



BUSINESS ENTERPRISE COMMITTEE MEETING

AGENDA

3 JUNE 2015

Your attendance is required at a meeting of the Business Enterprise Committee to be held in the Council Chambers, 232 Bolsover Street, Rockhampton on 3 June 2015 commencing at 9.00am for transaction of the enclosed business.

A handwritten signature in black ink, appearing to be "C. R.", is written over a horizontal line.

CHIEF EXECUTIVE OFFICER
26 May 2015

Next Meeting Date: 08.07.15

Please note:

In accordance with the *Local Government Regulation 2012*, please be advised that all discussion held during the meeting is recorded for the purpose of verifying the minutes. This will include any discussion involving a Councillor, staff member or a member of the public.

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1 OPENING

2 PRESENT

Members Present:

Councillor N K Fisher (Chairperson)
The Mayor, Councillor M F Strelow
Councillor C E Smith
Councillor C R Rutherford
Councillor G A Belz
Councillor R A Swadling

In Attendance:

Mr R Cheesman – General Manager Corporate Services (Executive Officer)
Mr E Pardon – Chief Executive Officer

3 APOLOGIES AND LEAVE OF ABSENCE

4 CONFIRMATION OF MINUTES

Minutes of the Business Enterprise Committee held 8 April 2015

5 DECLARATIONS OF INTEREST IN MATTERS ON THE AGENDA

6 BUSINESS OUTSTANDING

6.1 BUSINESS OUTSTANDING TABLE FOR BUSINESS ENTERPRISE COMMITTEE

File No: 10097

Attachments: 1. **Business Outstanding Table for Business Enterprise Committee**

Authorising Officer: Evan Pardon - Chief Executive Officer

Author: Evan Pardon - Chief Executive Officer

SUMMARY

The Business Outstanding table is used as a tool to monitor outstanding items resolved at previous Council or Committee Meetings. The current Business Outstanding table for the Business Enterprise Committee is presented for Councillors information.

OFFICER'S RECOMMENDATION

THAT the Business Outstanding Table for the Business Enterprise Committee be received.

BUSINESS OUTSTANDING TABLE FOR BUSINESS ENTERPRISE COMMITTEE

Business Outstanding Table for Business Enterprise Committee

Meeting Date: 3 June 2015

Attachment No: 1

Date	Report Title	Resolution	Responsible Officer	Due Date	Notes
05 November 2014	Compost Trial	THAT this matter be further investigated having regard for the waste options currently being considered by Council and test the market for the operation.	Craig Dungleison	19/11/2014	Mr Alexander has supplied a business plan. Nugrow has also supplied information and costings about the services they can supply to Council. Both sets of information will be supplied and assessed. A report will be put to Council as soon as practical. This has been delayed due to the impact of Cyclone Marcia
03 December 2014	Letter of concern from a Mount Morgan resident in regards to a Council waste facility	THAT correspondence be sent to the resident as detailed in this report	Craig Dungleison	17/12/2014	Letter has been written and delivered to the resident as per the Council direction. The resident is happy with Council's response. Work to tidy and beautify the waste facility has commenced. This work did cease through the month of March due to the impact of Cyclone Marcia. The resident was contacted during this period and they are still happy with Council's response and understand the delay caused by the Cyclone.

Date	Report Title	Resolution	Responsible Officer	Due Date	Notes
04 February 2015	Waste Infrastructure Plan Update	<p>1. THAT the Midgee Roadside Bin Station be closed following one month of public notification and consideration of any feedback. The site be remediated and to be completed prior to 1 July 2015; and that other locations in the area be considered for a bank of bins site;</p> <p>2. THAT two (2) 5 x 15 metre concrete slabs with low walls be installed at the Laurel Bank's Roadside Bin Station to facilitate the collection of waste from this site prior to 1 July 2015;</p> <p>3. THAT bank of bins stations be provided at Marmor, Gogango and Dalma at sites which permit community oversight and that the existing Roadside Bin Station be closed and these sites remediated. This is to be operated as a trial commencing in the first quarter of 2015/2016 continuing for the remainder of the year subject to budgetary allocation;</p> <p>4. THAT the Ridgeland, Bushley, Westwood, and Bajool Roadside Bin Station sites be maintained under the current operating regime through the 2015/2016 year.</p> <p>THAT Council formally contacts property managers of REIQ to inform them of Council's concerns with illegal dumping which may be resulting from change of occupancy.</p>	Craig Dungleison	18/02/2015	No action due to Cyclone Marica impact. Will recommence this work early April
08 April 2015	Corporate Services Department - Rockhampton Airport - Monthly Operations and Annual Performance Plan Report	<p>THAT the Corporate Services Departmental Operations and Annual Performance Plan Report for the Rockhampton Airport as at 28 February 2015 be "received".</p> <p>THAT a report come back to the Committee regarding the Rockhampton sign at the Airport with appropriate options.</p>	Sarah Reeves	22/04/2015	Adopted at the Council Meeting 14 April 2015

7 PUBLIC FORUMS/DEPUTATIONS

Nil

8 OFFICERS' REPORTS

8.1 ROCKHAMPTON WASTE DISPOSAL OPTIONS

File No: 11481
Attachments: Nil
Authorising Officer: Evan Pardon - Chief Executive Officer
Author: Robert Holmes - General Manager Regional Services

SUMMARY

For a number of years Rockhampton City Council and subsequently Rockhampton Regional Council have been grappling with the issue of waste disposal and where and how to dispose of the solid waste generated in the Region. There have been a number of options looked at over that period including approximately 54 sites within the Council area, alternate waste technologies and disposal to facilities outside of the Region.

Those considerations have culminated in the latest two (2) solutions to be investigated and they are:

- 1) Gladstone Regional Council/Rockhampton Regional Council Joint Refuse Disposal Project; and*
- 2) Piggy Back Expansion – Lakes Creek Road Landfill Stage 3.*

The Committee's consideration and direction on those options is now sought.

OFFICER'S RECOMMENDATION

1. THAT the Piggy Back Expansion of the Lakes Creek Road Landfill be adopted as the preferred medium term waste disposal option; and
2. THAT discussions be conducted with Gladstone Regional Council with a view to a collaborative approach to the long term waste issues and activities of both Council areas.

COMMENTARY

For a number of years Rockhampton City Council and subsequently Rockhampton Regional Council have been grappling with the issue of waste disposal and where and how to dispose of the solid waste generated in the Region. There have been a number of options looked at over that period including approximately 54 sites within the Council area, alternate waste technologies and disposal to facilities outside of the Region.

