for whatever ground conditions that will be encountered.

Boreholes

- a. One (1) land-based borehole drilled to 15-20 metres depth will be required (**BH1**), which will be advanced by auger (or other methods as appropriate for the conditions) to the required termination depth.
- b. One (1) offshore borehole (15-20m depth) may be required (**BH2**), which will be advanced from the existing jetty. Capacity of the existing jetty still needs to be assessed for the proposed drilling equipment.
- c. Standard Penetration Tests (SPTs) will be undertaken at 1 m intervals (to 10 m), then at 1.5 m intervals to the required termination depth. SPT split spoon samples are to be retained as small disturbed samples.
- d. Undisturbed U50 tubes will be undertaken on soft to firm clays when encountered.
- e. Land based boreholes shall be backfilled with a cement-bentonite grout to finished surface level. The offshore borehole will be left to cave in naturally upon completion and removal of casing.

Shallow Auger Holes

- a. A minimum of two (2) auger holes (3m maximum depth) will be required, which will be undertaken via a 600 mm diameter auger bit mounted to a backhoe/small excavator or fitted to the drill rig.
- b. Dynamic Penetration Tests (DCP) shall also be undertaken beside each auger hole location.
- c. The auger holes will be backfilled with spoil generated from the pits. Granular material will be kept separate from cohesive material and used to cap the pits. Compaction will be achieved by the backhoe/excavator bucket and by wheel-rolling. Additional granular material is to be provided as necessary to compensate for the material removed for testing.

4. Laboratory Testing Requirements

NATA accredited testing to DTMR materials testing manual or Australian Standard AS 1289 as appropriate:

- a. Field moisture content
- b. Particle size distribution
- c. Atterberg limits and linear shrinkage
- d. Consolidated Undrained (CU) triaxial (to be decided based on actual ground conditions)
- e. One dimensional (oedometer) consolidation (to be decided based on actual ground conditions)
- f. California Bearing Ratio

The finalised scope of laboratory testing is to be determined by AECOM after processing of draft field logs.

5. Deliverables

The contractor will provide a Geotechnical Factual Report within two weeks of submission of laboratory testing schedule by AECOM.

6. Contacts

For any issues or requests for clarification on investigation and sampling requirements, the geotechnical design contact will be Sch. 4(4)(6) - Disclosing personal information

AECOM
PO Box 5971
CAIRNS QLD 4870

Proposal CNS150021
9 February 2015
DJM:clp

Attention: Sch. 4(4)(6) - Disclosing personal information

Email: Sch. 4(4)(6) - Disclosing personal information

Dear Sirs

Proposal for Factual Geotechnical Investigation
Proposed Jetty Upgrade
Gununa, Mornington Island

1.0 Introduction

Further to your email of 29 January 2015 and the included brief, we are pleased to submit this proposal to undertake factual geotechnical investigation for the above project.

It is understood that the existing near-shore jetty at Mornington Island is to be upgraded, along with the approach road.

This proposal is for investigative drilling using a trailer mounted drilling rig for:

- one deep over-water borehole drilled from the existing timber-decked jetty;
- one deep land based borehole; and
- two shallow land based boreholes.

2.0 Company Profile

Douglas Partners is the largest Australian owned professional consultancy in the fields of geotechnical, environmental and groundwater engineering.

Douglas Partners won six categories of the prestigious 2014 BRW Client Choice awards, including:

- **2014 BRW Client Choice Awards – Best Client Service;**
- **2014 BRW Client Choice Awards – Best Consulting Engineering Firm in Australia** (Revenue between \$50 million - \$200 million);
- **2014 BRW Client Choice Awards – Best Provider to the Property Sector; and**

Integrated Practical Solutions

Brisbane • Cairns • Canberra • Darwin • Geelong • Gold Coast • Macarthur • Melbourne • Newcastle • Perth • Sunshine Coast • Sydney • Townsville • Wollongong • Wyoong

- **2014 BRW Client Choice Awards – Best Provider to the Construction and Infrastructure Sector.**

DP has a staff of over 380 and 16 permanently professionally staffed offices in Cairns, Townsville, Brisbane, Sunshine Coast, Gold Coast, Geelong, Darwin, Macarthur, Melbourne, Newcastle, Wyong, Sydney, Perth, Wollongong and Canberra.

DP has maintained a professionally staffed office in Cairns since 1991, North Queensland since 1980, and has been undertaking geotechnical investigation work in Cairns since 1963. During this time DP has successfully completed several thousand projects within Cairns, Atherton Tablelands, Cape York, Gulf, and Torres Strait areas from our Cairns office.

3.0 Quality Control and Safety

Douglas Partners operates under a third party accredited quality system meeting the requirements of ISO AS/NZS 9001. Quality assurance is applied on all projects to address the needs and expectations of our clients. All projects are managed on a project specific basis with a responsible Project Manager and Project Reviewer. A copy of our quality assurance certification is attached.

Similarly, all of our projects are conducted employing appropriate OH & S standards with the use of proforma Fieldwork/Safety/Environment Plans and Safe Work Method Statements. Environmental protocols with respect to the proposed works are attended to within these documents, without the need for a specific Environmental Management Plan for the investigation.

4.0 Key Personnel

Sch. 4(4)(6) - Disclosing personal information

5.0 Scope of Work

5.1 Planning

We have allowed to prepare a Field Work Safety and Environment Plan, and a Safe Work Method Statement (SWMS), prior to commencement of the field work.

An estimate for this planning phase of the investigation is shown on the attached schedule.

5.2 Field Work

Allowance has been made to mobilise an equipment truck towing a trailer mounted drilling rig from Cairns, and to undertake:

- one borehole to 20 m depth (below the seabed) from a suitable accessible location on the existing jetty;
- one land-based borehole to 20 m depth at an accessible location;
- two shallow boreholes using the drilling rig fitted with solid flight augers to 3 m depth; and
- dynamic cone penetrometer tests (DCPs) adjacent to each of the shallow bores.

The deep land based bore will be drilled by rotary drilling methods augers initially then rotary wash borehole drilling. The overwater bore from the jetty will be drilled using rotary wash bore drilling techniques. Standard penetration tests (SPTs) would be carried out at 1m depth in each of these bores, and then at 1.5 m depth intervals. Pocket penetrometer testing (pp) would be carried out on recovered SPT samples in cohesive soils, and if soft or firm cohesive soils are encountered, then additional U₅₀ tubes samples will be collected.

If bedrock is encountered in the two deep bores, NMLC core drilling of the rock profile would be carried out following tungsten carbide bit refusal. Coring would be continued to achieve 4 m penetration into bedrock. The rock core would be collected and stored in core boxes, and would be photographed for presentation with the borehole logs.

Upon completion of the drilling of the deep land based bore, the bore would be grouted to the surface using cement/bentonite grout. The shallow bores will be backfilled with the drill spoil, augmented as necessary, with roadbase gravel. Upon completion of the over-water bore, the hole through the timber jetty deck will be covered in a steel plate, which will be screwed to the deck.

The test locations would be levelled using a level run survey relative to an identifiable bench mark or interpolated from any survey information provided. A hand-held GPS would be used to record UTM coordinates of the test locations using GDA94 as a datum.

The subsurface conditions encountered in the bores would be logged by an experienced geotechnical engineer or scientist, who would prepare logs of the subsurface profile, undertake the point load index tests, and collect samples as required.

5.3 Laboratory Testing

Upon completion of the field work, draft borelogs will be provided to the client within a week arrival of our field staff back in Cairns. Rates for the following laboratory testing are provided on the attached schedule:

- plasticity index tests to confirm soil classification of encountered near surface cohesive soils;
- particle size distribution tests (to 0.075 mm);
- 4 day soaked CBR tests;
- Consolidated undrained triaxial tests (3 stage CU test); and
- Oedometer consolidation tests (up to 8 points).

If bedrock is cored, point load strength index testing would be carried out at the approximate rate of one test per metre of recovered rock core (where practicable). These results would be presented on the borehole logs.

5.4 Factual Reporting

Upon completion of the field work and laboratory testing, we will prepare a factual report. A single pdf copy of the report will be provided, and will provide the following:

- method of investigation;
- descriptive borehole logs;
- a plan showing the borehole location; and
- results of geotechnical laboratory testing.

If required, an interpretative report could be prepared. In this case, however, it is considered that a sum of approximately \$2000 (plus GST) be allowed for laboratory testing (nominally four plasticity tests, four particle size distribution tests, and two soaked CBR tests). This report will be prepared by a Senior Geotechnical Engineer, and reviewed by a Principal Geotechnical Engineer (one or both will be an RPEQ), and in addition to the above, will also provide engineering comment on the following:

- suitable pile types and end bearing and skin friction design parameters for vertically loaded bored piers and driven piles in compression, and lateral modulus values (k_s) for the encountered ground conditions;
- calculated ϕ_{gb} limit state reduction factor;
- retaining wall design parameters (K_o , K_a , K_p) for a low retaining wall between the end of the pavement and proposed wharf structure;
- pavement subgrade conditions and design CBR value (for pavement thickness design by others);
- provided laboratory CBR tests are undertaken; and
- site preparation requirements in areas of pavements.

6.0 Timing

Based on our present commitments, but subject to the availability of our preferred Cairns based drilling contractor, freight/barge availability between Karumba and Mornington Island, and flight availability, we anticipate that the investigation could be commenced within a week or so of your order to proceed. A program for the establishment of the drilling rig to site, and field work, is shown below as Table 1.

Table 1: Proposed Establishment and Field Work

Week	Day	Description
1	Monday	Drilling rig established to Karumba by road
	Tuesday and Wednesday	Driller delivers rig to barge at Karumba, and rig is barged to Mornington Island. Driller mobilises to Mornington Island by air from Normanton after travelling by road Karumba to Normanton.
	Thursday	Standby for drilling rig and driller at Mornington Island
	Friday	Drillers off-sider and DP engineer/scientist mobilises by air from Cairns to Mornington Island. Driller and drilling rig on standby.
	Saturday and Sunday	Drilling two deep bores and two shallow bores.
2	Monday	Drillers off-sider and DP engineer/scientist demobilised from Mornington Island to Cairns by air. Driller and rig on standby.
	Tuesday	Driller and rig on standby at Mornington Island.
	Wednesday and Thursday	Drilling rig loaded onto barge on Mornington Island and barged back to Karumba. Driller flies to Normanton and then travels by road to Karumba.
	Friday	Driller disestablished with rig from Karumba to Cairns.

Laboratory testing will be commenced once the field work is complete and the samples arrive back in Cairns, and for the nominal quantity of four plasticity index tests, four particle size distribution tests, and two CBR tests, is anticipated to require one to two weeks to complete. Depending upon the commitments of the laboratory at the time of testing, the triaxial and oedometer tests would be expected to require several weeks to complete. Submission of our factual report is expected to take a week from the completion of the laboratory testing provided there are no delays beyond our control. If an interpretative report is required, this will be commenced in conjunction with the factual report, and would require a further week.

7.0 Fees and Conditions

The attached schedule of rates provides a breakdown of our charges to undertake the investigation at firm unit rates. Our total estimate is \$54000 (plus GST), based on the assumptions detailed below. It should be noted that this is an estimate only, and actual work quantities will be charged.

Our estimate is based on the following assumptions:

- availability of accommodation on Mornington Island for drill crew and DP personnel;

- suitable return flights from Cairns to Mornington Island and Normanton to Mornington Island are available;
- the field work is to be carried out during normal working hours and is based on a 10 hour day;
- a pumpable supply of water is available from the site for drilling purposes;
- permission of the current land owner, and any permits required to allow the work to proceed, will be provided by the client;
- road access to Karumba from Cairns is available for the duration of the works;
- the cost of any required inductions will be passed on to the client at cost plus 10%; and
- the capacity of the existing jetty is sufficient to support the proposed trailer mounted drilling rig, which has a weight of approximately 3.5 tonnes. In this regard, we have allowed to mobilise to site plywood sheets, which if necessary could be used to help spread the wheel load of the rig across the surface of the timber jetty deck.

Location of underground services will be undertaken through consultation with any site personnel, and review of a Dial-Before-You-Dig search, and to assist in this regard, we request a copy of any underground service plans for the site. DP cannot be held responsible for damage to services that have not been made known to us. Onsite underground services checks will also be attempted using an electronic wand by our field geotechnical engineer/scientist, who has undertaken the Telstra accredited 'Telstra Copper Cable Locating Course'. It should be noted that these checks will reduce the risk of damage to underground services (ie including any Telstra cables), but not eliminate it, and if any damage does occur, we shall attempt to minimise any further damage, and shall inform yourself of the damage as soon as possible, but we are unlikely to be able to repair the damage, nor can we accept any responsibility for any costs associated with the damage.

All work will be undertaken in accordance with the attached Conditions of Engagement.

Prior to commencement of the investigation, we require written confirmation of acceptance from the organisation responsible for payment of our fees. In order to facilitate this we have attached our *Order to Proceed with Works*.

Thank you for the opportunity to quote on this work, and we look forward to being involved on the project.


Please contact the undersigned if you have any questions.


Yours faithfully

Douglas Partners Pty Ltd

Sch. 4(4)(6) - Disclosing personal information

Reviewed


Senior Associate


Associate

Attachments: Order to Proceed with Works
 Schedule of Rates
 QA Certification – Douglas Partners Cairns office
 DP Conditions of Engagement

Order to Proceed with Works

To	Douglas Partners Pty Ltd
Attention	
Fax	
Email	

Please proceed with the work as detailed in DP's proposal listed below for the fee estimate provided.

Project	Proposed Jetty Upgrade
Address	Gununa, Mornington Island
Proposal	Proposal CNS150021 dated 9 February 2015

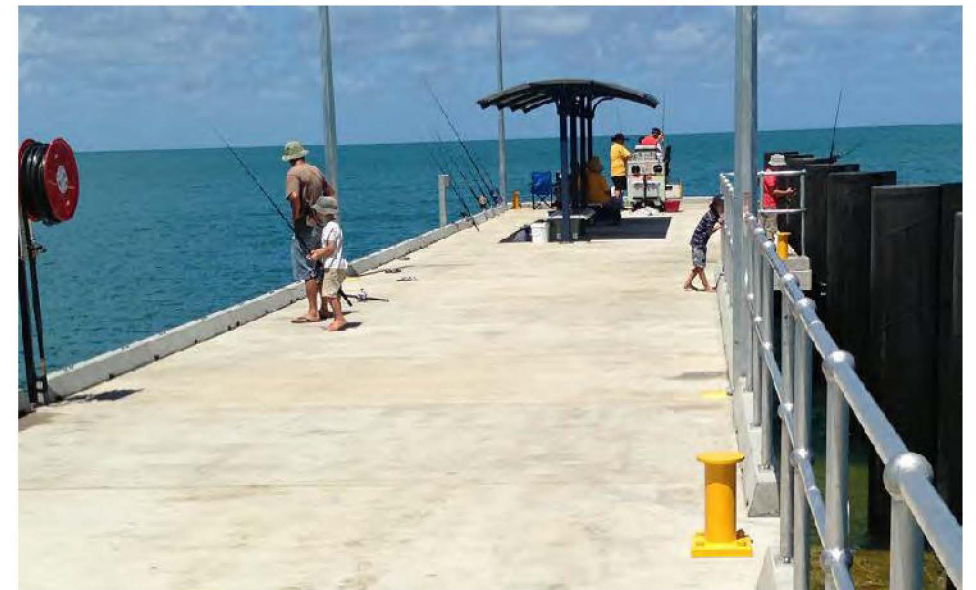
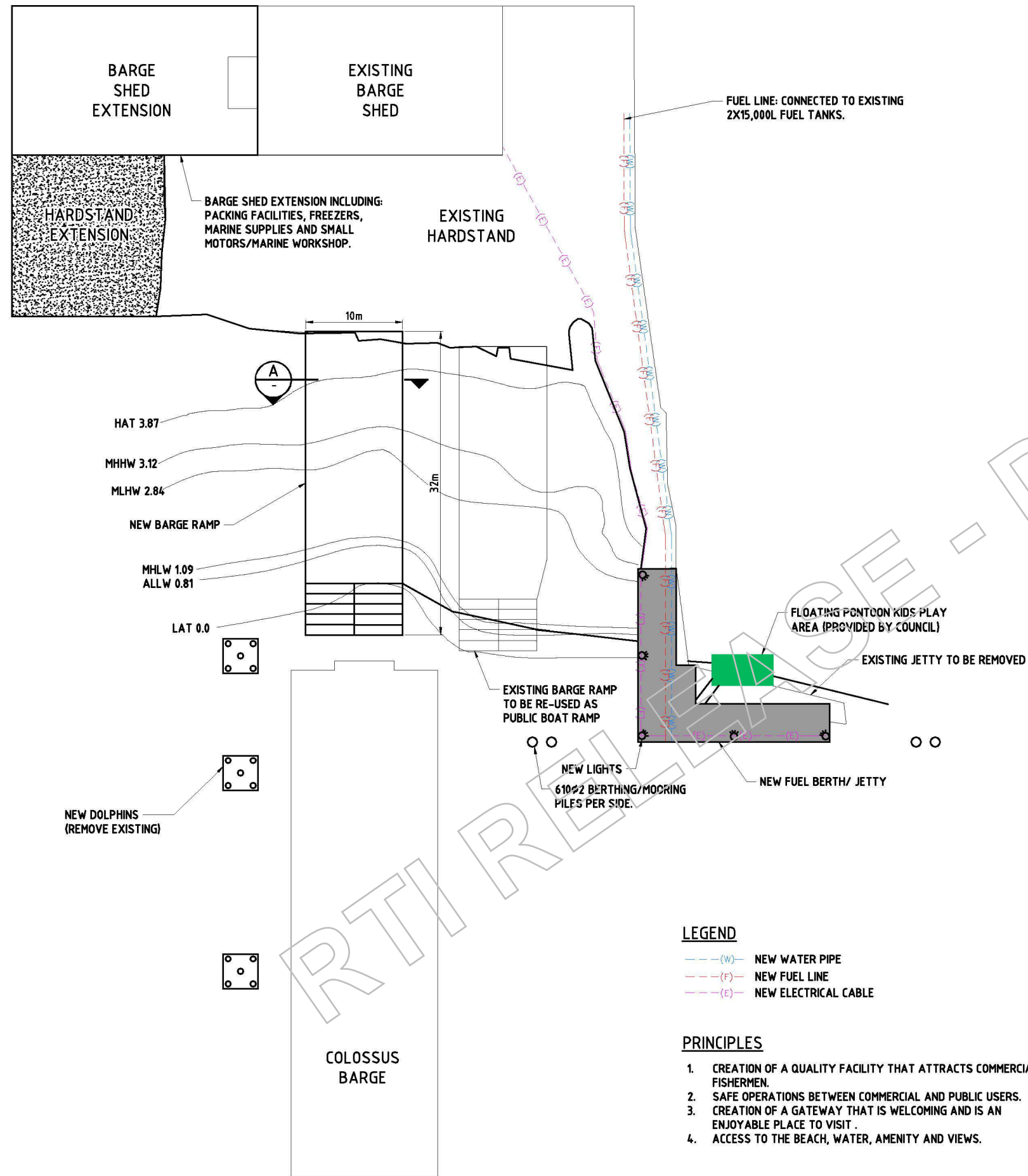
We confirm that we are responsible for payment and all invoices should be sent to the address below.

Company or Name	
ABN	
Address	
Phone	
Fax	
Email	

Authorised by	
Signature	
Date	

Page 83 redacted for the following reason:

Sch. 4(4)(7)(1)(c) - Disclosing trade secrets, business affairs or research



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5/12/2014

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MORNINGTON ISLAND
BARGE AND JETTY UPGRADE MASTER PLAN

60335573-SK01

Appendix C

RTI RELEASE - DILGP

Mornington Island Jetty and Barge Ramp- Terrestrial Survey Brief

1.0 Background

A terrestrial survey is required for the detailed engineering design of the Mornington Island boat ramp and jetty. The site is located at the existing boat ramp and Jetty located on Mornington Island in the Gulf of Carpentaria (refer drawing 60335573-SK-05). The site is presently owned and operated by Mornington island aboriginal shire council.-

The following is a survey brief which outlines the survey requirements to prepare documentation for the project.