Those considerations have culminated in the latest two (2) solutions to be investigated and they are:

- 1) GRC/RRC Joint Refuse Disposal Project; and
- 2) Piggy Back Expansion – LCRL Stage 3.

The two (2) options have been extensively investigated over the past 12-18 months and this report provides a summary of the findings of those investigations and recommends a path forward for the medium term and then suggests that in the longer term, this Council continues to work with Gladstone Regional Council on long term waste solutions for the greater region.

Both options were assessed in respect of both operational and capital costs and the impacts those costs would have on the ratepayers of our Region. Those costs and revenues will be further outlined at the meeting.

OPTION 1**GRC/RRC JOINT REFUSE DISPOSAL**

Gladstone Regional Council (GRC) and Rockhampton Regional Council (RRC) commissioned Sustainability Queensland Pty Ltd (SQ) to assess the feasibility of combining the waste management services of the two Councils. The study focused primarily on the assessment of a joint arrangement for refuse disposal between the two Councils (the Joint Refuse Disposal Feasibility Project (JRDFP)).

Background

RRC owns and operates the Lakes Creek Road landfill and Gracemere landfill sites, which are both nearing end-of-life. Despite efforts, RRC has so far been unable to practically identify a suitable site for development of a new landfill within Council boundaries. The Council is exploring several possibilities, including the option of a piggy-back landfill on top of the current Lakes Creek Road site, an extension to the Gracemere site, and development of a new site south of Rockhampton. However, these options are all at preliminary stages of investigation and based on current landfill availability, RRC will face landfill capacity issues for disposal of its waste in the next two to four years. RRC currently generates around 66,000 tonnes of municipal and commercial waste for disposal.

GRC owns and operates the Benaraby Regional Landfill, which has at least 30 years of airspace remaining, at current disposal rates, and taking into consideration significant projected growth in population in the Gladstone region. The Benaraby Regional Landfill is equipped with leachate management and landfill gas capture and combustion systems, and current and future planned cells are fully engineered. GRC also owns land adjacent to the Benaraby site (referred to as Marrawing Road) approved for landfill activity, and a further State Development lot, which has been identified for a future landfill. GRC disposed of approximately 62,000 tonnes of waste to landfill in the 2014 financial year.

RRC and GRC agreed to assess the feasibility of a joint waste services arrangement, on condition that any such arrangement meets each Council's specified criteria, namely:

GRC requires that a joint arrangement:

1. Maintains or reduces costs for GRC ratepayers (based on current projections);
2. Provides a minimum 50 year solution for waste for the region;
3. Increases resource recovery and reduction in waste to landfill; and
4. Enhances the development of viable (because of volume) waste to energy and waste to fuel solutions.

RRC requires that a joint arrangement:

1. Provides RRC with a cost effective service that supports its Corporate goals and waste management plan;
2. Provide a minimum of 50 year solution for waste of the region and enhances regional self-sufficiency;
3. Increase resource recovery and reduction of waste to landfill and enhances the proximity principle; and
4. Enhance the development of viable (because of tonnages) alternative waste technology including waste to energy to waste fuel solutions.

The primary objective of the Joint Refuse Disposal Feasibility Project was to assess whether a 50-year (minimum) joint refuse disposal venture between GRC and RRC could meet each Council's criteria, as presented above.

More specifically, the Joint Refuse Disposal Feasibility Project aimed to examine the current waste streams and waste management systems/cost structures of each Council, and assess the impacts to waste streams (composition) and cost structures that would occur should the Councils' waste streams be combined.

In addition, the Joint Refuse Disposal Feasibility Project aims to identify opportunities for better/alternative waste management, which the volumes of combined waste may present.

For the purposes of this Project, waste management services include waste collection, transfer stations, required disposal sites, recycling, education and future strategic planning.

SUMMARY OF FEASIBILITY REPORT

The scope of the JRDFP was limited by the following parameters:

- The study was to consider a 50-year (minimum) joint waste services arrangement – it was noted that a stand-alone, short-term acceptance of RRC waste by GRC was not within the scope of the study; and
- Only waste generated within GRC and RRC were considered in the assessment.

The JRDFP included the following:

- profiles of the Councils' waste streams: both current (separate), and if combined (using available waste data and assuming each Council's current growth projections, waste mix, etc.);
- current waste management services and cost structures for each Council;
- current lifetime, management and operational costs for Benaraby Regional Landfill;
- if waste streams were combined, the cost implications for each Council;
- if waste streams were combined, the impacts on lifetime, management and costs for Benaraby Regional Landfill (note that, it can be assumed, for the purposes of this study, that a new landfill was able to be sited within reasonable transport distance of both Councils);
- examination and quantification of the potential benefits arising from different governance arrangements that may be applied to a combined waste management service; and
- a discussion of opportunities, which may be presented by the combined waste volumes and types, for alternative or better waste management practices.

The CBA undertaken for this project was an economic analysis of the costs and benefits to both Councils of the proposed joint project. As previously described, the approach to the analysis was:

1. Define and estimate the separate landfill management costs to both councils over the 50 year analysis period should the project not proceed. This was the 'base case' from which project costs and benefits were compared.
2. Define and estimate the waste management costs to each council over the 50 year analysis period if the project was to proceed. This was the 'with project' case.
3. Quantify the marginal costs and benefits of the project to both Councils by subtracting the 'with project' case from the 'base case'. This would establish whether and under what conditions the project was of benefit to each Council.

This analysis required the building of a landfill management scenario for each Council for the base case, and then building the alternative scenario for each council in the 'with project' scenario.

Simplifying the analysis somewhat was the fact that several waste management practices would remain unchanged whether the project proceeded or not, and can therefore be excluded.

- It was stated by both Councils that administrative costs were expected to remain unchanged if the project proceeded or not.
- Collection activities and therefore, costs would continue as per the base case in both Councils.
- An organic waste collection scheme was assumed to commence in 2020 (RRC) and 2021 (GRC) under both the base case and the with-project case.
- Recycling collection and processing would continue unchanged for both Councils, although the potential for a back haul arrangement taking GRC's recycling to Rockhampton on returning RRC waste trucks was considered as an opportunity in the analysis.

In practice, there were complicating factors that must be acknowledged. Critically, 50 years was a long timeframe, and detailed landfill management planning by Councils over that time period had been undertaken by either Council. As such, best estimates of the expected landfill management costs of each council had been undertaken, and all key assumptions and estimates were outlined in the report.

It must be noted that GRC had commissioned cost estimates for future landfill cell development costs over the assessment timeframe, producing a detailed understanding of future capital costs at their Benaraby Landfill. RRC costs were less precise and future plans less certain. A sensitivity analysis on these future capital costs was, therefore, undertaken.