2.0 Survey Extent

The extent of the survey is shown on drawing 603335573-SK-05, the areas to be surveyed include:

- The entire Jetty and barge ramp facility including barge shed and hardstand area and fuel facilities
- Strip 40m west of Existing hardstand and Barge shed extending to water edge for proposed shed extension.

The survey shall include these areas as a minimum.

3.0 Site Access and Safety

The Surveyor shall arrange for approval to access the various sites and properties. The Barge ramp and jetty site are currently operational public areas.

Safety is a priority for AECOM and Mornington Island aboriginal shire council and therefore the Surveyor is required to have adequate controls and measures to manage safety. The Surveyor shall comply with all safety requirements required within each property and to undertake the work in accordance with a safety plan.

4.0 Survey Control

4.1 Permanent Ground Markers

The main survey stations intended for control and future setting out shall be of a stable construction and must be clearly visible on site and identified for future recovery of the survey. The following types of markers will be used:

- Road nails set into asphalt;
- Masonry nails set into concrete or kerbing; and
- Suitable industry accepted permanent markers for unpaved areas.

A minimum of 2 Permanent Ground Markers (PGM) shall be established.

4.2 Level Datum and Grid

The survey shall be supplied adjusted to the following grid co-ordinate system, and be related to the Australian Height Datum (AHD):

- MGA co-ordinate system

Establishment of the co-ordinate system and AHD benchmark shall generally be from a known State Survey Mark, in close proximity to site. The co-ordinate system and AHD benchmark used (Number and Location) in the survey shall be stated on the Survey Drawings.

5.0 Features to be surveyed

5.1 Marine Structures

The marine structures to be surveyed are:

- Existing jetty (Pile Locations and bed level etc.)
- Existing Barge ramp (Including full extents of toe of concrete ramp)
- Existing Dolphins (Including Piles)
- Grid of Ocean floor 10m x 10m (If visual depression/mound collect as additional data)

5.2 Street Furniture / Road Features

Items of permanent street furniture / road features within the boundary of the survey shall be captured and shown on the drawings and include, but not be limited to:

- Lamp columns (including diameter of pole and height), pedestrian guardrails, pedestrian and driveway crossings / ramps, bollards, traffic signal poles, all electrical pillars, switchboards and signal cabinets, seating, bicycle stands, litter bins, telephones booths, all signs and poles, recycling bins, road markings, manholes, service covers, inspection chambers and cable drawpits, traffic islands, vent pipes, fire hydrants, jersey barriers, drains or gullies, cuttings and embankments, terraced slopes, retaining walls, mounds, overhead lines and cables.

5.3 Buildings

All permanent buildings and structures within the boundary of the survey will be surveyed in outline as defined by:

- The line of the exterior face of the external walls at ground level;
- The extent of the roof line (at any level); and
- For upper stories - any features (balconies, footbridges etc.) extending beyond the exterior face at ground level or the roof line (at any level).

The location of all external doorways and loading docks around the exterior of the buildings shall be recorded.

5.4 Services

Locate existing services within the boundary of the survey utilising plans provided with this Brief and visible indicators. Undertake in-ground services location to locate buried services including water and sewer services, electrical services, communications services and fuel services. Survey in-ground services alignments when located.

All service pits, manholes and inspection covers will be surveyed with their size and shape shown and identified (by service type) and clearly marked.

For water mains identify and clearly mark features such as valves and fire hydrants. If unclear from surface identity, cover shall be lifted to make sure of identification. Where water pipes are visible above ground surface, size and type will be recorded.

For sewer, all pit covers shall be lifted to determine invert levels, pipe sizes and type.

For electrical and communications, all access pit covers shall be lifted to determine number, size, type and direction of all conduits connecting into pits.

For electrical substation, locate substation including incoming electrical services, boundary fencing, earth grid and earth stakes (where safe to do so).

Above ground and, when possible, below ground services shall be shown including height clearances and depths. This is to include underground fuel tanks if they exist.

Existing power and road lighting poles shall have their pole identifier included.

5.5 Access Road /Hardstand area Cross Sections

Adequate levels to clearly identify existing and proposed driveways, vehicle manoeuvring and parking areas, and loading/unloading docks shall be taken at a maximum interval of 10m and shall include the following features (where applicable):

- Property boundary
- Invert of dish drain
- Edge of bitumen or concrete
- Lip line of kerb
- Edge of hard shoulder
- Road markings
- Centre line of road and / or crown of road (both features to be defined where road centre line is not the road crown)

5.6 Stormwater Systems

Stormwater pit covers shall be lifted to determine invert levels, pipe / culvert sizes and type and direction of all pipes between pits. All stormwater features including pits and swales shall be surveyed to record geometry, type and invert levels. Extents of all rock protection to stormwater features shall be recorded.

5.7 Other Features

Where applicable, the following features are to be surveyed:

- Land form: spot levels shall be taken on a maximum spacing of 10m with accuracy of 0.025m.
- Property boundaries: to be identified and shown clearly from current registered plans and checked against the surveyed property boundary.
- Slopes and earthworks: shall be surveyed so as to reflect all changes in slope and showing spot levels along changes of grade at maximum 10m intervals.
- Landscaping and trees: all vegetated areas shall be surveyed at the canopy edge. Isolated individual trees shall have their trunk surveyed.
- Identified trees: all trees with a nominal trunk diameter of 200mm or larger shall have their location surveyed and nominal trunk diameter annotated
- Ground surfacing: the nature of surfacing shall be clearly shown, i.e. bitumen, concrete, antiskid and paving including type e.g. tactile, clay, brick, faux brick etc.
- All easements over the property are to be located and identified.
- All fences shall be captured and identified for type.
- All creeks, ditches, outfalls, streams, culverts, drains, channels etc. are to be surveyed at 10 metres centres to allow cross sections to be plotted.

6.0 Survey Deliverable Requirements

6.1 Format of Data

The survey is to be presented in printed (PDF) and digital data format and a preliminary issue shall be provided for review with respect to clarity, presentation and conformance with this specification prior to its acceptance. The deliverables shall be approved and signed a Land Surveyor certified by the Institute of Surveyors Australia.

6.2 Digital Format

The digital version of the survey is required in the following formats:

- 1) Feature survey (12D ASCII)
- 2) 2D AUTOCAD - DWG
- 3) 3D AUTOCAD - DWG
- 4) TIN surface model (12D ASCII).

6.3 Drawings

Fully annotated suitably scaled scale plans (A3 size, PDF) of the site survey shall be provided clearly showing the following:

- spot levels to spacing outlined above
- contours of the site are to be shown at 0.25m intervals, with major contours at 1.0m intervals
- property boundaries
- all relevant physical features and improvements
- all service lines and their related structures
- all co-ordinate information and bench marks

A copy of the field notes shall also be provided.

6.3.1 2D and 3D AutoCAD Drawing Positioning and Structure Requirements

The drawing within the drawing file shall be positioned such that absolute drawing co-ordinates correspond to the co-ordinate system specified. The drawing shall be placed in Modelspace at a scale of 1:1.

The surveyor shall use their own standard border placed in Paperspace at a scale of 1:1 and the survey information presented through a viewport at the required scale. (For Hard copies - Cut lines may be employed to present the survey if spanning more than one sheet).

Information through the viewport may only be rotated using the 'dview' and 'twist' command.

The survey is not to be trimmed, cropped or altered in any way for the purposes of presentation through the viewport.

6.3.2 3D Levels

For 3D surveys levels shall have three-dimensional co-ordinates.

3D levels of features that are not part of the ground surface (e.g. tops of trees, poles, free standing walls, undersides of slabs, awnings, invert levels of services etc.), the feature is to be kept on a separate layer from the ground surface (i.e. tree canopy outline and level to be kept separate from the tree base level).

6.3.3 Digital Model for use in 12D Modelling Package

Digital data for the detail survey covered by this specification will be required in a format suitable for use in the 12D design package. In general the minimum layer structure defined above for AutoCAD shall be employed for digital models.

The ground surface over the required area shall be simulated by strings of coordinated information along characteristic lines on the terrain.

3D strings shall be recorded as a series of three-dimensional coordinates representing the following features:

- Break lines in the terrain such as, brows of hills and dips of hollows, retaining walls;
- Tops and toes of embankments and cuttings; and
- Lane lines, channel lines, crown lines, centre lines, top of kerb lines, edge of bitumen, edges of footpaths, property boundaries.

Retaining walls defined by two strings representing the ground levels at the top and bottom of the wall.

Buildings and other structures defined by the outline of the building at ground level.

The general shape in plan of individual traffic islands shall be represented by separate closed 3D strings with points at the sharp changes of direction, levels being given for the adjacent carriageway surface. Supplementary strings sufficient to indicate the approximate vertical profile of paved islands shall be provided, these will also be required on grassed islands where there are insufficient contours (2D strings) to describe their surface shape.

7.0 Contact

Sch. 4(4)(6) - Disclosing personal information

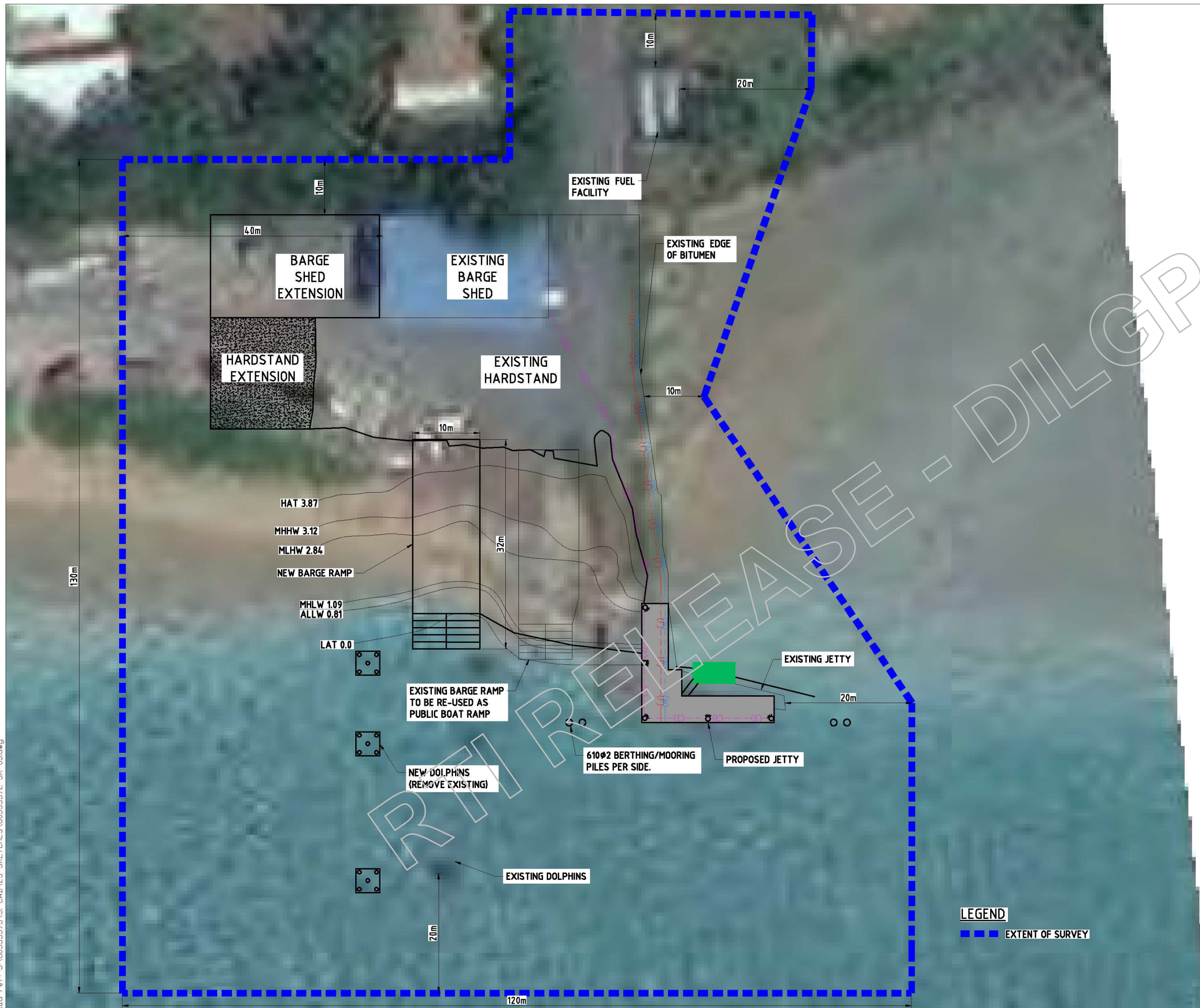
8.0 Relevant Documents

The following documents are enclosed with the Brief:

- 1) Drawing 603335573-SK-05 –Mornington Island ramp and jetty facility- Survey Extents Plan
- 2) Site photograph



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28/01/2014

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DRAWING IN PROGRESS | DATE: 04/2/2015

MORNINGTON ISLAND
 BARGE AND JETTY FACILITY
 SURVEY EXTENTS PLAN
 60335573-SK05

Cairns Office

135 Abbott Street, PO Box 1949, Cairns QLD Australia 4870

T +61 7 4031 1336 F +61 7 4031 2942 E cairns@rpsgroup.com.au W rpsgroup.com.au

Our Ref: PR126240/AJS/MD/P74447

Date: 06 February 2015

AECOM
PO Box 5971
CAIRNS QLD 4870

Via: Email

Dear

RE: Survey Quote [Ref. 60335573.0:1X03NNVE] Mornington Island Jetty

We refer to your request for quote via email on 04 February 2014 and provide the following fee proposal as requested.

1.0 Scope of Works and Deliverables

The survey extent's are bound by your brief in section 2.0 and on your drawing 60335573-SK-05. Survey works are to be compliant with your brief 60335573-DOC-01_Mornington Island_Survey Brief_A.PDF.

Underground services location can be provided as requested, we have provided a price also to locate all services above ground and as much as possible underground without the use of an Underground Cable Locator - see Option 2 of our Fee Estimate.

All Survey information will be provided on MGA94 and AHD datum's. All final Survey data to be provided as a digital 2D/3D AutoCAD DWG and 12da file as well as a drafted A3 PDF plan as requested.

2.0 Methodology and Community Liaison

We propose to mobilise a 2 man team to Mornington Island consisting of a Registered Surveyor and Survey Assistant. All logistics will be arranged by RPS including liaison with AECOM and Mornington Shire Council to ensure good community relations are maintained.

Data will be collected by our survey team using a Total station and a 'SonarMite' Hydro depth sounder to locate levels under water. All works will be conducted over four days in one trip to Mornington Island.

3.0 Timing

Subject to the availability of flights, accommodation, wet weather delays, we anticipate delivery of the Detail Survey data within 3 weeks of your written instruction to proceed.

4.0 Fees

Detail and Contour Survey		
Option 1	Pre-Design Detail Survey - Underground Service Location	Sch. 4(4)(7)(1)(c) - Disclosing trade secrets, business affairs or research + GST
Option 2	Pre-Design Detail Survey - No U/G Cable Location	+ GST

Notes:

The above fees include all expenses incurred by RPS for the agreed scope of works mentioned above.

Any additional disbursements (eg. flights, accommodation etc) resulting from delays beyond the control of RPS will be charged at cost. An example would be extreme weather or delays due to community instruction.

Our fee is based on the scope outlined by AECOM and carrying out all items listed in the Scope of Work above. Should the Scope of Work differ from that requested, additional fees may/may not be incurred.

This Fee Proposal is valid for a period of three (3) months.

We thank you for the opportunity to submit this fee proposal, and trust the above satisfies your requirements and should you require any further details or clarification, please do not hesitate to contact the undersigned.

Yours sincerely

RPS

Sch. 4(4)(6) - Disclosing personal information

Senior Surveyor

Appendix D

Master Plans

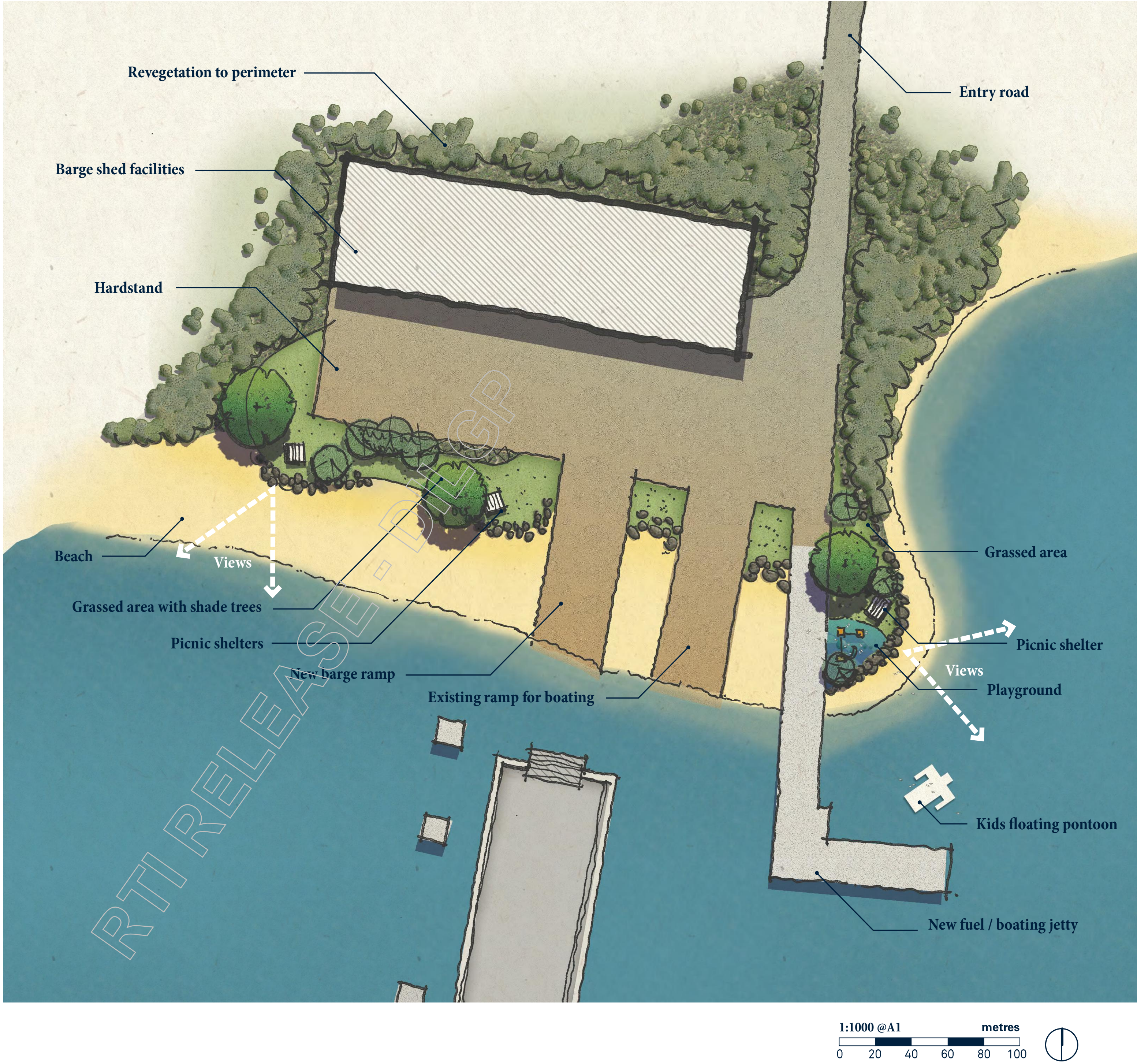
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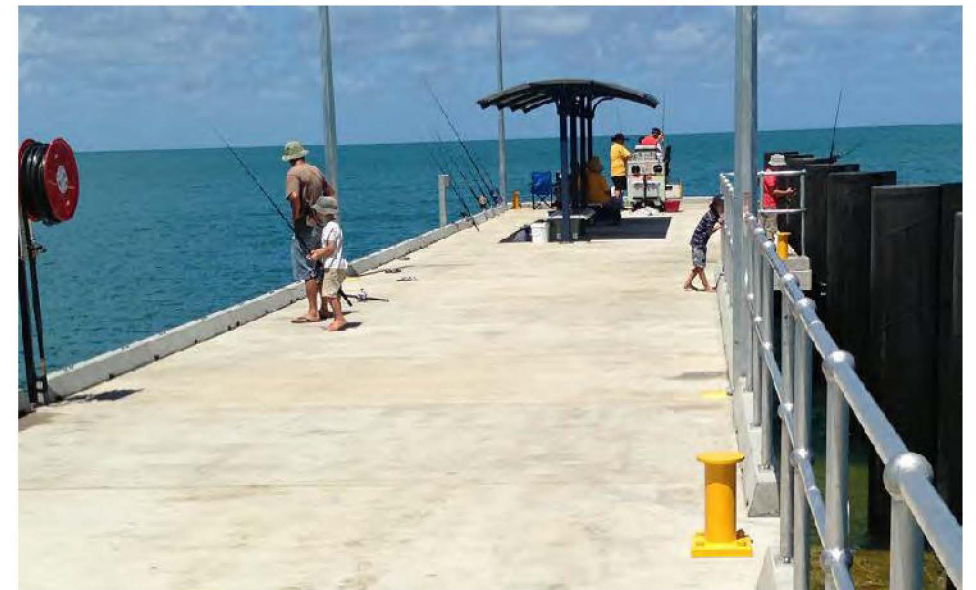
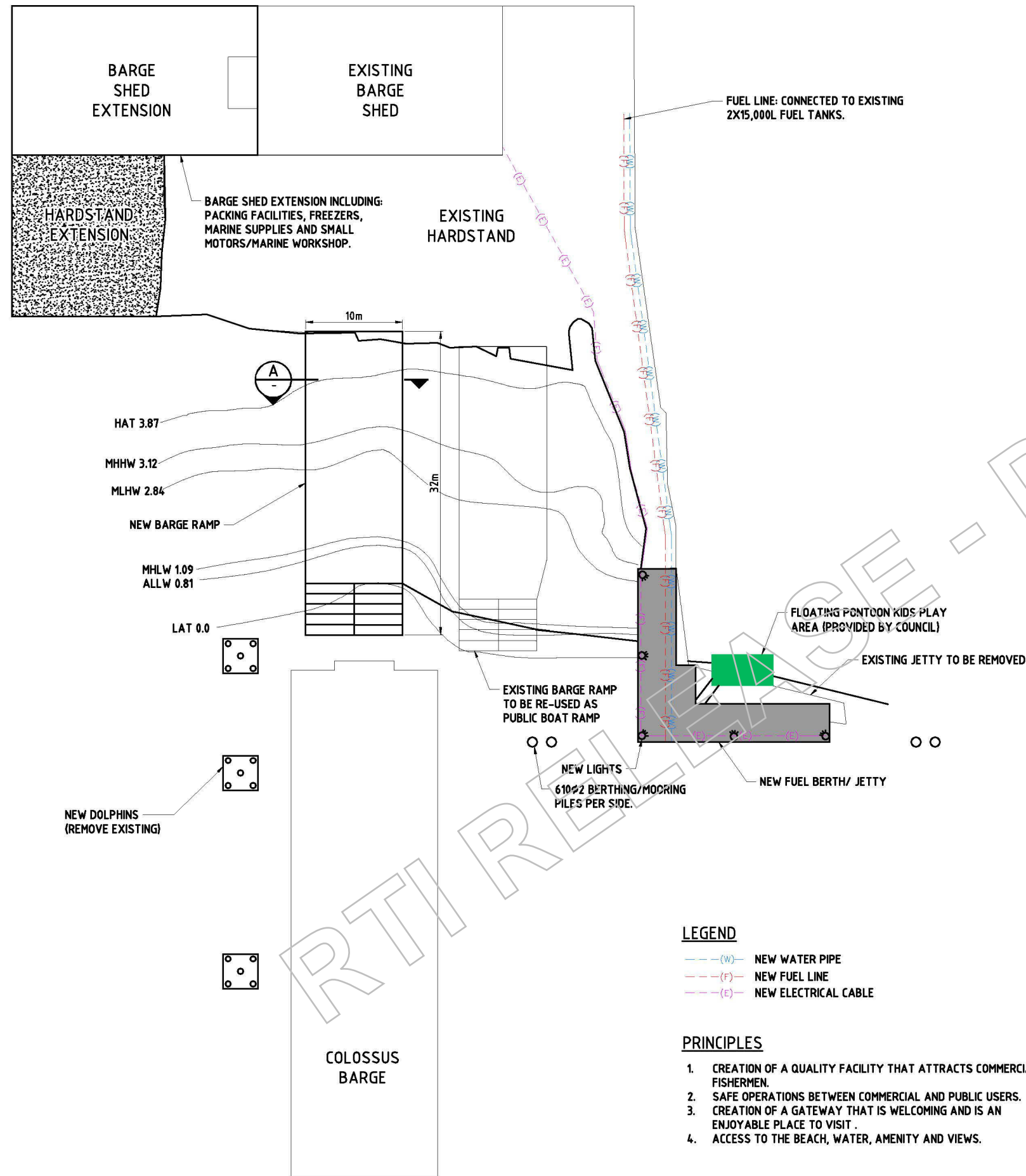
MORNINGTON ISLAND

— Draft Concept Landscape Master Plan —

Design principles;

- 1. Creation of a quality facility that attracts commercial fisherman
- 2. Safe operations between commercial and public users
- 3. Creation of a Gateway that is welcoming and is an enjoyable place to visit
- 4. Access to the beach, water, amenity and views





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5/12/2014

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CONSTRUCTION

MORNINGTON ISLAND
BARGE AND JETTY UPGRADE MASTER PLAN

60335573-SK01

Appendix E

RTI RELEASE - DILGP

Pages 99 through 123 redacted for the following reasons:

Sch. 4(4)(6) - Disclosing personal information

Appendix F

RTI RELEASE - DILGP

South Perth Yacht Club



In 1995, South Perth Yacht Club commissioned AECOM to design replacements for the clubs original timber jetties. The aging jetties required increasing maintenance work.

After an initial inspection, we proposed a complete redevelopment that would increase the number of berths from 300 to 450. The redevelopment would also include a new boat service area with a boat lifter, hoists and launching ramps.

Our conceptual redevelopment plan received Club and planning approval in April 1997.

Stage 1 of work, completed in December 1998, included a new service jetty, with fuel, sullage pump out and starts box and mooring jetty for 36 boats up to 20 metres LOA.

Our service jetty design incorporated a wave screen to protect vessels berthed in the marina from wave energy. After our engineers designed the screen we and flume tested to refine the design. The final product functions well, reducing a 0.75 metre height wave formed by strong north westerlies to a flat surface in its lee.

Our design allows the Club to complete the other stages over 15 years to reduce costs, by using a proprietary floating pontoon system.

We also completed detailed design work to increase boat Hardstanding and car parking. This project created:

- 75 metre wharf fitted with three hoists
- new boat launching ramp
- groyne and beach realignments
- fully serviced and paved area on land reclaimed during the early stages of the Club facilities redevelopment.

Bremer Bay Harbour



Breakwater and wharf facility



The Western Australian Department for Transport engaged AECOM to plan, design and procure a facility to service the growing rock lobster and fishing industry on the southern coast of the State.

Located at Bremer Bay, within a remote area of coastline between Albany and Esperance, the facility included:

- protective breakwater
- unloading wharf
- boat launching ramps
- power, lighting and water utilities.

The site is exposed to the full brunt of southern ocean storms. Therefore a critical issue AECOM addressed. Was the evaluation of the storm risk especially given the limited historical wave data

The design wave used for the breakwater design was based on a storm in 1984 which had waves of five metres high, 12 to 14 seconds period, and a return interval of approximately 20 years.

The 200 metre breakwater was constructed with armour rocks of five to seven tonnes on the seaward trunk and seven to ten tonnes on the head using locally quarried igneous rocks with a specific gravity of 2.5 to 3.0 t/m³.

The unloading wharf was constructed of prestressed concrete deck units on tubular steel piles. A combination of flat precast planks, precast cope beams and proprietary AECOM Jetty Panels was used for the wharf deck. The boat launching ramps were constructed using precast concrete slabs anchored through a prepared crushed rock sub-base. A timber finger jetty was provided at the centre of the launching ramps.

Services and concrete water tanks were also provided for the new ablutions building that includes a club room for the local sea rescue group. Sewage is treated on site in an underground package plant with the treated effluent being disposed of in adjacent natural bushland through a dripper system.

AECOM executed the complete design and procurement process, resulting in a site appropriate functional and safe facility for the growing fishing industry.

GLNG Project - Marine Facilities Pre-FEED Study



In pursuit of its growth strategy, Santos Limited commissioned Foster Wheeler Energy Limited (FWEL) to undertake a Pre- FEED study for a liquefied natural gas (LNG) facility in the Port of Gladstone, involving an opportunity for the processing and export of coal seam gas. The planned facility would have an initial capacity of 3 to 4 million tonnes per annum, expanded in stages to about 10 million tonnes per annum.

AECOM carried out various concept designs of the marine infrastructure for FWEL including a LNG load-out facility and Materials Offloading Facility (MOF).

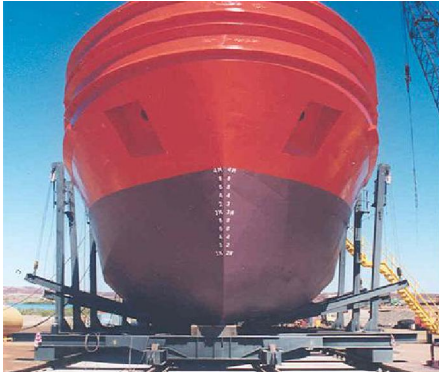
The LNG load-out facility was required to berth vessels with a gas capacity of up to 150,000 cubic metres. One option for the LNG load-out wharf included a 900m long approach jetty across mangroves and shallow water.

The MOF needed to handle a wide range of vessels associated with the delivery of large plant modules and construction of the plant and load-out facility. The structures accommodated heavy lift vessels up to 35,000 DWT (dead weight tonnage), both semi-submersible and Lift-On Lift-Off (LO-LO), barges carrying construction materials, and ferries for transport of workers.

The scope of our services included:

- options assessment for marine infrastructure
- concept design of various options for the LNG load-out facility
- concept design of various options for the MOF
- preliminary dredging assessment
- cost estimates for marine infrastructure and dredging
- civil services and construction camp options
- legislation and standards

Mermaid Marine - Slipway Design



Mermaid Marine slipway



AECOM's successful tender design saw John Holland win the \$4 million contract for a new slipway at Dampier Port for vessels up to 3,500 tonnes and 90 metres in length.

The 400 metre long slipway included winch foundations, haulage sheaves, drainage structures and rock armour protection.

The slipway's location presented some unique foundation problems with extremely hard rock located near the seabed in the below water sections of the slip. This made conventional pile supported structures impractical.

We overcame this by developing a concept of a rock fill subsea causeway with large "sleeper beams" to support the waybeam structures. Special details were developed to accommodate the necessary construction tolerances and fill stability issues.

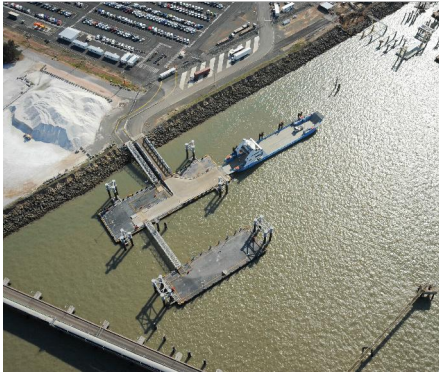
Features of the slipway design include:

- slipway construction comprising continuous concrete ground beams above high tide
- slipway construction comprising steel frame on precast concrete sleepers below high tide
- the steel frame was assembled on land and launched into position from the upper slipway
- the ability of the slipway to accommodate a wide range of vessels
- the ability to accommodate future side transfer.

ClientBechtel Oil Gas &
Chemicals Inc.**Project Location**Gladstone, Qld
Australia**Services**Port Planning
Detailed Design of Marine Structures
Construction Support and Audits**Completion Date**

December 2011

Qld Curtis LNG Project - Construction Marine Facilities



Auckland Point – RO-RO and Ferry Terminal

RG Tana – Aggregate Outloading Facility

Construction Dock – Ferry Terminal, ISA Ramp, Unloading Dock, RO-RO Terminal



British Gas and Queensland Gas Corporation were given approval to develop a Liquefied Natural Gas (LNG) processing plant on Curtis Island off Gladstone in Queensland. Bechtel was awarded the EPC contract to design and build the LNG processing plant.

As there is no road access to Curtis Island, Bechtel needs to bring all construction plant, equipment and personnel as well as process plant construction modules to the island by sea. AECOM was engaged by Bechtel to assist with the planning of the construction marine facilities and carry out concept and detailed design.

The extent of construction marine facilities comprises the following:

- an Aggregate Outloading facility on the mainland adjacent to the RG Tana coal terminal comprising a cantilever piled bulkhead wall with dredged depth alongside of RL – 4.5m LAT.
- a Roll On-Roll Off (RO-RO) facility on the mainland at Auckland Point. Due to the high tidal range (5 m) and the nature of the RO-RO vessels a linkspan type and three berthing dolphins RO-RO facility was developed.
- a floating ferry berths to accommodate two 400 person ferries as well as one 150 person ferry at Auckland Point on the mainland.
- a Construction Dock on Curtis Island, comprising of elevated offloading dock, floating ferry berth and a RO-RO linkspan facility (to be eventually relocated to the MOF).
- an Initial Site Access (ISA) at the Construction Dock was designed to enable plant, equipment and materials to be imported onto Curtis Island prior to the completion of the Construction Dock.
- a Materials Offloading Facility (MOF) on Curtis Island to allow unloading of LNG process plant modules up to 2,800 tonnes with a dredged depth alongside of RL – 7.5m LAT.
- a Sea Water Intake Outfall (SWIO) structure to provide intake water for construction purposes (passing through a reverse osmosis desalination plant) and discharge of diluted return water.

Design of the construction marine facilities on Curtis Island incorporated construction techniques to deal with Acid Sulphate Soils (ASS) and Potential Acid Sulphate Soils (PASS). AECOM also provided ongoing construction support as well as construction audits to enable Registered Professional Engineer Queensland (RPEQ) certification of construction as required by the permitting authorities.

Appendix G

RTI RELEASE - DILGP

MORNINGTON IS JETTY WHARF PRECINT - DELIVERY PROGRAMME

D	Task Mode	Task Name	Duration	Start	Finish	Predecessors	2015												2016											
							1st Half						2nd Half						1st Half						2nd Half					
							Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
1		1.0 Master Plan	19 days	Tue 13/01/15	Mon 9/02/15																									
2		Develop Master Plan in Collaboration with Council	10 days	Tue 13/01/15	Mon 26/01/15																									
3		Complete Indicative Project Cost Estimates	5 days	Tue 27/01/15	Mon 2/02/15	2																								
4		Council Commission Design Team	0 days	Mon 9/02/15	Mon 9/02/15																									
5		2.0 Preliminary Design & Approvals	135 days	Mon 9/02/15	Fri 14/08/15																									
6		Site Inspection	2 days	Mon 9/02/15	Tue 10/02/15	4																								
7		Update Concept Layout Plan for Site Investigation Works & Engage Sub-contractors	5 days	Mon 9/02/15	Fri 13/02/15	4																								
8		Site Investigations	40 days	Mon 16/02/15	Fri 10/04/15																									
9		Site Survey - Land	30 days	Mon 16/02/15	Fri 27/03/15	7																								
10		Bathymetry survey confirm seabed contours	30 days	Mon 16/02/15	Fri 27/03/15	7																								
11		Metoccean Study (wind waves currents) - In house desk top study	20 days	Mon 16/02/15	Fri 13/03/15	7																								
12		Geo-technical Investigations	40 days	Mon 16/02/15	Fri 10/04/15	7																								
13		Design Development	90 days	Fri 13/02/15	Fri 19/06/15																									
14		Stakeholder Meeting Review Design (Council & Users)	0 days	Fri 13/02/15	Fri 13/02/15	7																								
15		Develop Preliminary Drawings 50%	20 days	Mon 13/04/15	Fri 8/05/15	7,9,11,12																								
16		Basis Design Report (criteria, limitations, restrictions, assumptions, levels, etc)	5 days	Mon 4/05/15	Fri 8/05/15	15FF																								
17		Undertake Cost Estimates	5 days	Mon 11/05/15	Fri 15/05/15	15																								
18		Council Review Design	10 days	Mon 18/05/15	Fri 29/05/15	17																								
19		Develop Preliminary Drawings 80% for Statutory Approval Submission	15 days	Mon 1/06/15	Fri 19/06/15	18																								
20		Statutory Approvals & Environmental Assessments	130 days	Mon 16/02/15	Fri 14/08/15																									
21		Pre lodgement meetings with Council and concurrence agencies	5 days	Mon 16/02/15	Fri 20/02/15	7																								
22		Desktop Environmental Assessment Report	10 days	Mon 11/05/15	Fri 22/05/15	7,15																								
23		Environmental Management Plan	20 days	Mon 11/05/15	Fri 5/06/15	7,15																								
24		Site Based Management Plan	20 days	Mon 11/05/15	Fri 5/06/15	7,15																								
25		Prepare Approvals & Permits - Prescribed Tidal Works / Operational Works	10 days	Mon 11/05/15	Fri 22/05/15	15																								
26		Submit Development Application & Permits	0 days	Fri 19/06/15	Fri 19/06/15	25,19																								
27		Approval Period	8 wks	Mon 22/06/15	Fri 14/08/15	26																								
28		Statutory Approvals Received	0 days	Fri 14/08/15	Fri 14/08/15	27																								
29		3.0 Detailed Design & Construction Documentation	55 days	Fri 29/05/15	Fri 14/08/15																									
30		Value Engineering & Risk Workshop with Council	0 days	Fri 29/05/15	Fri 29/05/15	18																								
31		Complete Detailed Design	25 days	Mon 22/06/15	Fri 24/07/15	18,12,30,19																								
32		Final Drawings and Technical Specifications for Construction	15 days	Mon 27/07/15	Fri 14/08/15	31																								
33		Submit Final Drawings to Authorities	0 days	Fri 14/08/15	Fri 14/08/15	32																								
34		3.0 MSC Funding Confirmed	0 days	Thu 31/12/15	Thu 31/12/15																									
35		4.0 Tender & Construction (depends on final scope of works)	10 mons	Mon 1/02/16	Fri 4/11/16																									

Project: Programme Rev 1
Date: Tue 10/02/15

Task

Split

Milestone

Summary

Project Summary

External Tasks

External Milestone

Inactive Task

Inactive Milestone

Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only

Deadline

Progress

Appendix H

RTI RELEASE - DILGP

Page 133 redacted for the following reason:

Sch. 4(4)(7)(1)(c) - Disclosing trade secrets, business affairs or research

AECOM
AECOM Australia Pty Ltd
Level 3
120 Bunda Street
PO Box 5971
Cairns QLD 4870
Australia
T +61 7 4222 6000
F +61 7 4222 6001
www.aecom.com
ABN 20 093 846 925

Mornington Shire Council
Mornington Island Jetty Precinct Upgrade
Commercial-in-Confidence

1

Page 135 redacted for the following reason:

Sch. 4(4)(7)(1)(c) - Disclosing trade secrets, business affairs or research

28 Novemeber 2014

Deputy Chief Executive Officer
Mornington Shire Council
C/- Post Office
GUNUNA QLD 4871

Certificate Of Currency

Insurance Class	Workers' Compensation
Insured Name	Mornington Shire Council
Licence Expiry Date	31st May 2018
Situation	Subject to the provisions of Chapter 3, Part 2, Divisions 2 and 3 of the <i>Workers' Compensation and Rehabilitation Act 2003</i> .
Interest	Accident Insurance
Limits of Indemnity	As per the <i>Workers' Compensation and Rehabilitation Act 2003</i> .
Insurer	Local Government Association of Queensland Workers' Compensation Self Insurance Scheme
Licence Number	SEI000000017
Special Provisions	N/A

This certificate of currency provides a summary of the cover and is current on the date of issue. It is not intended to amend, extend, replace or override the terms and conditions contained in the actual licence document. This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder. We accept no responsibility whatsoever for any inadvertent or negligent act, error or omission on our part in preparing these statements or in transmitting this certificate by email or for any loss, damage or expense thereby occasioned to any recipient of this letter.