Also, one output from the GRC analysis was an input into the RRC analysis: the gate fee charged for RRC waste by GRC. The analysis considered the 'break-even' charge for waste that would need to be levied for GRC to not be disadvantaged by the project, but calculated this in two ways (consistent with economic theory for lower bound and upper bound pricing). These options were then considered for their impacts on RRC.

Economic theory identified two 'bookend' methods for establishing an appropriate price for new customers:

1. Marginal cost pricing (the 'lower bound' method): the price charged should be at least equal to the marginal additional costs that would be incurred by adding the new customer to the service;
2. Bypass pricing (the 'upper bound' method): new customers should not be charged more than the cost of building the assets they require themselves.

The ultimate price charged by GRC for receipt of RRC waste should fall within this lower and upper bound.

In this context, the lower bound price would reflect only the additional costs that receiving RRC waste imposed on GRC. This charge was calculated, but it was noted that many landfill costs were fixed and charging only marginal costs would result in GRC customers bearing the fixed costs alone. This would be an inequitable outcome for GRC customers.

The upper bound price was to reflect the cost to RRC of continuing to run their own landfills – this was calculated in the RRC base case.

The feasibility report proposes an alternative method that sits between the lower and upper bound methods ('share of asset' pricing). This recognised that future landfill costs would be very closely shared between GRC and RRC customers, given that estimated RRC landfill volumes are 49% of total GRC and RRC volumes.

In this approach, a share of the capitalized value of GRC landfill assets would be charged to RRC, and future operating and capital costs shared between GRC and RRC according to share of landfill used. This appeared a more equitable share of costs. A full copy of the report containing the confidential costings is available for review.

OPTION 2**PIGGY BACK EXPANSION – LCRL STAGE 3**

In April 2014, CQG Consulting presented to RRC a general concept to extend the life of the Lakes Creek Road Landfill (LCRL) using Piggy Back vertical expansion. RRC requested CQG Consulting (CQG) undertake further work on this concept in June 2014. The report entitled *Lakes Creek Road Landfill Life Extension, Rev 1* (CQG Consulting, August 2014) looked at the site constraints, planning/approvals required and other examples where this Piggy Back technology had been used successfully to extend the life expectancy of other landfills. This report builds on this previous work.

Details of the proposed expansion at LCRL Stage 3 are summarised below:

- Total project airspace – 2,070,000 m³;
- Final landform height = 34m AHD (same as design closure height for existing Stage 1);
- Estimated life range – 15 to 24 years – assuming:
 - approximate waste disposal to landfill (2014) - 70,000 tonnes per year;
 - annual growth from 2014 – 1.5% to 5.4%;
 - compaction – 0.8 t/m³ to 1.0 t/m³; and
- Footprint – new cells over the existing landfill - 18.7 hectares
- Cell liner
 - bridging layer of fill over existing waste (2m thick); and
 - modern cell liner specially designed for this application – see Figure 1.

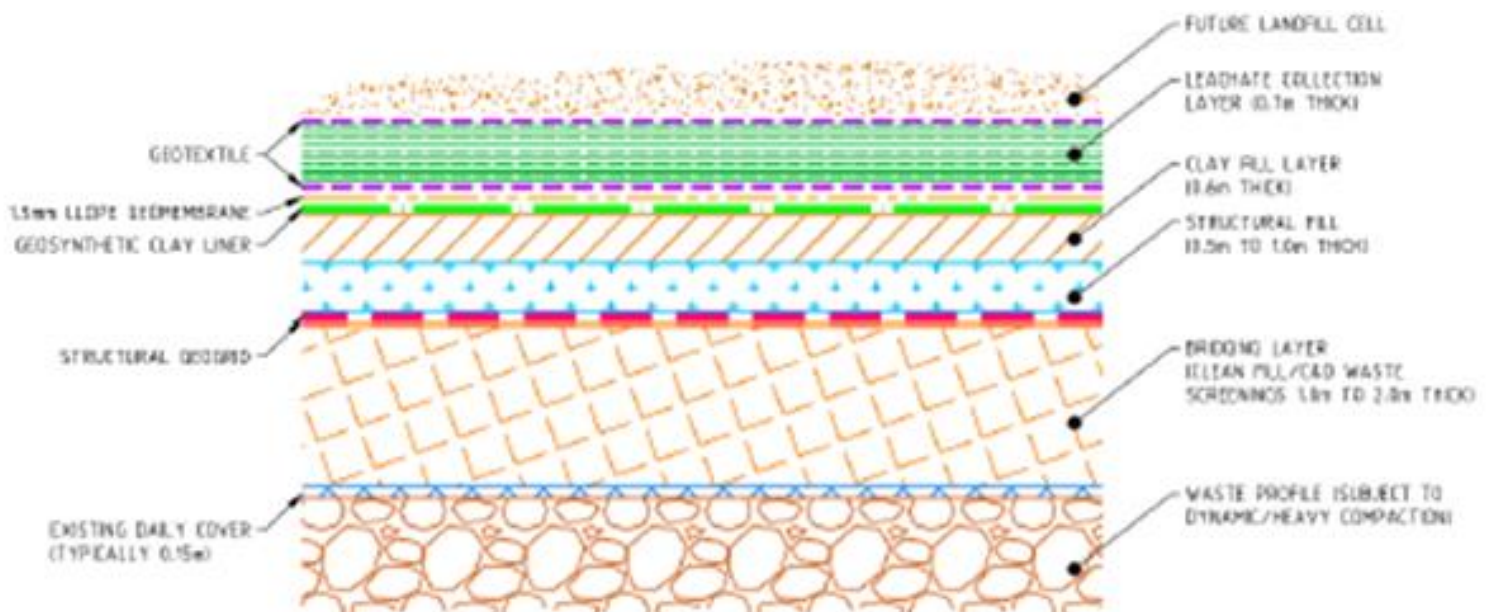


Figure 1 Modern cell liner diagram

The concept design indicates the life of the LCRL may be extended by approximately 20 years in a staged development comprising of four cells using the proposed Piggy Back technology. The volumetric modelling indicates an available airspace volume of approximately 2.1 million cubic metres.

To design, construct and commission the new cell would take approximately 12 months. This includes the time required to obtain approvals which are currently assumed to be minimal given consultation with RRC and state agencies.

General Approach

The conceptual design was developed following discussions with RRC staff, CQG and ATC Williams to ensure compliance with the guidelines published by the Department of Environment and Heritage Protection (EHP) Guidelines - Siting, Design, Operation and Rehabilitation (DEHP, 2013) (the guideline).