Yours sincerely,



Divisional Manager - Workers' Compensation

Jardine Lloyd Thompson Pty Ltd

MORNINGTON ISLAND JETTY PRECINCT APPLICATION – DIRD - DRAFT



2 / 1 / 2 0 1 5

2015-16 Community Resilience Fund Application Form

July 2015

Instructions

To submit an application for CRF funding for a project, please email the following for each project to 2015-16CRF@dilgp.qld.gov.au by the closing date:

- An electronic copy of the application form;
- A scanned copy of the signed certification form; and
- Named and numbered supporting documents for the application.

All applications for - 2015-16 CRF funding must complete the following sections of the application form:

Section 1 – Application and project overview
Section 2 – Project details
Section 3 – Proposed project budget
Section 4 – Breakdown of project cost
Section 5 – Supporting documents.

Eligible applications will be assessed against how the proposed project meets the 2015-16 State's funding priorities, how it aligns with the relevant guiding principles of the *Queensland Strategy for Disaster Resilience* and the aims and objectives of the program.

Further information may be requested from an applicant during the assessment process.

Note: submit only one project application and supporting documentation per email.

Departmental contacts for 2015-16 CRF inquiries are detailed in Appendix 3 of this form.

Section 1 - Applicant and project overview

To be completed and submitted for each Project.

1.1 Organisation details			
Council Name			

1.2 Principal contact person (This person will be contacted about the application)			
Title:		Given Name:	
Surname:		Position:	
Phone:		Mobile:	
Email:		Fax:	

1.3 Project title (Maximum 10 words)

1.4 Project description (Summarise the main features, activities and outputs – maximum 60 words)

1.5 Project priority (If more than one application being submitted in this funding round, enter the priority for this application below e.g. 1 of 3 applications)	
<input type="checkbox"/> Yes – priority	of applications
<input type="checkbox"/> No	

1.6 Project location actual site address			
Street number/location		Street name	
Town/Suburb		Post code	QLD
State electorate		Federal electorate	
Real property description of the project site details are provided below:			
Lot number		Parish	
Registered plan		County	
Title reference			

1.7 Project type

- ☐ new infrastructure
- ☐ upgrade to existing infrastructure
- ☐ replacement of existing infrastructure
- ☐ other specify:

1.8 Which best describes the proposed project?

- ☐ Flood mitigation – e.g. levees, detention basins, floodgates, diversion channels, bridges
- ☐ Flood mitigation to manage overland water flow – e.g. backflow devices, drainage management pump stations
- ☐ Flood mitigation to protect essential infrastructure – e.g. relocating electrical components of treatment plants
- ☐ Replacement of existing infrastructure – eg. upgrades to existing road networks, floodway culvert upgrades, major drain widening, bridge/road raising, embankment stabilisation
- ☐ Bushfire mitigation infrastructure – construction/maintenance of fire trails, erection of Fire Towers
- ☐ other disaster-related infrastructure: provide details

Section 2 – Project Details

2.1 Provide details of how the project supports the 2015-16 CRF objectives.

2.2 Explain how council determined that the project is a priority need and why this project is the preferred option. (Demonstrate if a decision making framework has been undertaken. Include as attachments, information from documents referenced).

2.3 Summarise the nature and history of the natural disaster event and the identified need being addressed by this project. Include identified need (quantify scale of need); incidence and severity of past events (damages and losses incurred); likelihood of recurrence; and source (e.g. catchment, storm surge, overland flow, flash flooding and past bushfire events)

2.4 Outline how the proposed project will build resilience, help to reduce the impact of future natural disaster events and benefit the community? Include how the proposed project will assist, if the project is an element of a larger mitigation activity, details of complementary measures planned and for studies and research projects, proposed methodology and outputs.

2.5 Details of catchment-wide considerations incorporated into the proposed project. Include details of catchment-wide consultation undertaken and the resulting considerations, strategies and evidence of support from catchment partners.

2.6 Provide details of any existing works, measures or related activities that address natural disaster mitigation risk. For example, research activities, planning measures and controls or existing mitigation structures. Include comments on their effectiveness taking into account issues such as capacity and limitations, age, state or repair. Also provide information about existing emergency management measures (e.g. evacuation routes, refuge areas, evacuation / emergency management plans)

2.7 Please detail any community, economic, environmental or other benefits that will be delivered as a result of this project.

2.8 Provide details of community and / or regional support for the project. (Include results of community/regional consultation. Please attach evidence. For online evidence, provide relevant hyperlinks).

2.9 Is the proposed mitigation infrastructure supported by a flood management study / community risk assessment?

☐ Yes

☐ No - please outline the reason for this:

2.10 Previous studies undertaken. Use the table below to provide details of studies or research previously undertaken into the flood risk / proposed project.

Title	Author	Year	Attached	Explain how the study supports the proposed project

2.11 Detail the criteria that Council will use to measure success of the project. (Including, but not limited to, linking outcomes of the 2015-16 CRF objectives)

Outcome	Estimated Change	Details of Proposed Outcome
e.g. Inundation of houses	-50%	It is estimated that 50% fewer houses will be flooded during a 1:100 year event due to this project
e.g. Employment	100 FTEs	It is estimated that there will be 100 new jobs created from the project

2.12 Proposed project delivery timeframe

What stage has the project reached?

detailed design

tender stage

contractual stage

ready to commence

other (specify):

Proposed project commencement date

Proposed project completion date

If the project being applied for will take longer than 12 months to deliver, provide reasoning below:

2.13 Does this project link to Council's corporate and forward planning processes or regional plans? (eg. including engagement with the community such as briefings or presentations, council's capital works program)

☐ Yes (please provide details, including title and relevant reference page number/s in the space provided)

☐ No

Details:

2.14 Confirmation of commitment to the ongoing operation and maintenance of the proposed infrastructure project, post completion.

Will the completed infrastructure project be included in the organisation's asset management plan where relevant?

☐ Yes

☐ Not applicable

Will recurrent operation and maintenance costs for the completed project be included in annual budgets?

☐ Yes

☐ Not applicable

2.15 Project plan. Complete and attach your plan. (refer to the project plan outline at Appendix 1)

☐ Yes, documents are attached

2.16 Provide details of land tenure where the project will be located?

- ☐ Applicant
- ☐ Queensland Government – Specify the agency responsible for the land or the type of land (e.g. Crown, road reserve):
- Attach supporting documentation
- ☐ Other – details:

If applicant does not own the land, provide details (e.g. land acquisition by purchase, land use through lease or deed, or permission from owner/s etc.):

Attach supporting documentation

2.17 Have native title and/or cultural heritage considerations been addressed?

- ☐ Yes provide details:
- ☐ No provide details:
- ☐ Not applicable (specify):

2.18 Details of approvals and/or licences required for this project (e.g. any approvals, licences etc. required from other State or Commonwealth agencies)**List approvals and/or licences required to deliver this project and indicate current status**

Licence/approval required	Regulatory agency	Current status		Comments
		Approved	Not yet approved	

Section 3 - Proposed project budget

3.1 Proposed project budget that needs to include all funding contributions to the proposed project (all figures to be GST exclusive)

Total project cost				A	\$
Other funding contributions (Not council revenue)					
Source	Program title/description	Approved Yes/ No	Amount		
			\$		
			\$		
			\$		
			\$		
Total other funding contributions				B	\$
Total ineligible costs (excluding other funding contributions)				C	\$
Total eligible project cost (A - B - C)				D	\$
Subsidy percentage sought (note: CRF provides 40% subsidy of the eligible project cost, however an increased subsidy rate may be considered by the Minister)				E	%
Total subsidy requested (D x E)				F	\$

3.2 How have costs been determined for this project and detail how is this project value for money? (Demonstrate if a project decision making framework has been undertaken)

3.3 Has the Queensland Government previously funded any component of this project?

☐ Yes (Specify the department / agency, the funding was provided by, program, amount, date approved, purpose)

☐ No

Section 4 - Breakdown of project costs

(All costs to be GST exclusive)

Project items	Funding sought	Own source contribution	Other contributions	Total item cost
Project implementation				
	\$	\$	\$	\$
	\$	\$	\$	\$
Project management				
	\$	\$	\$	\$
	\$	\$	\$	\$
Wages (project personnel only)				
<i>Council</i>	\$	\$	\$	\$
<i>Contractor</i>	\$	\$	\$	\$
	\$	\$	\$	\$
Construction				
<i>Council</i>	\$	\$	\$	\$
<i>Contractor</i>	\$	\$	\$	\$
	\$	\$	\$	\$
Professional fees				
	\$	\$	\$	\$
	\$	\$	\$	\$
Statutory fees and charges				
	\$	\$	\$	\$
	\$	\$	\$	\$
Contingency (allow maximum of 15%)				
	\$	\$	\$	\$
	\$	\$	\$	\$
Other				
	\$	\$	\$	\$
	\$	\$	\$	\$
Total project cost	\$	\$	\$	\$

Section 5 - Supporting documents

List all supporting documents attached to this application. To be completed and submitted for each application for funding.

Number and name of each supporting document	Attached
1. Project plan <i>(use outline at Appendix 1)</i>	<input type="checkbox"/>
2.	<input type="checkbox"/>
3.	<input type="checkbox"/>
4.	<input type="checkbox"/>
5.	<input type="checkbox"/>
6.	<input type="checkbox"/>
7.	<input type="checkbox"/>
8.	<input type="checkbox"/>
9.	<input type="checkbox"/>
10.	<input type="checkbox"/>

Appendix 1 - Project plan outline

The applicant's project plan is to include the following:

- Project title
- Executive summary
- List of technical terms and acronyms
- Project scope of works including:
 - outputs (list items that will be produced by the project)
 - outcomes (what the project aims to achieve)
- Project management, including:
 - key project personnel
 - project manager, including their expertise, skills and contact details
 - specialist expertise
 - project constraints
 - key performance indicators
 - project deliverables and expenditure milestones provided
- Required project budget (including assumptions) for construction period and initial operating period
- Required project cash flows
- Project risk management plan – identify and describe how project risks will be mitigated or managed
- Reference materials, where relevant, such as site designs, maps and photos.

Appendix 2 - Applicant checklist

Certification form		Certification completed and signed in the space provided by delegated officer
		Scanned signed certification page attached to completed application email
Section 1 - Applicant and Project Overview		Organisation details provided
		Project prioritised
		Applicant overview provided
Section 2 - Project details		Project need demonstrated
		Evidence of support from catchment partners attached (if relevant)
		Project evaluation – proposed outcomes and benefits provided
		Project Plan completed and attached (refer outline sample Appendix 1)
		Flood mitigation infrastructure projects only: <input type="checkbox"/> Flood management study attached <input type="checkbox"/> Land ownership supporting documents attached <input type="checkbox"/> Evidence of support for the proposed project - attached
Section 3 - Proposed Project Budget		Funding contributions provided Value for money information provided
Section 4 - Breakdown of Project Costs		Project cost breakdown completed
Section 5 – Supporting documents		All supporting documents listed All supporting documents attached to application
Appendix 1		Project plan completed and attached.
		Email the follow for each project to 2015-16CRF@dilgp.qld.gov.au by the closing date: <ul style="list-style-type: none"> • An electronic copy of the application form • A scanned signed certification form • Named and numbered supporting documents for the application.

Note: only one application and supporting documentation per email

Appendix 3 – Contacts for councils by DILGP local government region

Northern Region			
Telephone: (07) 4758 3421			
Aurukun Shire Council Banana Shire Council Burdekin Shire Council Burke Shire Council Cairns Regional Council Carpentaria Shire Council Cassowary Coast Regional Council Central Highlands Regional Council Charters Towers Regional Council Cloncurry Shire Council	Cook Shire Council Croydon Shire Council Douglas Shire Council Doomadgee Aboriginal Shire Council Etheridge Shire Council Flinders Shire Council Gladstone Regional Council Hinchinbrook Shire Council Hope Vale Aboriginal Shire Council Isaac Regional Council Kowanyama Aboriginal Shire Council	Livingstone Shire Council Lockhart River Aboriginal Shire Council Mackay Regional Council Mapoon Aboriginal Shire Council Mareeba Shire Council McKinlay Shire Council Mornington Shire Council Mount Isa City Council Napranum Aboriginal Shire Council Northern Peninsula Area Regional Council Palm Island Aboriginal Shire Council	Pormpuraaw Aboriginal Shire Council Richmond Shire Council Rockhampton Regional Council Tablelands Regional Council Torres Shire Council Torres Strait Island Regional Council Townsville City Council Whitsunday Regional Council Woorabinda Aboriginal Shire Council Wujal Wujal Aboriginal Shire Council Yarrabah Aboriginal Shire Council

Southern Region			
Telephone: (07) 3452 6762			
Balonne Shire Council Barcaldine Regional Council Barcoo Shire Council Blackall-Tambo Regional Council Boulia Shire Council Brisbane City Council Bulloo Shire Council Bundaberg Regional Council Cherbourg Aboriginal Shire Council	Diamantina Shire Council Fraser Coast Regional Council Gold Coast City Council Goondiwindi Regional Council Gympie Regional Council Ipswich City Council Lockyer Valley Regional Council Logan City Council Longreach Regional Council	Maranoa Regional Council Moreton Bay Regional Council Murweh Shire Council Noosa Shire Council North Burnett Regional Council Paroo Shire Council Quilpie Shire Council Redland City Council Scenic Rim Regional Council	Somerset Regional Council South Burnett Regional Council Southern Downs Regional Council Sunshine Coast Regional Council Toowoomba Regional Council Western Downs Regional Council Winton Shire Council

From: [Lynn Sawtell](#)
To: [Pauline Butler](#)
Subject: FW: RESUBMITTED REVISED BUDGET - Mornington Shire Council - Jetty Project - as at 7 December 2015
Date: Monday, 7 December 2015 4:11:26 PM
Attachments: [2015-16 CRF Application Form - MORNINGTON revised budget \(2\).pdf](#)

Please check and see what that means for schedule.

From: Peter Whiting
Sent: Monday, 7 December 2015 4:00 PM
To: Lynn Sawtell
Subject: FW: Revised budget - Jetty

Lynn

Just got a response back from Council.
In light of this, I think the attached is going to be the best we do.

Peter Whiting
Senior Advisor
Northern Region
Department of Infrastructure, Local Government and Planning
Level 4, Verde Tower, 445 Flinders Street Townsville QLD 4810
p. [redacted] m. Sch. 4(4)(6) - Disclosing personal information e. peter.whiting@dilgp.qld.gov.au
Customers first | Ideas into action | Unleash potential | Be courageous | Empower people

From: Frank Mills [<mailto:ceo@mornington.qld.gov.au>]
Sent: Monday, 7 December 2015 3:47 PM
To: Peter Whiting
Cc: Layla Kirchhoff
Subject: RE: Revised budget - Jetty

Good afternoon Peter,

Can't say what I think, so I am going to have to dwell on this overnight as it seems we are now in for a hell of a fight with British marine to get our full 1.5 million for the damage. Pretty confident on getting 1 million but the rest is going to be hard yakka I think.

I will give you a call in the morning to discuss.

Regards, Frank

From: Peter Whiting [<mailto:Peter.Whiting@dilgp.qld.gov.au>]
Sent: Monday, 7 December 2015 3:21 PM
To: Frank Mills
Cc: Layla Kirchhoff
Subject: Revised budget - Jetty

Frank

I have tried to call but no luck.

Timing for the Stronger Regions announcement could not be worse. We were in the final stages of CRF, we have the need to revise again.

In light of Council's original commitment of \$1.68m I would like to go back to Brisbane with a revised budget for

Stage 1 revised

Total Cost -	\$4,144,000
TMR -	\$500,000
MMG -	\$350,000
Council -	\$1,647,000
CRF -	\$1,647,000 (50%)

Can you have a look at this, I would like Council's thoughts.

Peter Whiting
Senior Advisor

Northern Region

Department of Infrastructure, Local Government and Planning
Level 4, Verde Tower, 445 Flinders Street Townsville QLD 4810

p[REDACTED] m. Sch. 4(4)(6) - Disclosing personal information e. peter.whiting@dilgp.qld.gov.au

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From: [Lynn Sawtell](#)
To: [Pauline Butler](#)
Subject: FW: Urgent request - Checking schedules
Date: Monday, 7 December 2015 11:14:58 AM

From: Peter Whiting
Sent: Monday, 7 December 2015 11:15 AM
To: Lynn Sawtell
Subject: RE: Urgent request - Checking schedules

Only Mornington has asked for 2 years.

Peter Whiting
Senior Advisor

Northern Region

Department of Infrastructure, Local Government and Planning

Level 4, Verde Tower, 445 Flinders Street Townsville QLD 4810

p. [redacted] m. [redacted] e. peter.whiting@dilgp.qld.gov.au

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From: Lynn Sawtell
Sent: Monday, 7 December 2015 11:11 AM
To: Peter Whiting
Subject: RE: Urgent request - Checking schedules

Do these others need 2 years

From: Peter Whiting
Sent: Monday, 7 December 2015 10:53 AM
To: Lynn Sawtell
Subject: RE: Urgent request - Checking schedules

All good with

- Mornington (2 years),
- McKinlay,
- Carpentaria and
- Cloncurry

Peter Whiting
Senior Advisor

Northern Region

Department of Infrastructure, Local Government and Planning

Level 4, Verde Tower, 445 Flinders Street Townsville QLD 4810

p. [redacted] m. [redacted] e. peter.whiting@dilgp.qld.gov.au

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people

From: Lynn Sawtell
Sent: Monday, 7 December 2015 10:47 AM
To: Feiko Ruedisulj; Peter Whiting; Margaret Lessells; Denise Hallmark; Kent Wain; Darren Foster; Adrian Tantari; Bob Torenbeek; Billy Gusset; Helen Chan; Joanne Murrell; Jim Grassick
Cc: Niki Ettridge; Pauline Butler
Subject: Urgent request - Checking schedules

Hi all

We are progressing today (finally) the CRF (MBN15/1560) and the NDRP (MBN15/1630).

Could you please go into the Recommended Schedules as a view only and check a couple of things. That projects you know require a 2 year timeframe – this is noted in the comments in the schedule. That we have agreement on the lower level of subsidy than requested.

Thanks so much. Progressing just after lunch so get back to me as soon as possible if there are any changes.

Lynn

Lynn Sawtell
Manager, Grants Management
Finance and Funding
Department of Infrastructure, Local Government and Planning
p [redacted] m. Sch. 4(4)(6) - Disclosing personal information e. lynn.sawtell@dilgp.qld.gov.au

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From: [Pauline Butler](#)
To: [Scott Hayden](#)
Subject: FW: Revised budget - Mornington Shire Council - Jetty Project
Date: Monday, 7 December 2015 4:38:15 PM
Attachments: [2015-16 CRF Application Form - MORNINGTON revised budget \(2\).pdf](#)

Hi Scott

I've checked this and have amended the Recommended Schedule to reflect the revised Total Project Cost. The subsidy requested ie. \$1,647,000 will remain the same in the schedule but I have changed the subsidy % from 90% to 60%.

Can you please save this email into the Source ☺

Thanks

Pauline

Pauline Butler
Senior Project Officer
Finance and Funding
Department of Infrastructure, Local Government and Planning
Level 11, 100 George St Brisbane QLD 4000
p. e. pauline.butler@dilgp.qld.gov.au

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From: Lynn Sawtell
Sent: Monday, 7 December 2015 4:11 PM
To: Pauline Butler
Subject: FW: Revised budget - Mornington Shire Council - Jetty Project

Please check and see what that means for schedule.

From: Peter Whiting
Sent: Monday, 7 December 2015 4:00 PM
To: Lynn Sawtell
Subject: FW: Revised budget - Jetty

Lynn

Just got a response back from Council.
In light of this, I think the attached is going to be the best we do.

Peter Whiting
Senior Advisor
Northern Region
Department of Infrastructure, Local Government and Planning
Level 4, Verde Tower, 445 Flinders Street Townsville QLD 4810

From: Frank Mills [<mailto:ceo@mornington.qld.gov.au>]
Sent: Monday, 7 December 2015 3:47 PM
To: Peter Whiting
Cc: Layla Kirchhoff
Subject: RE: Revised budget - Jetty

Good afternoon Peter,

Can't say what I think, so I am going to have to dwell on this overnight as it seems we are now in for a hell of a fight with British marine to get our full 1.5 million for the damage. Pretty confident on getting 1 million but the rest is going to be hard yakka I think.

I will give you a call in the morning to discuss.

Regards, Frank

From: Peter Whiting [<mailto:Peter.Whiting@dilgp.qld.gov.au>]
Sent: Monday, 7 December 2015 3:21 PM
To: Frank Mills
Cc: Layla Kirchhoff
Subject: Revised budget - Jetty

Frank

I have tried to call but no luck.

Timing for the Stronger Regions announcement could not be worse. We were in the final stages of CRF, we have the need to revise again.

In light of Council's original commitment of \$1.58m I would like to go back to Brisbane with a revised budget for

Stage 1 revised

Total Cost -	\$4,144,000
TMR -	\$500,000
MMG -	\$350,000
Council -	\$1,647,000
CRF -	\$1,647,000 (50%)

Can you have a look at this, I would like Council's thoughts.

Peter Whiting
Senior Advisor
Northern Region
Department of Infrastructure, Local Government and Planning
Level 4, Verde Tower, 445 Flinders Street Townsville QLD 4810
p. [redacted] m. Sch. 4(4)(6) - Disclosing personal information e. peter.whiting@dilgp.qld.gov.au

RTI RELEASE - DILGP

From: [Layla Kirchhoff](#)

To:



Cc:

Subject: Jetty Precinct for Mornington Island (Gulf of Carpentaria)

Date: Thursday, 8 January 2015 9:31:54 AM

Attachments: [jettyprecinct.pdf](#)

Good Morning All,

Please find attached Mornington Shire Council media release announcing the \$8million Jetty Precinct project. I have also attached an image of Mornington Shire Council Mayor Brad Wilson and Mornington Shire Council CEO Frank Mills should you wish to use for publication – there are additional images available if needed. Should you require any additional information please do not hesitate to call or email me. Further, if you wish to acquire an interview with the Mayor and CEO, please contact me directly to assist. Have a wonderful day.

Kind regards,

Layla Kirchhoff

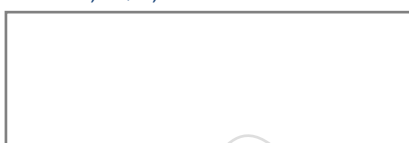
Grants and Communications Coordinator

Mornington Shire Council

Cairns Office

351 Sheridan St.

Cairns, Qld, 4870



www.mornington.qld.gov.au



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RTI RELEASE - DILG

From: [Lynn Sawtell](#)
To: [Peter Whiting](#); [Pauline Butler](#)
Subject: RE: Email from L Sawtell to P Whiting, P Butler re further analysis of Mornington SC Jetty Project and the revised Total Project Cost
Date: Tuesday, 8 December 2015 10:06:17 AM

Hi

I will not be having a conversation with Bill until I get further clarity. From what I can see there has been a significant drop in the total project cost.

We need to establish exactly what will be delivered for this reduced cost. As you know the Ministers letter says implement as per Council's application. A reduced budget is a very different project.

Please get this information as soon as possible.

Lynn

From: Peter Whiting
Sent: Tuesday, 8 December 2015 9:46 AM
To: Pauline Butler
Cc: Lynn Sawtell
Subject: RE: CRF - Mornington Shire Council

I have just had a chat with Frank and we will go with the attached budget, he will send me an e-mail to confirm. Can we now see if Bill is happy to go with this

Peter Whiting
Senior Advisor

Northern Region

Department of Infrastructure, Local Government and Planning
Level 4, Verde Tower, 445 Flinders Street Townsville QLD 4810

p. [redacted] m. [redacted] e. peter.whiting@dilgp.qld.gov.au

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From: Pauline Butler
Sent: Tuesday, 8 December 2015 9:13 AM
To: Peter Whiting
Cc: Lynn Sawtell
Subject: CRF - Mornington Shire Council

Good Morning Peter

I hope this email finds you well.

Can you please confirm that the project description in the Recommended Schedule (mentioned below) is still an accurate reflection of the project to be undertaken.

"Re-development of the Gununa Jetty and barge landing to include replacement of the existing timber jetty with a more robust (and possibly extended) concrete structure and the installation of

a larger barge frame (causeway style ground-slab)."

Thanks and kind regards

Pauline

Pauline Butler

Senior Project Officer

Finance and Funding

Department of Infrastructure, Local Government and Planning

Level 11, 100 George St Brisbane QLD 4000

p. [redacted] e. pauline.butler@dilgp.qld.gov.au

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RTI RELEASE - DILGP

From: [Peter Whiting](#)
To: [Pauline Butler](#)
Cc: [Lynn Sawtell](#)
Subject: RE: CRF - Mornington Shire Council - Confirming correct Project Description for Jetty Project
Date: Tuesday, 8 December 2015 9:33:56 AM
Attachments: [2015-16 CRF Application Form - MORNINGTON revised budget \(2\).pdf](#)

Yes Pauline - this will be the description of the project that will be delivered over a 2 year period, however, I am having a conversation with Mr Frank Mills, Council's CEO this morning to confirm Council's contribution.

At this point of time, I am working with the attached budget, I do need to confirm this with Council before moving forward.

Will get back to you as soon as I can.

Sorry about the delays.

Cheers

Peter

Peter Whiting
Senior Advisor

Northern Region

Department of Infrastructure, Local Government and Planning
Level 4, Verde Tower, 445 Flinders Street Townsville QLD 4810

p. [REDACTED] m. Sch. 4(4)(6) - Disclosing personal information e. peter.whiting@dilgp.qld.gov.au

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From: Pauline Butler
Sent: Tuesday, 8 December 2015 9:13 AM
To: Peter Whiting
Cc: Lynn Sawtell
Subject: CRF - Mornington Shire Council

Good Morning Peter

I hope this email finds you well.

Can you please confirm that the project description in the Recommended Schedule (mentioned below) is still an accurate reflection of the project to be undertaken.

"Re-development of the Gununa Jetty and barge landing to include replacement of the existing timber jetty with a more robust (and possibly extended) concrete structure and the installation of a larger barge frame (causeway style ground-slab)."

Thanks and kind regards

Pauline

Pauline Butler

Senior Project Officer

Finance and Funding

Department of Infrastructure, Local Government and Planning

Level 11, 100 George St Brisbane QLD 4000

p. e. pauline.butler@dilgp.qld.gov.au

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RTI RELEASE - DILGP

From: [Peter Whiting](#)
To: [Pauline Butler](#)
Cc: [Lynn Sawtell](#)
Subject: RE: CRF - Mornington Shire Council
Date: Tuesday, 8 December 2015 9:46:02 AM
Attachments: [2015-16 CRF Application Form - MORNINGTON revised budget \(2\).pdf](#)

I have just had a chat with Frank and we will go with the attached budget, he will send me an e-mail to confirm. Can we now see if Bill is happy to go with this

Peter Whiting
Senior Advisor

Northern Region

Department of Infrastructure, Local Government and Planning
Level 4, Verde Tower, 445 Flinders Street Townsville QLD 4810

p. [redacted] m. [\[redacted\]](#) e. peter.whiting@dilgp.qld.gov.au

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From: Pauline Butler
Sent: Tuesday, 8 December 2015 9:13 AM
To: Peter Whiting
Cc: Lynn Sawtell
Subject: CRF - Mornington Shire Council

Good Morning Peter

I hope this email finds you well.

Can you please confirm that the project description in the Recommended Schedule (mentioned below) is still an accurate reflection of the project to be undertaken.

"Re-development of the Gununa Jetty and barge landing to include replacement of the existing timber jetty with a more robust (and possibly extended) concrete structure and the installation of a larger barge frame (causeway style ground-slab)."

Thanks and kind regards

Pauline

Pauline Butler
Senior Project Officer

Finance and Funding

Department of Infrastructure, Local Government and Planning
Level 11, 100 George St Brisbane QLD 4000

p. [redacted] e. pauline.butler@dilgp.qld.gov.au

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From: [Lynn Sawtell](#)
To: [Pauline Butler](#)
Subject: FW: Revised Program and budget - Mornington SC - Jetty Project as at 8.12.15
Date: Tuesday, 8 December 2015 11:08:18 AM
Attachments: [image001.jpg](#)
[2015-16 CRF Application Form - MORNINGTON revised budget \(2\).pdf](#)

Please could you review and get back to me.

From: Peter Whiting
Sent: Tuesday, 8 December 2015 11:07 AM
To: Lynn Sawtell
Subject: Revised Program and budget

Hi Lynn

We are now looking at a Stage 1A of the Mornington Jetty Precinct project. Stage 1A will still deliver on the original

"Re-development of the Gununa Jetty and barge landing to include replacement of the existing timber jetty with a more robust (and possibly extended) concrete structure and the installation of a larger barge frame (causeway style ground-slab)."

However Council has scaled back to the basic CRF component. Council will remove the refuelling facility and bring the project back to just removing and replacing the jetty and barge ramp.

Have a look at the attached, in particular 3.2 and let me know your thoughts.

Peter Whiting
Senior Advisor
Northern Region

Department of Infrastructure, Local Government and Planning
Level 4, Verde Tower, 445 Flinders Street Townsville QLD 4810

p. [redacted] m. Sch. 4(4)(6) - Disclosing personal information e. peter.whiting@dilgp.qld.gov.au

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From: Frank Mills [<mailto:ceo@mornington.qld.gov.au>]
Sent: Tuesday, 8 December 2015 11:05 AM
To: Peter Whiting; Layla Kirchhoff
Subject: Revised Program and budget

Good morning Peter,

Please find attached the revised budget and scope of works for stage 1A of the Mornington Jetty Precinct project.

Regards, Frank

Frank Mills
Chief Executive Officer
Mornington Shire Council
1 Mission Road, Gununa, Qld, 4892

Ph

Fax

Mob

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ceo@mornington.qld.gov.au

phpsQMCna_c1PM



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From: [Jim Evans](#)
To: [Peter Whiting](#)
Subject: FW: PUBLIC NOTICE: Jetty Demolition to commence 18 FEB
Date: Wednesday, 9 March 2016 11:34:55 AM
Attachments: [60427115- STAGE_1_PC02-Layout1.pdf](#)
[60427115-PC01-Layout1master.pdf](#)
[Morningson Island TMP - Road Closure.pdf](#)
[MSC Demolition News.docx](#)
Importance: High

From: Christine X Watson [mailto:Christine.WATSON@datsip.qld.gov.au]
Sent: Monday, 15 February 2016 2:34 PM
Subject: FW: PUBLIC NOTICE: Jetty Demolition to commence 18 FEB
Importance: High

Stakeholders,

FYI – Update from Layla at Morningson.

Thanks
Christine

From: Layla Kirchhoff [mailto:gacc@morningson.qld.gov.au]
Sent: Monday, 15 February 2016 2:20 PM
To: Christine X Watson; ATU, Tom
Subject: PUBLIC NOTICE: Jetty Demolition to commence 18 FEB
Importance: High

Good afternoon folks,

I hope all is very well. If you can kindly circulate the following notice from Council.

Morningson Shire Council are excited to announce the **jetty demolition** will commence 18th February. Please see the attached **Proposed Plan** (which will be displayed on an aluminium sign for community view from Wednesday). There is also a **Traffic Management Plan** and **Demolition News** from council's infrastructure and safety department. A reminder regarding **safety** - the site will be closed until demolition works have been completed.

Further information, please contact the council office.

Kindest regards,
Layla Kirchhoff
Grants and Communications
Morningson Shire Council
1 Mission Road, Gununa, Qld, 4892
www.morningson.qld.gov.au
Fax
Mob
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gacc@morningson.qld.gov.au

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RTI RELEASE - DILG

From: [Layla Kirchhoff](#)
Subject: marine precinct for remote island region
Date: Monday, 13 June 2016 11:44:27 AM
Importance: High

Hi

The past two years has seen our council advocate strongly for improved circumstances and quality of life in the Mornington Shire - particularly for major infrastructure investment the **Marine Precinct**. Today, tenders went online to *officially* open the process for the future build of the jetty and ramp upgrade as stage one of the Marine Precinct. This major development is supported by the State Government's Community Resilience Fund (DILGP). This is an incredible step forward for the region, and will bring greater resilience, community safety / accessibility and economic sustainability. As well as this, once completed, the works will deliver greater opportunity for locals (capacity building - skills advancement), business development and a potential eco-tourism trade (with our third *tourist* sail boat set to arrive in the coming months). Please be in touch if you would like to discuss this exciting step for the region and for Mornington Shire Council, as well as the support/funding of over one million dollars from DILGP. I am happy to assist in tee-ing up some interviews along the way. And, to look back over the extent at which we have been lobbying for this important / key investment for the region, take a scroll through our [Latest News](#). As an island region you will all agree, both a [marine precinct](#) and an aerodrome are of highest importance in moving the remote region forward.

Kind regards,

Layla Kirchhoff | Grants and Communications | [Mornington Shire Council](#)
1 Mission Road, Gununa, QLD 4892

Ph:

Ema:

Web: www.mornington.qld.gov.au

[Connect with MSC](#)

From: [Jim Evans](#)
To: [Peter Whiting](#)
Cc: [Margaret Lessells](#); [Jo Stephenson](#)
Subject: FW: Further information: re Mornington jetty project
Date: Thursday, 18 February 2016 7:54:43 AM

fyi

-----Original Message-----

From: John Plaza [<mailto:john.z.plaza@tmr.qld.gov.au>]
Sent: Wednesday, 17 February 2016 2:50 PM
To: Richard N Peters
Cc: Darryl Y Jones; Fay Wright; Kristy P Hows; Sanjay V Ram; Jim Evans; Arash A Rasti
Subject: Further information: re Mornington jetty project

Good afternoon Richard, following on from your phonecall yesterday.

Further to the information provided yesterday to you (re the \$1.6M commitment from DLGP), I've just been advised by my TMR colleague Darryl Jones that Dept of Aboriginal and Torres Strait Islander Partnerships(DATSIP) is currently lodging a submission to the feds for funding provision on the Mornington Shire jetty project.

The officer that you would need to liaise with in DATSIP is Stephen Ung (his contact details are phone 40573866, Stephen.Ung@atsip.qld.gov.au). When you contact him could you please let him know that you have received this information from Darryl Jones.

I am including Jim Evans from DLGP in to this email as he too would need to be aware of the DATSIP action if he is not already.

I guess it wouldn't hurt to make sure that Stephen Ung is aware of the TransLink \$500,000 and the DLGP \$1.6M commitments. I'm assuming that they would be..... I understand the DATSIP submission to the feds is being lodged this week.

Hope this is of some assistance in your endeavours to assess whether it is currently appropriate to sign off the Deed of Agreement with Mornington Shire Council.

Kind regards,

John Plaza
Advisor Program Governance | North Queensland Region Program Delivery & Operations Branch |
Department of Transport and Main Roads

Floor 5 | Townsville - Flinders Street | 445 Flinders Street | Townsville Qld 4810 PO Box 1089 |
Townsville Qld 4810

P:

M: Sch. 4(4)(b) - Disclosing
personal information

E: john.z.plaza@tmr.qld.gov.au

W: www.tmr.qld.gov.au

-----Original Message-----

From: John Plaza
Sent: Tuesday, 16 February 2016 12:26 PM
To: Richard N Peters <richard.peters@translink.com.au>
Cc: Kristy P Hows <Kristy.P.Hows@tmr.qld.gov.au>; Darryl Y Jones
<Darryl.Y.Jones@tmr.qld.gov.au>; Sanjay V Ram <Sanjay.V.Ram@tmr.qld.gov.au>; Arash A Rasti
<Arash.A.Rasti@tmr.qld.gov.au>
Subject: FW: Mornington jetty project

Hi Richard

Thanks for your call. I spoke with Jim Evans of Department of Local Government (based in this building) and he has forwarded the below information to me. It appears that they are providing a \$1.6M subsidy.

I am unaware of MISC being successful in their other submissions to Dept of State Development (Building the Regions Round 1) and to DIRD.

I have copied this email to Kristy (DD Cloncurry) and Arash in PIP in case they are aware of further information on this. And to Darryl Jones who knows most re TIDS ATSI allocations.

So it is unclear to me on whether the current funding available to MISC would be sufficient for TMR (TransLink) to enter into a Deed of Agreement for the previously noted \$500,000 contribution from TMR.

I hope this is of some help.

Kind regards,

John Plaza

Advisor Program Governance | North Queensland Region Program Delivery & Operations Branch | Department of Transport and Main Roads

Floor 5 | Townsville - Flinders Street | 445 Flinders Street | Townsville Qld 4810 PO Box 1089 | Townsville Qld 4810

P: [REDACTED]

M: [REDACTED] Sch. 4(4)(6) - Disclosing personal information

E: john.z.plaza@tmr.qld.gov.au

W: www.tmr.qld.gov.au

-----Original Message-----

From: Jim Evans [mailto:Jim.Evans@dilgp.qld.gov.au]

Sent: Tuesday, 16 February 2016 12:08 PM

To: John Plaza <john.z.plaza@tmr.qld.gov.au>

Subject: Mornington jetty project

Hi John,

I have attached for your information a letter advising Mornington Shire Council that they would receive \$1.6M in subsidy for their jetty project from the Department of Infrastructure, Local Government and Planning.

I have also attached fyi advise from Council regarding the demolition of the existing jetty.

Please do not hesitate to contact me if you require any additional information.

Cheers

Jim Evans

Manager, Northern Region

Department of Infrastructure, Local Government and Planning Level 4, Verde Tower, 445 Flinders Street, Townsville, QLD 4810 p. [REDACTED] m. [REDACTED] Sch. 4(4)(6) - Disclosing personal information | e. jim.evans@dilgp.qld.gov.au
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RTI RELEASE - DILGP

From: [Lynn Sawtell](#)
To: [Michael Norris](#)
Subject: FW: CRF additional information
Date: Wednesday, 23 September 2015 3:55:36 PM
Attachments: [Copy of CRF - Mornington SC - Jetty Foreshore Project - Request for Information \(QRA ref CRF.1.15\).xlsx](#)
[Community Resilience Fund - Cost Descriptions - Jetty Precinct.docx](#)

From: Lynn Sawtell
Sent: Monday, 21 September 2015 1:16 PM
To: Natalie Karger (Natalie.Karger@qldra.org.au)
Subject: FW: CRF additional information

Hi Natalie
Mornington information
Lynn

Lynn Sawtell
Manager, Grants Management
Finance and Funding
Department of Infrastructure, Local Government and Planning
p. [redacted] m. Sch. 4(4)(6) - Disclosing personal information e. lynn.sawtell@dilgp.qld.gov.au

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From: [Christine X Watson](#)
Subject: Mornington Island Public Tender Jetty
Date: Thursday, 24 December 2015 9:38:47 AM

Stakeholders,

As per below email from Layla – reminder that tenders for jetty demolition close on 6th January 2016.