The investigation considered that opportunity existed for vertical expansion of the landfill facility, with available landfill capacity occurring within the relatively flat Stage 2 area, to be formed as an extension to the existing Stage 1 elevated landform. On face value, there appears to be no constraint existing within the Stage 2 area that has not existed for Stage 1.

The key aspect of a Piggy Back expansion – LCRL Stage 3 expansion is to maintain compliance with relevant standards of landfill development, with a minimum requirement to address the guideline.

The approach to landfill development as outlined by CQG (CQG Consulting, August 2014), by Piggy Back cell development, is considered to be appropriate, with this approach correlating directly to the current LCRL application. The principle design issue for “Piggy Back” development is to form a cell subgrade and liner that possesses sufficient stiffness and integrity to maintain performance subject to ongoing settlement and displacement within the underlying waste mass. In concept terms, the following aspects are relevant:

- A substantial proportion of long term/potential settlement within the waste mass has already occurred due to the timespan since placement;
- The waste mass will provide a buffer between new landfill development and underlying natural sequences, therefore the geotechnical conditions of the natural subsurface profile is less critical;
- The current landfill operation has not created adverse environmental harm (in the form of groundwater or land contamination). As such, it can be expected that any future landfill development, with the use of engineering liners and containment systems, would form a containment for the proposed waste profile, with the possibility that an improved level of environmental performance may be achieved; and
- From a development perspective, staging of the landfill expansion into cells would be necessary to reduce the period of exposure to the elements for individual areas.

Regardless of the above, it is emphasised that consideration of landfill expansion beyond this concept design (i.e. detailed design) would require investigation and effective characterisation of current site conditions, with a view to confirming these aspects (as a minimum requirement).

Expansion Concept – LCRL Stage 3

The concept design for the landfill is formed in two parts, as follows:

- Landform development; and
- Liner construction for Piggy Back cells.

Ultimate landform

The general criteria adopted for landform development associated with landfill expansion, as outlined in General Approach above, are as follows:

- Development Footprint:
 - restricted to an alignment defined by a minimum 20 metre setback from existing external Stage 2 batters. The landform would be formed against the existing eastern batter of Stage 1. It has also been considered that the Eastern Stormwater Pond may in the long term, be removed/made redundant, therefore the footprint can also extend into this area.
- Landform Profile:
 - Maximum Crest Level RL34 mAHD –the proposed final height of Stage1 landform
 - Batter Slopes 4(Horizontal) to 1(Vertical) maximum
 - Plateau Grade 5% minimum
 - Minimum Crest Width 50 metres (for plant access purposes)

The inclusion of road ways and benching within the landform is a typical approach to contain stormwater flows and for erosion and sediment control purposes. These aspects

have not been specifically addressed as part of concept design but would form part of the detail design of the various cells.

Figure 2 shows a concept landform for the Piggy Back expansion – LCRL Stage 3. This landform represents the maximum available air-space achievable based on the above conditions.



Figure 2 Piggy Back – LCRL Stage 3 Final Landform

Staged Landform

Staged development of the landform would be undertaken and for concept design purposes, four cells have been selected, with the sequencing of these cells based on achieving a logical progression around the Stage 2 footprint area, and to maximise available landfill air-space. The four cells have been located as follows:

- Cell 1 – South-western portion of footprint, abutting against eastern batter of Stage 1 landform;
- Cell 2 – North-western corner of footprint, located adjacent to Cell 1;
- Cell 3 – North-eastern corner of footprint, adjacent to Cell 2; and
- Cell 4 – South-eastern corner of footprint, completing the landfill and tying into the internal Cells 1, 2 and 3 batters.

This costing has been prepared using first order analysis, benchmarked against current experience using budgeted and tendered rates from similar projects. The accuracy of the cost estimates is assessed as Order of Magnitude only given the level of project definition at this stage. A contingency of 25% has been added to allow for this uncertainty.

As the project is staged over 20 years the level of accuracy of the later cell developments can be refined in the future based on the experience of earlier cells.

The cost estimate analysis includes:

- Site investigations;
- Planning approvals;
- Detailed landfill design costs for each landfill stage;
- Council's procurement and construction costs for each landfill stage;

- Preliminary works by RRC in preparation for construction. These costs have been allocated to Council due to the uncertainty with respect to some activities, with Council best placed to undertake these works. They are additional to the current operating budget allocation. They include:
 - clearing and stripping;
 - dynamic/heavy compaction of exposed waste surface;
 - general earthworks to prepare existing landfill prior to cell construction;
 - construction of access into the landfill development area (for use by a landfill construction contractor);
 - construction of stormwater drains around the site in conjunction with site preparation;
 - dewatering, sludge removal, subgrade preparation and backfill placement within the Eastern Stormwater Pond prior to construction of Cell 4;
 - dewatering and desludging of a portion of the Southern Stormwater Pond to enable installation of a formalised decant system for the storage; and
 - implementation of erosion and sediment control measures prior to each stage of development.
- Additional works by Council associated within the landfill operation. These costs have been allocated to Council due to the uncertainty with respect to some activities, with Council best placed to undertake these works. They are additional to the current operating budget allocations. They include:
 - construction of additional hardstands as the landfill footprint expands;
 - construction of all access roads, with roadworks to comprise:
 - upgrading of existing roads, by grading and resurfacing with sheeting using a graded aggregate;
 - new perimeter roads, comprising subgrade excavation, placement of select subbase material and sheeting using a graded aggregate; and
 - new landfill access roads, comprising placement of a bridging layer to support the road, placement of select subbase material and sheeting using a graded aggregate.
- Landfill cell construction works (typically by contractor), including the following:
 - establishment, mobilisation and management, costed as a percentage of the construction works total (7.5%);
 - subgrade preparation works comprising supply and placement of bridging material and supply and placement of structural geogrid;
 - placement of a structural layer above the bridging layer;
 - construction of the landfill liner, comprising clay fill liner placement (refer Section 4), geomembrane placement, and geofabric placement. (Note that a Geosynthetic clay liner (GCL) has been excluded from this costing but may be required if suitable clay material cannot be sourced economically);
 - in conjunction with liner placement, construction of landfill containment bunds on the perimeter of each discrete sub-area within the cells;
 - placement of the leachate collection system within each cell, comprising pipework, aggregate and leachate recovery sumps; and
 - installation of additional groundwater monitoring for environmental monitoring requirements.

A costing summary based on the above is summarised in Table 1 below. It is noted that exclusions to this costing include, but are not necessarily limited to:

- Land acquisition since using the LCRL site;
- Entrance works – these are part of the current waste transfer station project and include the level crossing and improved entrance road;
- Roadworks external to the landfill development area – as above;
- Any works related to the Western Stormwater Pond or adjacent areas;
- Removal of existing waste stockpiles within the Stage 2 area;
- Landfill gas management system (supply or installation);

- Final capping construction;
- Environmental monitoring; and
- Landfill operations.

Table 1: Estimated Capital Costs LCRL Stage 3 (as at 2014)

Item	Cell 1	Cell 2	Cell 3	Cell 4
Design Procurement and Construction	\$43500	\$265000	\$335000	\$490000
Preliminary Works (RRC)	\$120000	\$160250	\$148000	\$187500
Surface Drainage Works	\$33000	\$14250	\$183250	\$98000
Infrastructure (RRC)	\$45000	\$52500	\$82500	\$76000
Cell Construction (Contract)	\$2657400	\$5348359	\$4604244	\$7814731
Sub Total	\$3290400	\$5840359	\$5352994	\$8666231
Contingency (25%)	\$822600	\$1460090	\$1338248	\$2166558
Total	\$4113000	\$7300449	\$6691242	\$10832789
TOTAL – All Cells				\$28937480

COST COMPARISONS

Following the finalisation of the reports and a review of the findings, Council's Finance Section reviewed the financial aspects of both reports and provided the following comparative costs over the life of the projects.

	RRWR Current Operations	RRWR Piggyback	Gladstone	Comparison of Gladstone to RRWR piggy back (Cost Increase)	Amount Gladstone would need to price per tonne to reach the RRWR piggyback price of \$108.11
Cost per tonne	\$ 83.82	\$ 108.11			
Gladstone Lower Bound			\$ 160.65	\$ 52.54	-30.02
Gladstone upper bound share of assets			\$ 182.39	\$ 74.28	n/a
Recycle Shed - Tyres / Oils	YES	YES	YES		
Gate House - Staff	YES	YES	YES		
Mulching Cost - CSO	YES	YES	YES		
Loader & Operator - Green face, concrete area ect	YES	NO	NO		
Compactor & Operator	YES	YES	NO \$220K Save		
Env Monitor LCR & GME	YES	NO	YES		
Env Monitor LCR, GME & Piggyback	YES	YES	NO		
Transfer station cost - staff, plant and operation of the plant	YES	YES	YES		
Transport cost \$0.30c per tonne to Gladstone	NO	NO	YES		
Transport cost to the face	YES	YES	NO		
Piggyback capital expense	NO	YES	NO		
Additional landfill operating costs (over 90k tonnes/year), compactor	NO	YES	NO		
Gracemere	YES	YES	NO		
Overheads	NO	NO	NO		
Other facilities	NO	NO	NO		

As can be seen from the above table, the Piggy Back option provides the best financial option for the Council over the next 20 years.

CONCLUSION

The foregoing provides a summary of the investigations and finding of both the GRC/RRC Joint Refuse Disposal Project and Piggy Back Expansion – LCRL Stage 3 projects and it is recommended that the Piggy Back option be pursued due to the lower overall costs of the project.

Whilst the capital costs for the GRC/RRC Joint Refuse Disposal costs are minimal, the operational costs are quite significant with the gate fee payable to GRC and also the transport costs involved in carting RRC waste to the GRC owned and operated Benaraby Landfill. What has come out of the work with GRC on this project is that there is scope for the two Councils to work together in the longer term to address the waste issues that are faced by both Councils with the respective communities being the beneficiaries of that collaboration.

It is recommended that discussions be commenced with GRC with a view to that long term collaboration on waste issues with further reports being presented to Council on the progress of those discussions and ensuring that the Council is content with the direction of those discussions.

9 STRATEGIC REPORTS

9.1 ROCKHAMPTON REGIONAL WASTE & RECYCLING MONTHLY OPERATIONS REPORT AS AT 30 APRIL 2015

File No: 7927

Attachments: 1. RRWR Operations Report April 2015

Authorising Officer: Robert Holmes - General Manager Regional Services

Author: Craig Dunglison - Manager RRWR

SUMMARY

The purpose of this report is to provide Council with an overview of Rockhampton Regional Waste and Recycling (RRWR) for the month of April 2015.

OFFICER'S RECOMMENDATION

THAT the RRWR Report for the period ended 30 April 2015 be received.

ROCKHAMPTON REGIONAL WASTE & RECYCLING MONTHLY OPERATIONS REPORT AS AT 30 APRIL 2015

RRWR Operations Report April 2015

Meeting Date: 3 June 2015

Attachment No: 1

MONTHLY OPERATIONS REPORT**ROCKHAMPTON REGIONAL WASTE AND RECYCLING****Period Ended 30 April 2015**

VARIATIONS, ISSUES AND INNOVATIONSRoadside Bin Stations

The changes to the Midgee, Marmor, Dalma, Laurel Bank & Gogango Roadside Bin Stations has commenced.

In summary the following action will occur:

Midgee: Sign placement and advertising of closure is being planned; the announced closure should commence in late May and will report to Council on public response to the advertising. Upper Ulan site has been selected and construction commenced. Midgee Site will be remediated if closed. The new site will be a locked meshed roofed enclosure with wheelie bins located inside. Users who live along adjacent roads will be contacted by letter informing them of the location of the station and a key to gain access. A bulk waste collection service promoted by a letter to the users and utilising a Council rear Loader waste collection vehicle will be provided for 2hours monthly at the site.

Marmor: Sign placement and advertising of closure is being planned; the announced closure should commence in late May where the site will be moved to a yet to be determined site closer or in town. The station will change from a bulk waste station to a wheelie bin station. A bulk waste collection service promoted by signs at the site and utilising a Council rear Loader waste collection vehicle will be provided for 3hours monthly at the site.

Gogango: Sign placement and advertising of closure is being planned; the announced closure should commence in late May where the site will be moved to a yet to be determined site closer or in town. The station will change from a bulk waste station to a wheelie bin station. A bulk waste collection service promoted by signs at the site and utilising a Council rear Loader waste collection vehicle will be provided for 3hours monthly at the site.

Dalma: Sign placement and advertising of the alteration of the operation of the station is being planned; the announced alteration should commence in late May where the site's bulk waste bins will be removed and replaced with a bank of wheelie bins. The station will change from a bulk bin waste station to a wheelie bin station. A bulk waste collection service promoted by signs at the site and utilising a Council rear Loader waste collection vehicle will be provided for 3hours monthly at the site.