- <http://www.mornington.qld.gov.au/public-tender-jetty-demolition/>
-

Thanks
Christine

Christine Watson | Senior Project Officer
Government Coordination | Mount Isa Service Centre
North Queensland Region | [Department of Aboriginal and Torres Strait Islander Partnerships](#)
T: [redacted] | M Sch. 4(4)(6) - Disclosing personal information

From: Layla Kirchhoff [mailto:gacc@mornington.qld.gov.au]
Sent: Thursday, 24 December 2015 9:29 AM
To: Christine X Watson
Subject:

<http://www.mornington.qld.gov.au/public-tender-jetty-demolition/>

Christine, can you just remind networks - tenders close on JAN 6th.

Take care
Layla Kirchhoff
Grants and Communications
Mornington Shire Council
1 Mission Road, Gununa, Qld, 4892
www.mornington.qld.gov.au
Fax [redacted]
Mob Sch. 4(4)(6) - Disclosing personal information
gacc@mornington.qld.gov.au

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RTI RELEASE - DILGP

From: [Layla Kirchhoff](#)
To: [Peter Whiting](#); [2015-16CRE](#)
Cc: [John Page](#); [Frank Mills](#); [Bradley Wilson](#)
Subject: Official application for the CRF 15 - 16 from Mornington Shire Council
Date: Monday, 31 August 2015 3:34:28 PM
Attachments: [CRF application and certificate.pdf](#)
Importance: High

Dear Sir / Madam,

RE: **Mornington Shire Council CRF application.**

In addition to the previous, please find the [CRF Certificate Form](#) and [CRF Application Form](#) attached. Note we will send through an updated **certificate** once the Mayor's signature has been obtained.

Kindest,

[Layla Kirchhoff](#)

Grants and Communications Coordinator

Mornington Shire Council Queensland

www.mornington.qld.gov.au

www.facebook.com/morningtonshirecouncil

gacc@mornington.qld.gov.au

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From: [Layla Kirchhoff](#)
To: [Peter Whiting](#); 2015-16CRE
Subject: RE: Official application for the CRF 15 - 16 from Mornington Shire Council
Date: Monday, 31 August 2015 3:50:16 PM
Attachments: [CRF Certificate.pdf](#)

Note, **final attachment**.

Thank you and kindest regards,

Layla Kirchhoff

Grants and Communications Coordinator

Mornington Shire Council Queensland

www.mornington.qld.gov.au

www.facebook.com/morningtonshirecouncil

gacc@mornington.qld.gov.au

Mobile: Sch. 4(4)(6) -
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Office: 



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From: [Layla Kirchhoff](#)
To: [Peter Whiting](#); [2015-16CRE](#)
Cc: [John Page](#); [Frank Mills](#); [Bradley Wilson](#)
Subject: Official application for the CRF 15 - 16 from Mornington Shire Council
Date: Monday, 31 August 2015 2:43:46 PM
Attachments: [MI Jetty Development Business Case V3.pdf](#)
[MI Jetty Development Capability to Deliver .pdf](#)
[MI Jetty Precinct Risk Management Plan.pdf](#)
[MI Jetty Precinct Procurement Management Plan.pdf](#)
[1 Grant - Jetty - Cover Letter.pdf](#)
[3 Attachment 1 - 141128 S to Mornington LGW Certificate of Currency LITTR.pdf](#)
[5 Attachment 2 - Mornington Island Jetty Precinct Upgrade.pdf](#)
[8 Attachment 5 - Cash Flows 4 Years Budget 2014-2015.pdf](#)
[6 Attachment 3 -Department Infrastructure Regional Development - letter for support 04 03 2015 \(2\).pdf](#)
[4 Attachment 1 - 141128 S to Mornington LGM Certificate of Currency LITTR.pdf](#)
[CEO to Mornington Council Letter of Support for NSRF application Round 2....pdf](#)
[SPRN21015070610320.pdf](#)
[LOS MorningtonSC_Nat_Str_Regl_Fund_FINAL.PDF](#)
[IMG_1015.mov](#)
[supporting CRF letters.pdf](#)

Dear Sir / Madam,

RE: **Mornington Shire Council CRF application.**

I am writing to you today, on behalf of Mornington Shire Council, to submit an application for funding of the **Mornington Island Jetty and Foreshore Business and Recreation Precinct** – mainly to allow Council to integrate a disaster shelter (purpose built) that functions as a community centre (hub) for activities including cultural, social events and conferences. This urgency for funding has been captured through collaborative consultation processes, and as Australia's most isolated and cyclone prone regions, we are moving forward towards greater resilience and sustainability.

IMPORTANT NOTE CRF Certificate Form and CRF Application Form to be sent this afternoon upon obtaining Mayor's signature.

Kindest,

Layla Kirchhoff

Grants and Communications Coordinator

Mornington Shire Council Queensland

www.mornington.qld.gov.au

www.facebook.com/morningtonshirecouncil

gacc@mornington.qld.gov.au

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RTI RELEASE - DILGP

From: [Peter Whiting](#)
To: [2015-16CRF](#)
Subject: FW: Official application for the CRF 15 - 16 from Mornington Shire Council
Date: Monday, 31 August 2015 3:53:29 PM
Attachments: [2015-16-crf-application-form\[1\].pdf](#)

Please find attached Mornington's application in the correct format

Peter Whiting
Senior Advisor
Northern Region

Department of Infrastructure, Local Government and Planning
Level 4, Verde Tower, 445 Flinders Street Townsville QLD 4810

p. [REDACTED] m. Sch. 4(4)(6) - Disclosing personal information e. peter.whiting@dilgp.qld.gov.au

Customers first | **Ideas into action** | **Unleash potential** | **Be courageous** | **Empower people**

From: Layla Kirchhoff [<mailto:gacc@mornington.qld.gov.au>]
Sent: Monday, 31 August 2015 3:49 PM
To: Peter Whiting
Subject: RE: Official application for the CRF 15 - 16 from Mornington Shire Council

This one?

From: Peter Whiting [<mailto:Peter.Whiting@dilgp.qld.gov.au>]
Sent: Monday, 31 August 2015 3:47 PM
To: Layla Kirchhoff
Subject: RE: Official application for the CRF 15 - 16 from Mornington Shire Council

Sorry to be a pain, do you have the pdf version of the application, not the scanned one.

Sorry

Peter

Peter Whiting
Senior Advisor
Northern Region

Department of Infrastructure, Local Government and Planning
Level 4, Verde Tower, 445 Flinders Street Townsville QLD 4810

p. [REDACTED] m. Sch. 4(4)(6) - Disclosing personal information e. peter.whiting@dilgp.qld.gov.au

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From: Layla Kirchhoff [<mailto:gacc@mornington.qld.gov.au>]
Sent: Monday, 31 August 2015 3:34 PM
To: Peter Whiting; 2015-16CRF
Cc: John Page; Frank Mills; Bradley Wilson

Subject: Official application for the CRF 15 - 16 from Mornington Shire Council
Importance: High

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Kindest,

Layla Kirchhoff

Grants and Communications Coordinator

Mornington Shire Council Queensland

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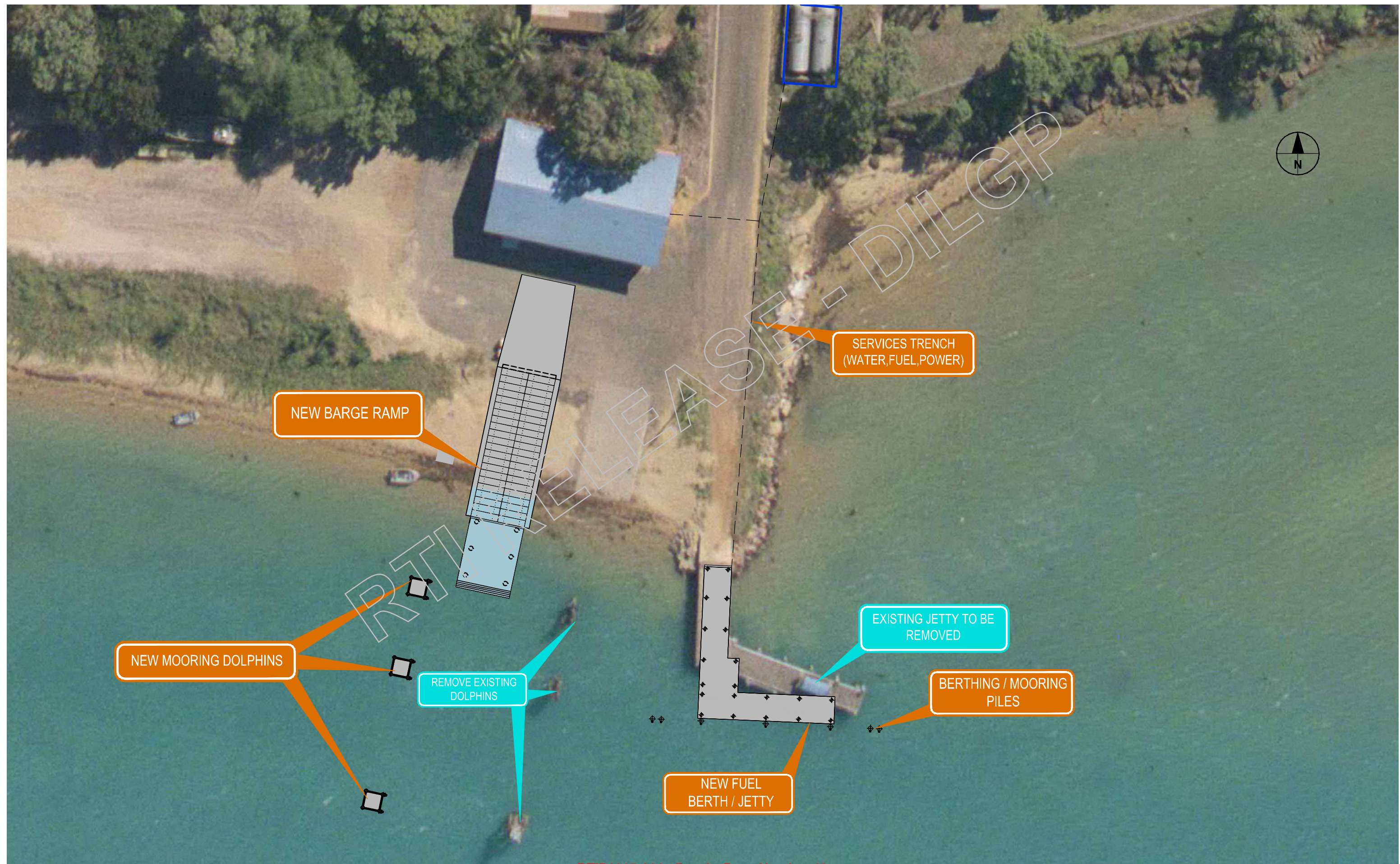
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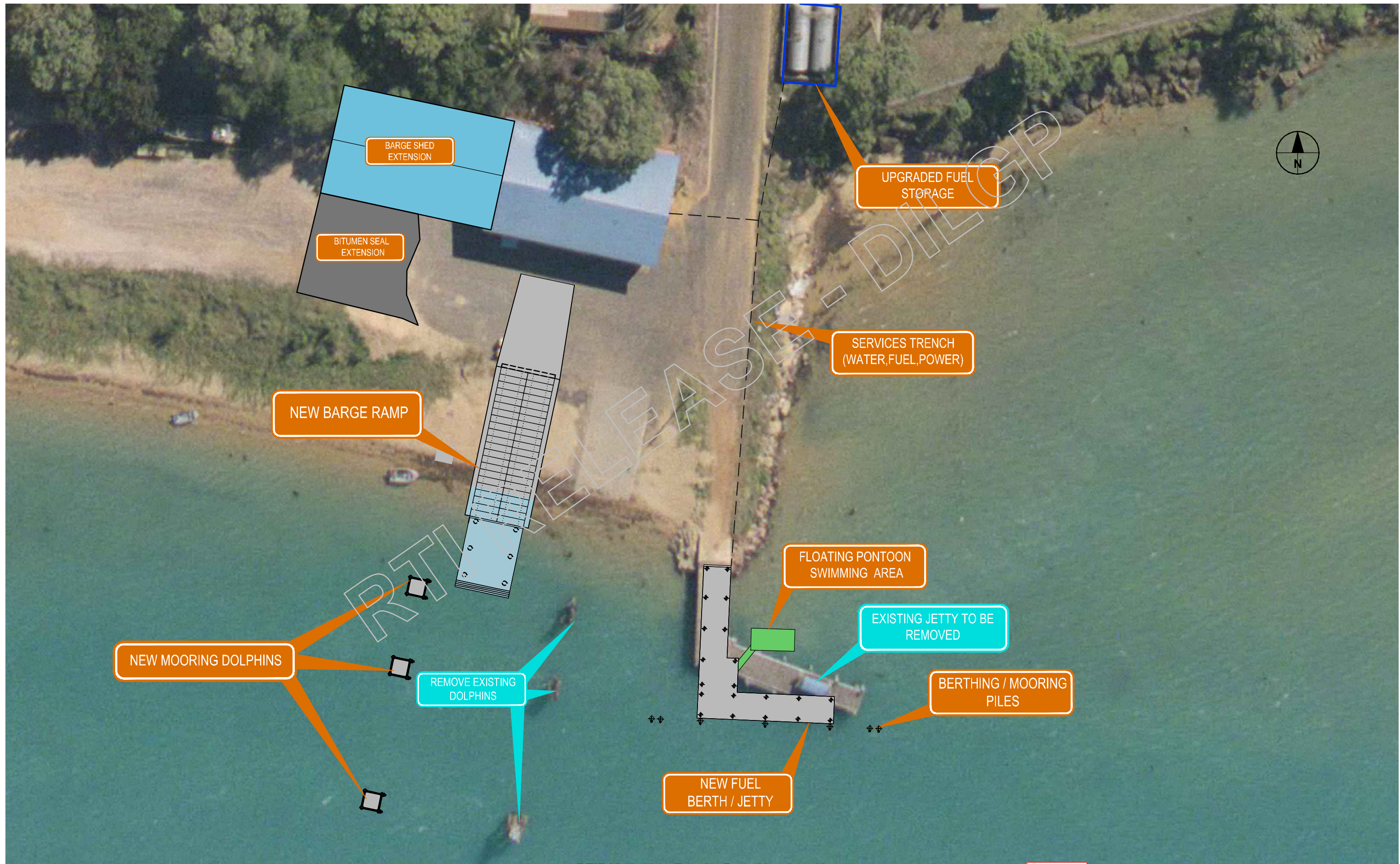
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Mornington Island Jetty and Foreshore Business Precinct Stage One



Mornington Island Jetty and Foreshore Business Precinct Master Plan



2015-16 Community Resilience Fund

Application Form

July 2015

Instructions

To submit an application for CRF funding for a project, please email the following for each project to 2015-16CRF@dilgp.qld.gov.au by the closing date:

- An electronic copy of the application form;
- A scanned copy of the signed certification form; and
- Named and numbered supporting documents for the application.

All applications for - 2015-16 CRF funding must complete the following sections of the application form:

Section 1 – Application and project overview

Section 2 – Project details

Section 3 – Proposed project budget

Section 4 – Breakdown of project cost

Section 5 – Supporting documents.

Eligible applications will be assessed against how the proposed project meets the 2015-16 State's funding priorities, how it aligns with the relevant guiding principles of the *Queensland Strategy for Disaster Resilience* and the aims and objectives of the program.

Further information may be requested from an applicant during the assessment process.

Note: submit only one project application and supporting documentation per email.

Departmental contacts for 2015-16 CRF inquiries are detailed in Appendix 3 of this form.

Section 1 - Applicant and project overview

To be completed and submitted for each Project.

1.1 Organisation details			
Council Name	Morningson Shire Council		

1.2 Principal contact person (This person will be contacted about the application)			
Title:	MR	Given Name:	John
Surname:	Page	Position:	Acting CEO
Phone:	47457811	Mobile:	
Email:	corporate@morningson.qld.gov.au	Fax:	

1.3 Project title (Maximum 10 words)	
The Morningson Island Jetty and Foreshore Business and Recreation Precinct.	

1.4 Project description (Summarise the main features, activities and outputs – maximum 60 words)	
Developing the Morningson Island Jetty and Foreshore Precinct, an initiative rated as Morningson Shire Council's highest priority, is integral to moving the region forward. The precinct will feature a comprehensive list of facilities while optimising services. An increased visitation of commercial/recreational vessels will provide solid base for economic development objectives in creating a mainstream commercial enterprise and associated new jobs.	

1.5 Project priority (If more than one application being submitted in this funding round, enter the priority for this application below e.g. 1 of 3 applications)	
<input checked="" type="checkbox"/> Yes – priority 1 of 1 applications	
<input type="checkbox"/> No	

1.6 Project location actual site address			
Street number/location	1	Street name	Jetty Road
Town/Suburb	Morningson Island	Post code	QLD
State electorate		Federal electorate	Kennedy
Real property description of the project site details are provided below:			
Lot number		Parish	
Registered plan		County	
Title reference			

1.7 Project type

- ☐ new infrastructure
- ☐ upgrade to existing infrastructure
- ☒ replacement of existing infrastructure
- ☐ other specify:

1.8 Which best describes the proposed project?

- ☒ Flood mitigation – e.g. levees, detention basins, floodgates, diversion channels, bridges
- ☒ Flood mitigation to manage overland water flow – e.g. backflow devices, drainage management pump stations
- ☐ Flood mitigation to protect essential infrastructure – e.g. relocating electrical components of treatment plants
- ☒ Replacement of existing infrastructure – eg. upgrades to existing road networks, floodway culvert upgrades, major drain widening, bridge/road raising, embankment stabilisation
- ☐ Bushfire mitigation infrastructure – construction/maintenance of fire trails, erection of Fire Towers
- ☒ other disaster-related infrastructure: provide details

Section 2 – Project Details

2.1 Provide details of how the project supports the 2015-16 CRF objectives.

The Mornington Island Jetty and Foreshore Business and Recreation Precinct will deliver key infrastructure that will support the isolated community to build resilience essential to public safety. Mornington Shire Council is focused on moving the region forward; with particular emphasis on connecting the community through opportunity and building on resilience. All of this, while keeping the indigenous culture strong. The project will comprise of a community disaster shelter as well as public amenities.

2.2 Explain how council determined that the project is a priority need and why this project is the preferred option. (Demonstrate if a decision making framework has been undertaken. Include as attachments, information from documents referenced).

Mornington Shire Council is aiming to support the local community through the delivery of essential economic infrastructure that will enhance the resilience of the region- mainly addressing the disadvantage on Mornington Island by providing modernised disaster relief and sustaining local employment long past the construction phase of the development. The proposed project will build resilience and help to reduce the impact of future flooding through the development of the foreshore and community relief shelter. This critical infrastructure will allow Council to implement safety procedures that will benefit the Mornington Island families in the event of future natural disasters.