Laurel Bank: Sign placement and advertising of the alteration of the operation of the station is being planned; the announced alteration should commence in late May / June where the site's bulk waste bins will be removed and replaced with 2 concrete trenches 5m by 15m with a wall 0.9m in height. A bulk waste collection service promoted by signs at the site and utilising a Council rear Loader waste collection vehicle will be provided for 3hours monthly at the site.

All Roadside Bin Station sites will be surveyed to collect data on users – frequency, waste type, home location etc.

All altered stations will have a person located at the site for up to 30 days to provide education on the correct use of the site and the proposed bulk waste collection service.

Cyclone Marcia – damage wheelie bin replacement program

This program is underway and is progressing well. Due to the need that the program had to be rolled out with some haste it was decided to locate and repair damaged bins while they were out for collection and not go into the person's yard to undertake this action. This has necessitated vehicles with the repair crews and spare bins and parts to follow the waste and recycling collection vehicles while they are collection the bins.

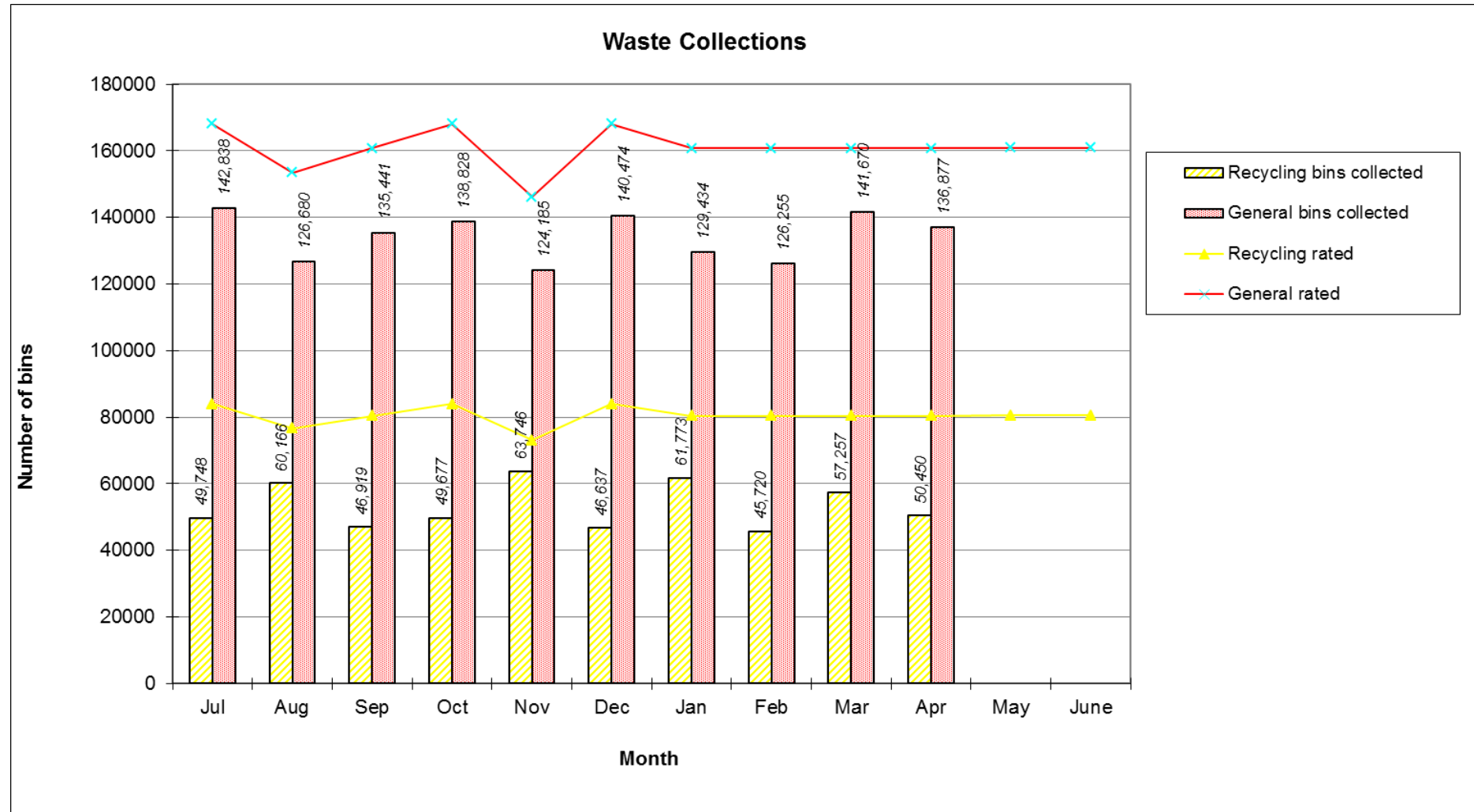
LINKAGES TO OPERATIONAL PLAN

1. COMPLIANCE WITH CUSTOMER SERVICE REQUESTS

All Monthly Requests (Priority 3) RRW&R 'Traffic Light' report April 2015

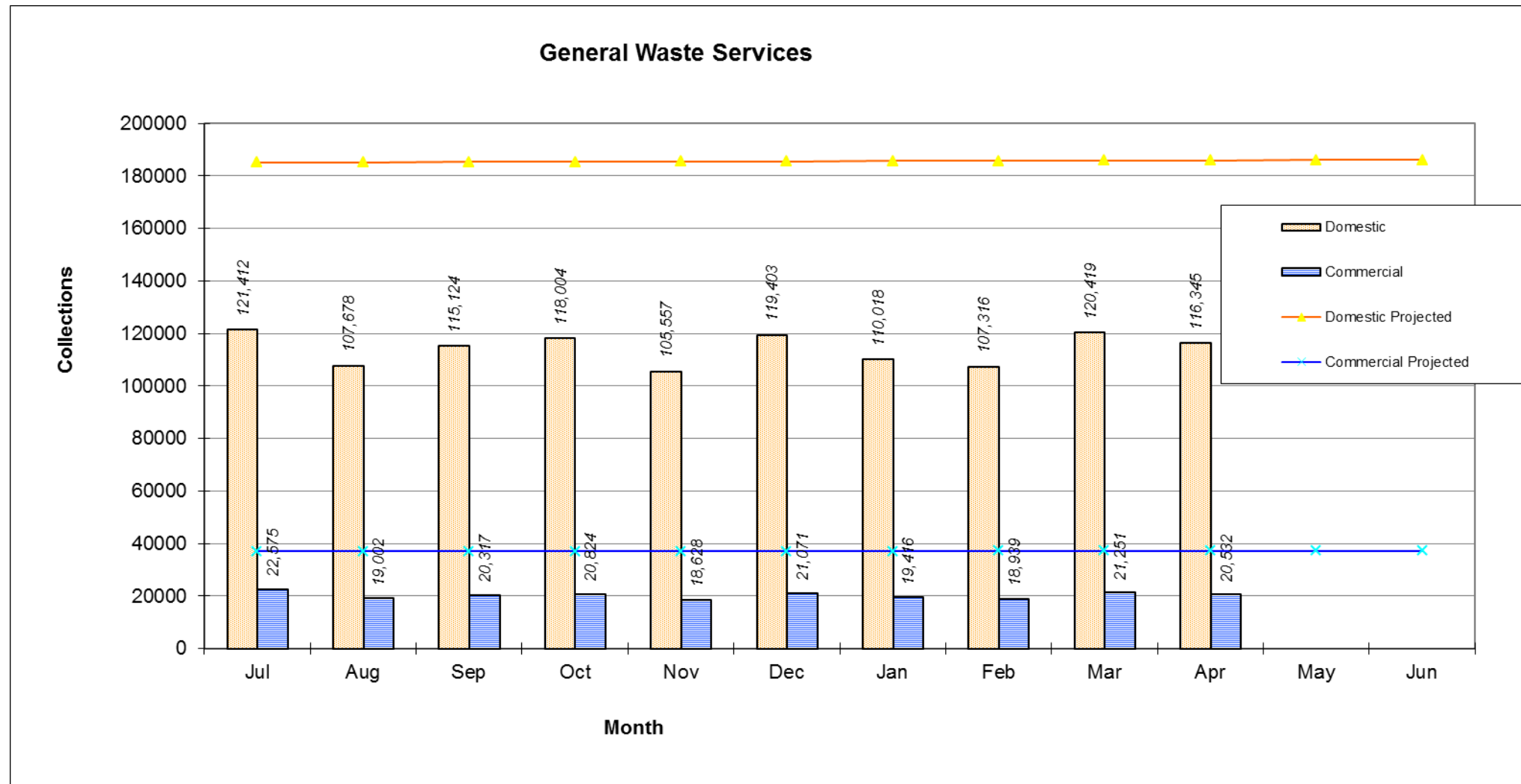
	Balance B/F	Completed in Current Mth	Current Month NEW Requests		TOTAL INCOMPLETE REQUESTS BALANCE	Under Long Term Investigation	Completion Standard (days)	Avg Completion Time (days)		Avg Completion Time (days) 12 Months	Avg Duration (days) 12 Months (complete and incomplete)			
			Received	Completed				Current Mth	6 Months					
Waste/Recycling - RATES NOTICE QUERY	0	0	1	1	0	0	10	🟢	0.00	🟢	4.78	🟢	3.35	1.29
Additional Recycling Service (Fee applies) JJ RICH	0	0	1	0	1	0	2	🟢	0.00	🟢	1.17	🟢	1.70	1.00
Additional Waste Service (Fee applies) RRC	0	0	3	3	0	0	2	🟢	1.00	🟢	0.69	🟢	0.96	0.78
Park Bins (RRC Park/Reserve areas)	2	2	1	1	0	0	23	🟢	1.00	🟢	21.75	🟢	17.33	15.80
Change to Existing Bins (JJ RICHARDS)	1	1	16	10	6	0	5	🟢	1.90	🟢	1.82	🟢	2.54	1.95
Change to Existing Bins (RRC)	1	1	16	11	5	0	2	🟢	1.45	🔴	2.61	🔴	2.32	1.24
Missed Service Recycling - SAME DAY JJ RICHARDS	1	1	20	19	1	0	2	🟢	1.63	🟢	1.23	🟢	1.88	0.83
Missed Service Waste - SAME DAY ENQUIRY RRC	0	0	21	21	0	0	2	🟢	0.76	🟢	0.66	🟢	0.79	0.65
Missed Recycling Bin JJ (Not out or Truck Missed)	3	3	30	28	2	0	2	🟢	0.93	🟢	1.32	🟢	1.81	0.83
Missed General RRC (Bin Not Out or Truck Missed)	3	3	25	25	0	0	2	🟢	1.00	🟢	0.64	🟢	0.89	0.75
New (First) Bin Set Up (Domestic/Recycle & Comm)	12	12	26	21	5	0	5	🟢	2.95	🟢	3.15	🟢	3.36	2.61
Repair JJ Richards Recycle	0	0	7	7	0	0	5	🟢	2.00	🟢	2.80	🟢	3.84	2.09
Repair RRC General Waste Bin	1	1	55	49	6	0	2	🟢	1.49	🟢	1.39	🟢	1.51	1.02
Replacement Bin JJ (Damaged/Lost/Stolen)	2	2	22	20	2	0	5	🟢	2.05	🟢	2.67	🟢	3.08	2.36
Replacement Bin RRC (Damaged/Lost/Stolen)	11	11	299	261	38	0	2	🟢	1.40	🟢	1.31	🟢	1.33	0.89
Special Event Bins (Parks/Halls etc)	1	1	7	5	2	0	2	🟢	0.40	🟢	1.00	🟢	1.58	1.10
Landfills & Transfer Station - Waste Facilities	0	0	1	1	0	0	1	🟢	1.00	🔴	1.33	🔴	1.29	0.67
Waste and Recycling General Query	5	4	61	51	11	0	5	🟢	0.75	🟢	1.52	🟢	1.66	1.10
Compliment or Complaint RRC or JJ Richards	1	1	2	2	0	0	2	🟢	0.00	🔴	2.96	🔴	2.35	0.70

Comment: All requests have been met within required time frame during the April reporting period.