2.3 Summarise the nature and history of the natural disaster event and the identified need being addressed by this project. Include identified need (quantify scale of need); incidence and severity of past events (damages and losses incurred); likelihood of recurrence; and source (e.g. catchment, storm surge, overland flow, flash flooding and past bushfire events)

As a direct result from this major development, the Mornington Island community will secure greater resilience, as well as a localised economy that supports employment growth. Over 90 local jobs will be generated as a direct result from construction of this precinct. This includes five jobs in developing the foreshore to assist with flood mitigation, erosion, cyclone and soil displacement. Past the construction phase of this development, there have been approximately 15 jobs identified through the development of small business enterprise (disaster management, eco-tourism guide, shipping pilot, commercial operators etc.)

2.4 Outline how the proposed project will build resilience, help to reduce the impact of future natural disaster events and benefit the community? Include how the proposed project will assist, if the project is an element of a larger mitigation activity, details of complementary measures planned and for studies and research projects, proposed methodology and outputs.

The precinct is acknowledged as the (key) identified need to assist in Council's vision of moving the region forward - past merely surviving to a vision of thriving. Building resilience is dependent on working with the local, natural resources in any community across Australia. As an island, the logical step forward is to develop a symbiotic relationship with the surrounding Gulf Waters. The proposed project will build resilience and help to reduce the impact of future flooding through the development of the foreshore and community relief shelter. This critical infrastructure will allow Council to implement safety procedures that will benefit the Mornington Island families in the event of future natural disasters.

2.5 Details of catchment-wide considerations incorporated into the proposed project. Include details of catchment-wide consultation undertaken and the resulting considerations, strategies and evidence of support from catchment partners.

The planning processes of this project have been developed through a series of council and community consultations, as well as through educational briefs and ministerial visits. Mornington Shire Council actively partners with Commonwealth and Queensland Government Departments and other regional Councils when representing the community of Mornington Island; advocating on their behalf while actively delivering projects that will positively impact the Wellesley Island group. Council have ensured catchment-wide considerations are incorporated into the proposed project through a series of discussions with Greening Australia and the Green Army.

Council will also be considering strategies and support from catchment partners to optimise the foreshore flood mitigation structure to provide best practise use of materials.

2.6 Provide details of any existing works, measures or related activities that address natural disaster mitigation risk. For example, research activities, planning measures and controls or existing mitigation structures. Include comments on their effectiveness taking into account issues such as capacity and limitations, age, state or repair. Also provide information about existing emergency management measures (e.g. evacuation routes, refuge areas, evacuation / emergency management plans)

Mornington Shire has identified an urgent need to invest in critical community safety / disaster management infrastructures due to the intense severity of past events and the 98 % likelihood of a natural disaster recurrence. As Australia's most cyclonic regions - Council see the urgency to obtain investment/funding in preventative measures, to aid in Mornington Shire's vision of building resilience and optimising community safety measures. Existing works and preventative (flood) measures include research from George Bourne and Associates via NDRRA project, planning measures carried out in collaboration with Queensland reconstruction Authority. As well as this, Council has held education consultations to inform community about existing emergency management measures (e.g. evacuation routes, refuge areas, emergency management plans) and have worked with both state and federal government agencies to ensure community safety is top priority.

2.7 Please detail any community, economic, environmental or other benefits that will be delivered as a result of this project.

Mornington Island is a remote area in Queensland's north, with high levels of disadvantage and a limited economy based on community services and few commercial enterprises. There is a clear and acknowledged need to:

- ☐ Improve the social, cultural and economic life of Mornington Island residents by establishing new businesses, supporting existing organisations, and implementing special projects to improve access, infrastructure and opportunity.
- ☐ Initiate life skill programs for youth that will encourage participation and support youth in leadership, education, cultural activities, employment and training opportunities
- ☐ Develop and sustain strong partnerships with other community organisations, service providers, government and non-government organisations
- ☐ Increase community ownership of enterprises involved in the delivery of trade and social services across the community, thereby improving the local economy and creating opportunities for Local People to take up Local Jobs.

2.8 Provide details of community and / or regional support for the project. (Include results of community/regional consultation. Please attach evidence. For online evidence, provide relevant hyperlinks).

Council collaborated with Traditional Owners to ensure ethics are adhered to. Industry, business and government are unanimous in their view that the region must work together – to provide the leadership, direction and settings to deliver a new economy. Leadership, collaboration and partnership are required to ensure this major project is carried out successfully.

2.9 Is the proposed mitigation infrastructure supported by a flood management study / community risk assessment?

☒ Yes

☐ No - please outline the reason for this:

2.10 Previous studies undertaken. Use the table below to provide details of studies or research previously undertaken into the flood risk / proposed project.

Title	Author	Year	Attached	Explain how the study supports the proposed project

2.11 Detail the criteria that Council will use to measure success of the project. (Including, but not limited to, linking outcomes of the 2015-16 CRF objectives)

[illegible]

2.12 Proposed project delivery timeframe

What stage has the project reached?

detailed design

tender stage

contractual stage

ready to commence

other (specify):

Proposed project commencement date December 2016

Proposed project completion date December 2017

If the project being applied for will take longer than 12 months to deliver, provide reasoning below:



2.13 Does this project link to Council's corporate and forward planning processes or regional plans? (eg. including engagement with the community such as briefings or presentations, council's capital works program)

☒ Yes (please provide details, including title and relevant reference page number/s in the space provided)

☐ No

Details:

2.14 Confirmation of commitment to the ongoing operation and maintenance of the proposed Infrastructure project, post completion.

Will the completed infrastructure project be included in the organisation's asset management plan where relevant?

☒ Yes
☐ Not applicable

Will recurrent operation and maintenance costs for the completed project be included in annual budgets?

☒ Yes
☐ Not applicable

2.15 Project plan. Complete and attach your plan. (refer to the project plan outline at Appendix 1)

☒ Yes, documents are attached

2.16 Provide details of land tenure where the project will be located?

- ☒ Applicant
- ☐ Queensland Government – Specify the agency responsible for the land or the type of land (e.g. Crown, road reserve):

Attach supporting documentation

- ☐ Other – details:

If applicant does not own the land, provide details (e.g. land acquisition by purchase, land use through lease or deed, or permission from owner/s etc.):

Attach supporting documentation

2.17 Have native title and/or cultural heritage considerations been addressed?

- ☒ Yes provide details:

- ☐ No provide details:

- ☐ Not applicable (specify):

2.18 Details of approvals and/or licences required for this project (e.g. any approvals, licences etc. required from other State or Commonwealth agencies)**List approvals and/or licences required to deliver this project and indicate current status**

Licence/approval required	Regulatory agency	Current status		Comments
		Approved	Not yet approved	

Section 3 - Proposed project budget

3.1 Proposed project budget that needs to include all funding contributions to the proposed project (all figures to be GST exclusive)

Total project cost			A	\$ 9,620,000.00
Other funding contributions (Not council revenue)				
Source	Program title/description	Approved Yes/ No	Amount	
TMR	Critical marine precinct	yes	\$	500,000.00
MMG Century	Critical marine precinct	yes	\$	350,000.00
NSRF	Critical marine precinct	no	\$	2,680,000.00
BOR	Critical marine precinct	no	\$	1,974,000.00
Total other funding contributions			B	\$ 5,504,000.00
Total ineligible costs (excluding other funding contributions)			C	\$
Total eligible project cost (A - B - C)			D	\$ 4,116,000.00
Subsidy percentage sought (note: CRF provides 40% subsidy of the eligible project cost, however an increased subsidy rate may be considered by the Minister)			E	60.00 %
Total subsidy requested (D x E)			F	\$ 2,469,600.00

3.2 How have costs been determined for this project and detail how is this project value for money? (Demonstrate if a project decision making framework has been undertaken)

The Jetty and Foreshore Precinct project will be implemented over three stages, and an elapsed time of three years. The three stages involve capital works, with the progressive introduction of commercial and social benefits. The overall projected cash budget is detailed below indicating that the project will deliver a sustainable ongoing operational range of activities. At the projected level of operations the venture will support:

- Up to 10 full time equivalent direct jobs in construction phases

- 3 full time equivalent direct operational jobs in years 1 and 2, increasing to 6 full time equivalent direct jobs in years 3 to 5.

The supply chain, which the jetty and barge development project will support, is the freight lifeline of Mornington Island, handling in excess of \$30 million in essential freight to the Island per annum. This trade supply chain supports more than 80 full time indirect jobs in downstream retailing, construction and community services positions.

Stage Components Stage 1 Stage 2 Stage 3

Total Jetty, mooring piles and fuelling facility \$2,228,900

Barge Ramp (slab on ground causeway type) \$3,131,100

Barge Shed (including freezers, marine workshop) \$2,405,000

Final landscaping and fit out \$1,855,000

Total \$5,360,000 (TMR, MMG, NSRF, Council) plus \$2,469,600 (CRF) plus \$1,974,000 (BOR) equates to \$9,620,000

3.3 Has the Queensland Government previously funded any component of this project?

☐ Yes (Specify the department / agency, the funding was provided by, program, amount, date approved, purpose)

☒ No

Section 4 - Breakdown of project costs

(All costs to be GST exclusive)

Project items	Funding sought	Own source contribution	Other contributions	Total item cost
Project implementation				
	\$	\$	\$	\$ 0
	\$	\$	\$	\$ 0
Project management				
	\$	\$	\$	\$ 0
	\$	\$	\$	\$ 0
Wages (project personnel only)				
<i>Council</i>	\$	\$	\$	\$ 0
<i>Contractor</i>	\$	\$	\$	\$ 0
	\$	\$	\$	\$ 0
Construction				
<i>Council</i>	\$	\$	\$	\$ 0
<i>Contractor</i>	\$	\$	\$	\$ 0
	\$	\$	\$	\$ 0
Professional fees				
	\$	\$	\$	\$ 0
	\$	\$	\$	\$ 0
Statutory fees and charges				
	\$	\$	\$	\$ 0
	\$	\$	\$	\$ 0
Contingency (allow maximum of 15%)				
	\$	\$	\$	\$ 0
	\$	\$	\$	\$ 0
Other				
	\$	\$	\$	\$ 0
	\$	\$	\$	\$ 0
Total project cost	\$ 0	\$ 0	\$ 0	\$ 0

Section 5 - Supporting documents

List all supporting documents attached to this application. To be completed and submitted for each application for funding.

Number and name of each supporting document	Attached
1. Project plan (use outline at Appendix 1)	<input checked="" type="checkbox"/>
2. Business Plan	<input checked="" type="checkbox"/>
3. Risk Management	<input checked="" type="checkbox"/>
4. CBA	<input checked="" type="checkbox"/>
5.	<input type="checkbox"/>
6.	<input type="checkbox"/>
7.	<input type="checkbox"/>
8.	<input type="checkbox"/>
9.	<input type="checkbox"/>
10.	<input type="checkbox"/>

Appendix 1 - Project plan outline

The applicant's project plan is to include the following:

- Project title
- Executive summary
- List of technical terms and acronyms
- Project scope of works including:
 - outputs (list items that will be produced by the project)
 - outcomes (what the project aims to achieve)
- Project management, including:
 - key project personnel
 - project manager, including their expertise, skills and contact details
 - specialist expertise
 - project constraints
 - key performance indicators
 - project deliverables and expenditure milestones provided
- Required project budget (including assumptions) for construction period and initial operating period
- Required project cash flows
- Project risk management plan – identify and describe how project risks will be mitigated or managed
- Reference materials, where relevant, such as site designs, maps and photos.

Appendix 2 - Applicant checklist

Certification form	Certification completed and signed in the space provided by delegated officer ✓ Scanned signed certification page attached to completed application email ✓
Section 1 - Applicant and Project Overview	Organisation details provided ✓ Project prioritised - <i>Key priority (second to aerodrome)</i> Applicant overview provided
Section 2 - Project details	Project need demonstrated Evidence of support from catchment partners attached (if relevant) Project evaluation – proposed outcomes and benefits provided Project Plan completed and attached (refer outline sample Appendix 1) Flood mitigation infrastructure projects only: <input checked="" type="checkbox"/> Flood management study attached <input checked="" type="checkbox"/> Land ownership supporting documents attached <input type="checkbox"/> Evidence of support for the proposed project - attached
Section 3 - Proposed Project Budget	Funding contributions provided Value for money information provided ✓
Section 4 - Breakdown of Project Costs	Project cost breakdown completed ✓
Section 5 – Supporting documents	All supporting documents listed ✓ All supporting documents attached to application ✓
Appendix 1	Project plan completed and attached. ✓
	Email the follow for each project to 2015-16CRF@dilgp.qld.gov.au by the closing date: <ul style="list-style-type: none"> • An electronic copy of the application form • A scanned signed certification form • Named and numbered supporting documents for the application. ✓✓

Note: only one application and supporting documentation per email

Appendix 3 – Contacts for councils by DILGP local government region

Northern Region

Telephone: (07) 4758 3421

Aurukun Shire Council	Cook Shire Council	Livingstone Shire Council	Pompuraaw Aboriginal Shire Council
Banana Shire Council	Croydon Shire Council	Lockhart River Aboriginal Shire Council	Richmond Shire Council
Burdekin Shire Council	Douglas Shire Council	Mackay Regional Council	Rockhampton Regional Council
Burke Shire Council	Doomadgee Aboriginal Shire Council	Mapoon Aboriginal Shire Council	Tablelands Regional Council
Cairns Regional Council	Etheridge Shire Council	Mareeba Shire Council	Torres Shire Council
Carpentaria Shire Council	Flinders Shire Council	McKinlay Shire Council	Torres Strait Island Regional Council
Cassowary Coast Regional Council	Gladstone Regional Council	Mornington Shire Council	Townsville City Council
Central Highlands Regional Council	Hinchinbrook Shire Council	Mount Isa City Council	Whitsunday Regional Council
Charters Towers Regional Council	Hope Vale Aboriginal Shire Council	Napranum Aboriginal Shire Council	Woorabinda Aboriginal Shire Council
Cloncurry Shire Council	Isaac Regional Council	Northern Peninsula Area Regional Council	Wujal Wujal Aboriginal Shire Council
	Kowanyama Aboriginal Shire Council	Palm Island Aboriginal Shire Council	Yarrabah Aboriginal Shire Council

Southern Region

Telephone: (07) 3452 6762

Balonne Shire Council	Diamantina Shire Council	Maranoa Regional Council	Somerset Regional Council
Barcaldine Regional Council	Fraser Coast Regional Council	Moreton Bay Regional Council	South Burnett Regional Council
Barcoo Shire Council	Gold Coast City Council	Murweh Shire Council	Southern Downs Regional Council
Blackall-Tambo Regional Council	Goondiwindi Regional Council	Noosa Shire Council	Sunshine Coast Regional Council
Boulia Shire Council	Gympie Regional Council	North Burnett Regional Council	Toowoomba Regional Council
Brisbane City Council	Ipswich City Council	Paroo Shire Council	Western Downs Regional Council
Bulloo Shire Council	Lockyer Valley Regional Council	Quilpie Shire Council	Winton Shire Council
Bundaberg Regional Council	Logan City Council	Redland City Council	
Cherbourg Aboriginal Shire Council	Longreach Regional Council	Scenic Rim Regional Council	

2015-16 Community Resilience Fund (CRF)

Certification Form

To be completed, signed, scanned and submitted with each application for funding

Organisation name Mornington Shire Council

Project title Mornington Island Jetty and Foreshore Precinct

All sections of the application are completed and attached

- ☐ Certification form
- ☐ Section 1 Applicant and project overview
- ☐ Section 2 Project details
- ☐ Section 3 Proposed project budget
- ☐ Section 4 Breakdown of project costs
- ☐ Section 5 Supporting documents

I certify that:

- I am authorised by Council to submit this application for funding
- I have read the program guidelines
- I understand that submission of an application does not guarantee funding approval for either all or part of the funding being sought
- Council has endorsed this application for funding
- the details in this application, including any attachments, are true and correct
- all supporting documents listed in Section 5 are attached to the application
- Council will deliver the project within the required timeframe
- the project will comply with all relevant Acts, Laws, Regulations, State or Commonwealth policies and Industrial Agreements and Awards
- the project is financially sound, includes demonstrated value for money and a plan for the viability of the project (i.e. the ongoing operation, maintenance, management and replacement costs for the project will be met by the organisation)
- Council consents to the release of information in this application (excluding personal details) for non-commercial public information purposes
- should this application be successful, I confirm that the project will not commence until after funding has been approved and a funding agreement has been executed with the department.

Mayor	Given name	Brad	Surname	Wilson	
	Phone	0747457801	Mobile		
	Signature	_____			
Acting CEO	Date	31-August-2015			
	Given name	John	Surname	Page	
	Phone	0747457811	Mobile		
	Email	corporate@mornignton.qld.gov.au			
	Signature	<div style="border: 1px solid red; padding: 2px;">Sch. 4(4)(6) - Disclosing personal information</div>		Date	31.8.2015

Scan this signed certification form and email with your completed application form and supporting documents to 2015-16CRF@dilgp.qld.gov.au by the closing date.

Community Resilience Fund (CRF)

2015-16 Project Review

Council:	Mornington Shire Council
Project Title:	CRF.1.15 - Mornington Island Jetty & Foreshore Business and Recreational Precinct
QRA Assessors:	Steven Vickery
	Matthew Dempsey

Project Overview

Brief description of project

Council proposes to upgrade the island's existing jetty and barge facilities, which remain damaged following a vessel collision in 2014. Stage 1 includes the replacement of the damaged timber wharf with a more resilient, extended concrete structure. A larger barge ramp will also be constructed. Stage 2 includes an extension of the existing barge shed. Stage 3 consists of recreational and landscaping works. Council's scope of works includes:

- Replacing the existing timber jetty with a more robust (and possibly extended) concrete structure;
- Installing a larger barge ramp (causeway style ground-slab);
- New dolphins re-located to the west of the structure;
- Installation of additional vessel refuelling facilities on the proposed jetty;
- Extension of the existing barge shed to allow additional boat servicing, storage and freezer facilities (stage 2); and
- Development of a recreational area (stage 3).

Council has indicated that the wharf and boat ramp provide the freight-hub for the Mornington community and a vital link for the transport of people and essential products. The wharf's current design is susceptible to damage by vessel and to closure during rough seas, which leads to significant community disruption.

- Council's project aims to increase the resilience of the physical structures, as well as increase economic potential and community resilience.

Based on an assessment of available information, it appears stage 1 the project is consistent with CRF aims and with CRF objectives 1, 2 and 4. The upgrade of the wharf will make the asset more resilient to natural disasters and other damage, therefore ensuring its use for the community. The upgraded boat ramp would appear, based on available information, to provide a safer and more reliable asset function during rough seas.

Stage 1 of the project appears to align with the CRF's eligible project list, which includes:

- Projects that enhance the resilience of essential public infrastructure (e.g. assets that are key to the functioning of the community such as economic and public safety assets).

It is noted that stages 2 and 3 of council's project do not appear to align with the objectives of the CRF. Respectively, these stages provide commercial use structures and recreational facilities. These works do not appear to provide obvious resilience benefits.

- It is noted that council's application for funding could also be considered under the Local Government Grants and Subsidies Program (LGGSP), similarly administered by DILGP. As eligible activities, the LGGSP includes modifications or upgrades to public facilities for social or cultural purposes. This would appear to align closely with the project proposed by council. Consideration under the LGGSP may also enable Stages 2 and 3 of the proposed project to meet eligibility criteria.

Review Findings

1. The project provides infrastructure that builds resilience for the community and achieves improved mitigation outcomes.

Stage one of this project appears to be consistent with CRF aims and objectives and eligible under CRF Guidelines.

As evidence of the need for works, council has indicated the existing jetty sustained damage due to multiple cyclones (primarily Yasi) and extensive damage after being struck by a barge in 2014. The jetty remains in a state of disrepair. No evidence of historical expenditure has been provided however it is noted that Mornington Island is in one of Australia's most cyclonic regions and is repeatedly impacted by cyclone events. Council has cited a 98% likelihood of cyclones affecting the island in the future.

Mornington Island is also prone to tidal surges and rough seas, particularly at times of disaster events. Historically, these issues have disrupted transport to and from the island and have contributed to food shortages and shortages of other essential items within the community. Transport disruptions are compounded by the current state of the jetty, which makes docking difficult during normal times and dangerous during times of high or rough seas.

It has been noted by commercial and other boat-operators that the existing design of the jetty (with dolphins to the East of the structure) adds to the safety issues noted above. Council has cited the current design and issues with the jetty as limiting commercial activities in the region, with trawlers and other boat-operators choosing alternate docking locations.

For these reasons, council has identified the project as a crucial aspect of ensuring the community's ongoing resilience to natural disasters.

From a community perspective, council has further identified the foreshore project as a key opportunity to encourage economic development and increase the community's resilience against its social challenges. The current condition of the jetty and foreshore area has been noted as a significant inhibitor to the development of tourism or other commercial enterprise on the island.

- Mornington appears to represent an "at risk" community, consistent with those targeted by the CRF. Mornington has high unemployment, low median incomes and limited commercial enterprises. The island also has significant issues surrounding alcohol and drug dependence.

Increased resilience:

Council has stated the proposed concrete jetty will be more robust and will provide greater reliability for vessels wishing to dock or land on the island, including the regular barge, commercial operators and recreational vessels.

- The more robust structure will deliver a safer point of evacuation should this be needed before an impending disaster event.
- It will also enable council to continue the delivery of food and essential products for longer in the lead up to a disaster and re-establish deliveries more quickly in the aftermath of the event.

Council has also cited local concerns in regard to the position of the existing dolphins and believes the new positioning will increase safety for landing vessels. This is noted as particularly relevant during times when seas are rough or currents are strong (such as before or after a disaster event). Additionally, the installation of a larger ramp has been noted as allowing larger vessels to land on the island.

Council believes that improved infrastructure will increase the visitation of commercial and recreational vessels, therefore encouraging economic development on the island. In particular, council has noted that improved infrastructure has the potential to foster a culturally appropriate eco-tourism industry on the island, as well as additional services associated with fuel, fishing supplies, welding and maintenance. Council has provided an estimated budget surplus of approximately \$200,000 within the first 5 years after construction begins (inclusive of construction expenditure) and has suggested ongoing economic benefits after construction is complete.

Council has suggested up to 10 local positions will be created through construction (3 full time equivalent positions in years 1-2 and 6 positions in years 3-5). It has also been suggested that economic flow-on will result in additional, ongoing employment due to higher vessel visitation. It is further noted that the freight supply-line to and from Mornington Island supports over 80 full time employees. These positions may be at risk due to the poor quality of existing infrastructure. Improved facilities will strengthen existing employment and potentially increase future employment within the supply chain. Council believes local employment, gained through both the project itself and the flow on effects of economic development, will help generate skills and pride within community, improving training and quality of life on the island. Increasing quality of life and therefore resilience to social challenges is particularly important in a community such as Mornington Island.

Recommendation:

Primary resilience works will occur in Stage 1 of the project, which includes works to enable the jetty and barge to reach a serviceable level for the regular barge service and for commercial and recreational vessels. This is the stage that will provide both increased resilience to future damage and increased community/economic resilience, in terms of encouraging economic development (in creating a mainstream commercial enterprise and associated employment). Stage 1 of the project would appear on the information provided to meet the eligibility requirement of the CRF program in that works will enhance the resilience of public infrastructure, essential to safety and economic functioning of the community.

Stage 2 may encourage economic resilience, however this stage would appear further removed from the aims and objectives of the CRF.

- No actual resilience to natural disaster appears to result from this project.
- The extension of the barge shed has been cited by council as crucial in allowing commercial vessels to store and freeze fishing catches, as well as allow for boat servicing activities that will encourage commercial enterprises to the island. However, there is no definitive evidence that additional storage will encourage boat operators to add the island to itineraries.

- Note: there is some discrepancy within the application and business case provided by council as to whether fit out of the extended barge shed is included within Stage 2 – commentary within the business case suggest that fit-out of the shed will occur post-project, while the application indicates fit-out as part of the Stage 2 estimate – this will need to be clarified with council if the Department wishes to approve this stage of the project.

Stage 3 of the project does not appear to align with the eligibility requirements of the CRF program, based on the information provided. The works within this stage are discretionary and are recreational or aesthetic in nature. These do not appear as essential to either the physical resilience of public assets or to the safety or economic resilience of the community.

Additional comments:

Council has also applied for funding under Round 2 of the National Stronger Regions Fund (NSRF), a Commonwealth grants program. Outcomes for Round 2 of the NSRF will not be announced until December 2015.

- It is noted that council's application for funding could also be considered under the Local Government Grants and Subsidies Program (LGGSP), similarly administered by DILGP. As eligible activities, the LGGSP includes modifications or upgrades to public facilities for social or cultural purposes. This would appear to align closely with the project proposed by council. Consideration under the LGGSP may also enable Stage 3 of the proposed project to meet eligibility criteria.

Historical expenditure		
Year	Expenditure	Comments
2015	No information has been provided identifying previous expenditure on this asset. <ul style="list-style-type: none"> Currently, the jetty is in a state of disrepair and surrounding facilities are noted as inadequate for desired purposes. This would suggest minimal expenditure on the asset in the past. Minimal prior expenditure is likely to relate to the relative poverty of the community. Council has noted the island is reliant on grant funding to enable development and to ensure the ongoing welfare of the community. 	
2014	\$	
2013	\$	
2012	\$	
2011	\$	
Total	\$ N/a	N/a

2. Demonstrated commitment by the applicant to co-fund the project

As detailed in the preceding section, this project is council's foremost priority. The CEO of MSC has confirmed prioritisation of and commitment to the project within media interviews

Within the CRF application, MSC has nominated a council-contribution of \$3.68M to help fund the project. The contribution is broken down into:

- \$1.68 million in Stage 1
- \$0.645 million in Stage 2
- \$1.355 million in Stage 3

Council has not provided information to indicate how this funding has been sourced or whether it would be available for other projects if funding applications for the foreshore project are rejected.

3. The project is financially sound and is ready to be delivered

Within the CRF application, council has identified other funding contributions expected toward the project. These contributions consist of:

Stage 1: (5,360,000.00)

Confirmed Funding: (\$1,000,000)

- \$0.5 million from TMR;
- \$0.3 million from MMG Century (private investor); and
- \$0.2 million from Superior Jetties (private investor).

Un-confirmed Funding: (\$2,680,000)

- \$2.68 million from NSRF (Federal funding).

Stage 2 & 3: (\$4,260,000)

Un-confirmed Funding: (\$1,974,000)

- \$0.5 million from BOR (State funding); and
- \$1.474 million from PM&C (Federal funding).

Council has cited its partnership with the Queensland Reconstruction Authority as evidence of its ability to deliver planned works. MSC successfully collaborated with government, business and other organisations to deliver approximately \$11 million in flood restoration works, using consultants and contractors to rehabilitate approximately 90km of roads. Council ensured the project remained on track by attending site meetings, making decisions on technical, financial and cultural heritage matters. Further, Council liaised with Traditional Owners for provision of gravel, paid invoices and provided financial data for funding reimbursements.

Whilst it would appear this project presents as an opportunity to improve storm and cyclone resilience and community safety, it is difficult to determine whether or not it the project represents value for money. While a detailed breakdown of costs was requested council were only able to provide a breakdown of lump sum costs for each stage which provides no ability to assess possible ineligible items.

The main risk considered by council for this project is programming of works in order to ensure the critical/at risk infrastructure is addressed first, and that the full project funding is secured over three sequential stages. Mitigation of this risk revolves around securing funding in order to process in a timely manner.

4. The project has demonstrated community support

Council has advised it collaborated with Traditional Owners to ensure ethics were adhered to when developing the project plan. Council has noted that industry, business and government are unanimous in the view the region must work together – to provide the leadership, direction and settings to deliver a new economy. Leadership, collaboration and partnership are required to ensure this major project is carried out successfully.

- A letter of support has been provided from Regional Development Australia.

5. The project is collaborative and based upon a regional catchment approach (where relevant)

N/a

Options Review Findings**Council's Preferred Option**

Describe the engineering treatment associated with this option:

Mornington Shire has identified an urgent need to invest in critical community safety / disaster management infrastructures due to the intense severity of past events and the likelihood of a natural disaster recurrence.

What risks are associated with this option?	The main risk considered by council for this project is programming of works in order to ensure the critical/at risk infrastructure is addressed first, and that the full project funding is secured over three sequential stages. Mitigation of this risk revolves around securing funding in order to process in a timely manner.
What is the total estimated project cost for this option?	The total project cost, over three stages, is \$9,620,000.00 The cost of the works that appear to be eligible under CRF funding guidelines, being stage 1, is \$5,360,000.00
Cost build-up:	N/A
Why is this Council's preferred option?	Mornington Shire has identified an urgent need to invest in critical community safety / disaster management infrastructures due to the intense severity of past events and the 98% likelihood of a natural disaster recurrence.

Alternative Option Considered	
Describe the engineering treatment associated with this option:	No details of alternative options have been provided by Council.
What risks are associated with this option?	N/A
What is the total estimated project cost for this option?	N/A

Financial Elements

Project costs	Requested	Recommended
A - Total Project Cost	\$ 5,360,000.00 (stage 1)	
B - Other contributions	\$ 1,000,000.00	
C - Ineligible costs	\$ 0.00	
D - Claimable Project Cost (A-(B+C))	\$ 4,360,000.00	\$ 4,360,000.00
E - CRF subsidy (% of D)	\$ 2,469,600 ^{See Note 1} (60%)	\$ 2,616,000.00 (60%)
Comments <ul style="list-style-type: none"> Note 1: Council requested \$2,469,600 in their application. Based on analysis of the project cost breakdown and contribution for stage 1, the requested subsidy (at 60%) should be \$2,616,000.00. Recommended value is based on Stage 1 works only. Further consideration of eligibility in relation to stages 2 and 3 will be required by DILGP. Subsidy rate has been left as 60%, as per council's application. 		

DP's Office Use Only

Date received: 14/7 15

Dept. Use Only

Date due to ESU: 10.8.15
Tracking ref: MC15/3854
File No: F12/5628

Deputy Premier, Minister for Transport, Minister for Infrastructure, Local Government and Planning and Minister for Trade

Allocate to: ☒ DILGP ☒ Transport ☐ TIQ ☐ QRA

Copies of incoming to: (DPO to organise)

- ☐ Minister
☐ CoS
☐ Senior Media Advisor
☐ Caucus Liaison Officer
☐ Other 1:.....
☐ Other 2:.....
☐ Other 3:.....
☐ Other 4:.....

Action required:

- ☐ No response required – file & note
☐ Acknowledgement - courtesy & final
☐ Referral to other Minister (list)
.....
.....
.....

- ☐ Priority – 5 days
☒ Standard – 10 days
☐ Complex – 15 days
☐ Other days
☐ Dept. for direct reply
☐ Dept. to call & resolve
☐ Dept. for appropriate action
☒ Dot points

Briefing note required:

- ☐ Decision
☐ Noting
☐ Meeting

Signatory:

- ☐ Deputy Premier
☒ CoS
☐ SPA – Local Gvt
☐ SPA - Inf. & Planning
☐ SPA - Transport
☐ SPA – Trade
☐ Director-General / CEO
☐ Appropriate Dept. officer
☐ Other.....

Contact person: (for letter)

- ☐ Deputy Premier
☐ CoS
☐ SPA – Local Gvt
☐ SPA - Inf. & Planning
☐ SPA - Transport
☐ SPA – Trade
☐ Appropriate Dept. Officer
☐ Other.....

EXECUTIVE SUPPORT

Received 27 JUL 2015 Received

UNIT

Drafting instructions for the department:

Name/Signed: Peter O'Leary Date 21/7 /15

Departmental use only (specific instructions / allocation):

☐ Complaint

Information. Regional Services – North.

Original has been actioned to MR to write response.
- Does Northern region have any input?

Name/Signed: D. S. Hie Date 27/7 /15

Carissa Garrick

From: Layla Kirchhoff <gacc@mornington.qld.gov.au>
Sent: Tuesday, 14 July 2015 1:11 PM
To: Deputy Premier
Subject: Mornington Shire Council - Mornington Island - DEVELOPMENT

Importance: High

Good afternoon Hon Jackie Trad,

I hope you are very well. I am writing to you this afternoon seeking a letter of support to aid in my application to **NSRF** for the critical infrastructure; Mornington Island Jetty and Foreshore Business and Recreation Precinct. The project aims to greatly improve public accessibility to the pristine isolated region, as well as unlocking the potential in this extremely remote and disadvantaged Gulf community. With over 4000 marine vessels operating within the Gulf waters, Council is working towards providing a multipurpose precinct that will enable local marine business opportunity and small eco tourism industry while allowing for an improved, sustaining local economy.

Are you able to provide such a document?

Have a great day.

Warm regards,

Layla Kirchhoff

Grants and Communications Coordinator

Mornington Shire Council Queensland

www.mornington.qld.gov.au

www.facebook.com/morningtonshirecouncil

gacc@mornington.qld.gov.au

Mobile Sch. 4(4)(6) - Disclosing personal information



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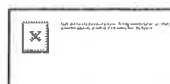




TABLE 4.2 VALUE OF DIMENSION D

SPEED OF TRAFFIC	DIMENSION D
KM/H	Metres
40 or less	5 to 10
50	10 to 15
60	15 to 20
70	20 to 25
80	25 to 30
90	30 to 40
100	40 to 50
110	50 to 60

NOTES:
(A) TRAFFIC CONTROLS TO APPLY WITH PRESTRESSING THROUGH OR PAST WORK SITE
(B) ALL TRAFFIC TO BE ABLE TO ACCESS THROUGH SITE AT ALL TIMES WITH MINIMAL CLEAR ACCESS WORTH TO BE AT LEAST 3 METRES
(C) LOCAL TRAFFIC TO BE ABLE TO ACCESS THROUGH SITE AT ALL TIMES WITH MINIMAL CLEAR ACCESS WORTH TO BE AT LEAST 3 METRES
(D) TRAFFIC CONTROL WORK ZONE TO MAINTAIN TWO WAY ROAD CONTACT AT ALL TIMES WHILE WORKING ON SITE
(E) THE DISTANCE FOR SIGNAGE TO BE PROVIDED IN TABLE 4.2
(F) CONSIDER THE NEED FOR A TEMPORARY SPEED ZONE TO MEET WORKPLACE OR TRAFFIC SAFETY REQUIREMENTS
(G) COVER UP REDUCED ANY CONNECTING SIGNS OR RAILS

Date: 14/2/2016 Author: Steve Haines Project: Mornington Island Jetty Demolition Project
Main Roads Level: 4 ID Number: 20850 MUTCD Diagram: 22
Drawing Number: 01 - Road Closure Revision: A Revision Date: 14/2/2016

Comments:

Civil Plus propose to carry out demolition works on the Mornington Island Jetty.
Note: drawing not to scale
Locations are indicative only and must be assessed on site and adjusted if required
If adjustments are made then they should be captured on a sketch
Consider placing traffic control or competent person on closed road sections to guide and advise traffic
Ensure emergency services and public transport are advised to minimise confusion



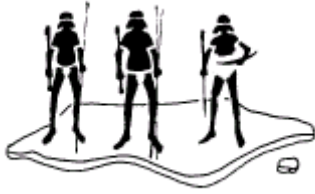
MORNINGTON ISLAND JETTY DEMOLITION NEWS

DEMOLITION - PROGRAM OF WORKS.

- CIVIL PLUS CONSTRUCTION WILL BE OPERATING AT THE JETTY TO COMPLETE THE REMOVAL OF THE STRUCTURE.
- START THURSDAY 18TH FEBRUARY – THURSDAY 25TH FEBRUARY 2016 COMPLETION, WEATHER PERMITTING.
- WORKING HOURS WILL BE 5AM – 7PM INCLUDING THE WEEKEND.
- **PLEASE BE ADVISED THIS AREA WILL BE CLOSED TO THE COMMUNITY FOR THEIR SAFETY FROM 18-25 FEBRUARY. THIS IS A 24/7 CLOSURE.**
- THERE WILL BE NO ACCESS TO THE JETTY AND REDUCED SPEED LIMITS WILL BE IN PLACE

FOR ALL ENQUIRES PLEASE CONTACT MORNINGTON SHIRE COUNCIL 07 4745 7800

MORNINGTON SHIRE COUNCIL



Gulf of Carpentaria

1 Mission Road

GUNUNA, QLD 4892

TEL: (07) 4745 7801

FAX: (07) 4745 7275

EMAIL: ceo@mornington.qld.gov.au

4th March 2015

Department of Infrastructure and Regional Development

RE: URGENT assistance and funding under State and Federal Governments for Mornington Shire Council, Queensland – requiring relief in revitalising the region.

Dear Sir/Madam

As Chief Executive Officer for Mornington Shire Council, I see firsthand the efforts of Mayor Bradley Wilson, together with those of the fellow councillors and executive team, centred on creating steps to nurture the lasting change which will positively impact transport, employment, education, health, wellbeing and home/community life for all residents and visitors to this region.

Mornington Shire Council requires funding to upgrade desperately needed services and infrastructure within the township of Gununa. Through collaboration with state and federal initiatives, Mornington Shire Council aims to develop a \$7.9 million **Jetty and Foreshore Business and Recreation Precinct**. This will provide modernised safety standards that are mandatory and compliant with Australian maritime accessibility and public standards. The urgency of funding cannot be overlooked, as council are preparing a funding application for the National Stronger Regions fund to try to secure further assistance for the identified project. Furthermore, public safety concerns are paramount to council's vision, with the upgrade seen as a **MUST**.

Through the ongoing collaboration and funding support from state and federal governments, Mornington Shire Council can work in partnership to achieve the following activities supported through development of the **Jetty and Foreshore Business and Recreation Precinct**;

- Safe communities – addressing the problem of extreme remoteness, and mass evacuation in the event of a major natural disaster (cyclone),
- Safer access for loading and unloading of weekly barge services that meets the community wellbeing needs and provides food and other supplies to the Island,
- Safer access for loading and unloading of Colossus barge that supports community employment and operational needs in terms of housing and road construction,

- Ability to increase public transport (watercraft) and future eco-tourism trade, establishing a sustainable industry within this region,
- Addressing the accessibility issue of the region, there is currently no ability to stop at Mornington Island for commercial and leisure craft operators – this development would provide the opportunity to safely access a mooring site, stopover if needed, utilise community health clinic (doctor), purchase food and fuel supplies, spend some time in the community, purchase art etc.
- This development will provide a gateway for residents and visitors; it will enable the establishment of small – community run businesses (such as pop up cafes, accommodation, chandlery supplies, fuel supplies, boat/motor repairs and freezer packing works).

Collaboration from all levels is required here, to invest in this predominately indigenous region that has suffered neglect for decades. This pristine Wellesley Island group is not operating to its potential, which ultimately affects the community and the surrounding Wellesley Island group. Mornington Shire Council see this project as an important step for the region's future, with training and capacity building for locals, streamlined public transport accessibility measures and improved marine safety, ultimately, an overdue step for the improvement of Australia's Queensland Gulf region.

Mornington Shire Council cannot stress enough - this request for support and funding is essential for the overall improved quality of life for the current and future generations of indigenous people of this land. Council has held meetings, sought advice from Traditional Owners of this region, as well as held community consultations to make sure councils vision is the communities' vision.

Now, Mornington Shire Council are calling on the assistance of those able to listen, unite and act upon the real life devastations of this indigenous community.

Please advise any support, direction or assistance you can provide to promote change in one of Queensland's most neglected regions – we also extend a warm welcome for you to visit the island and witness firsthand what needs to be done.

Yours sincerely,

Frank Mills
Chief Executive Officer
Mornington Shire Council

RTI RELEASE - DILGP