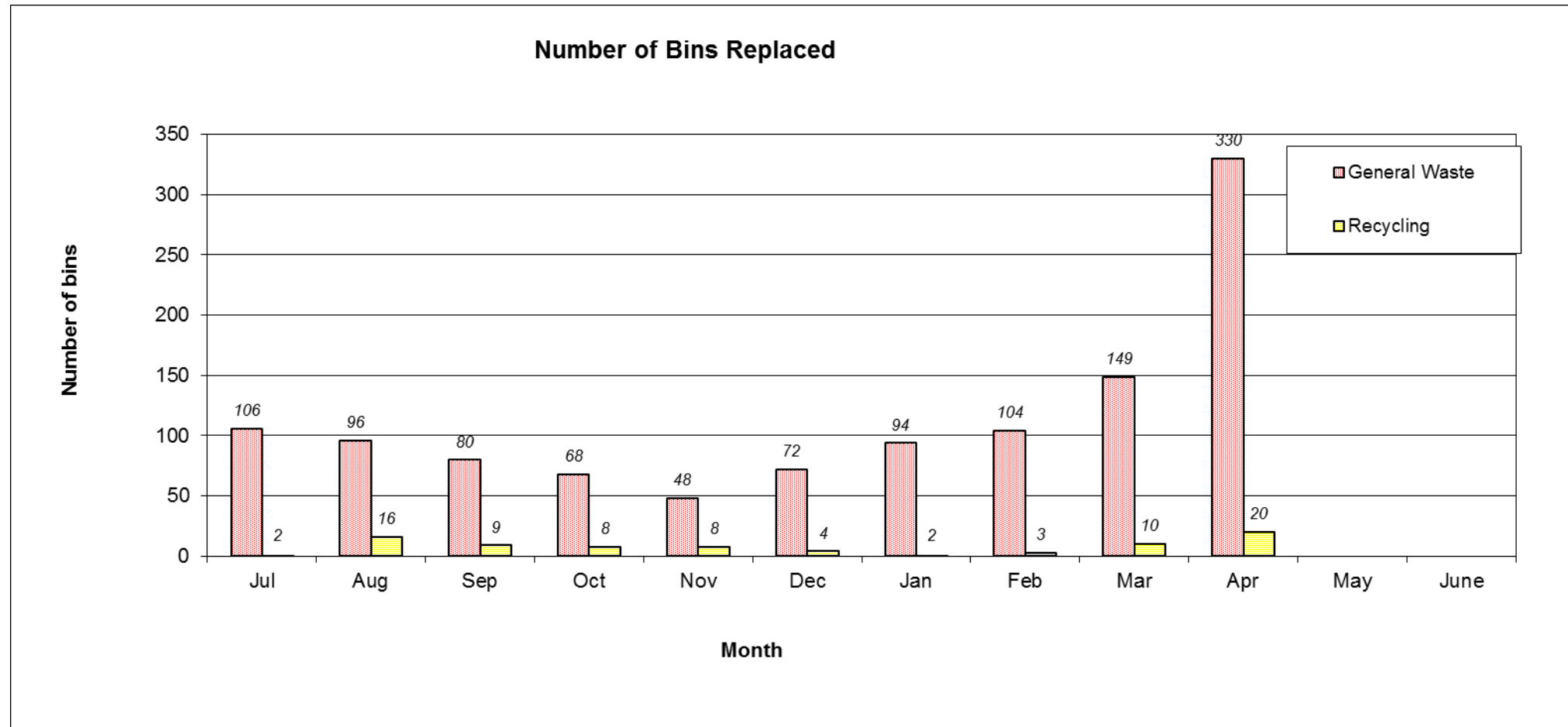
The graph above shows the number of General Waste and Recycling bins serviced during the 2014/2015 financial year on a monthly basis.

Comment: Nil



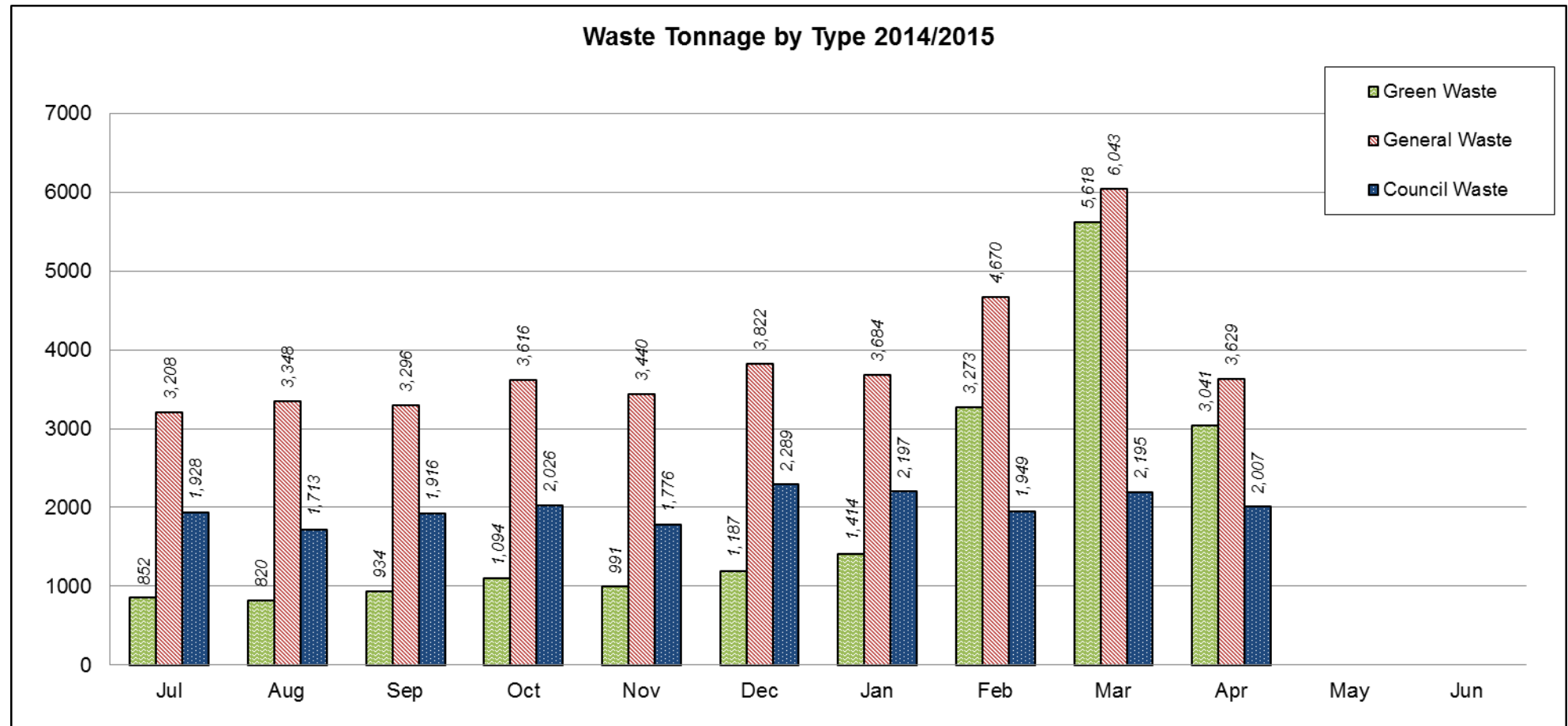
The graph above depicts the division of domestic and commercial waste collection services provided during the 2014/2015 financial year on a monthly basis.

Comment: Nil



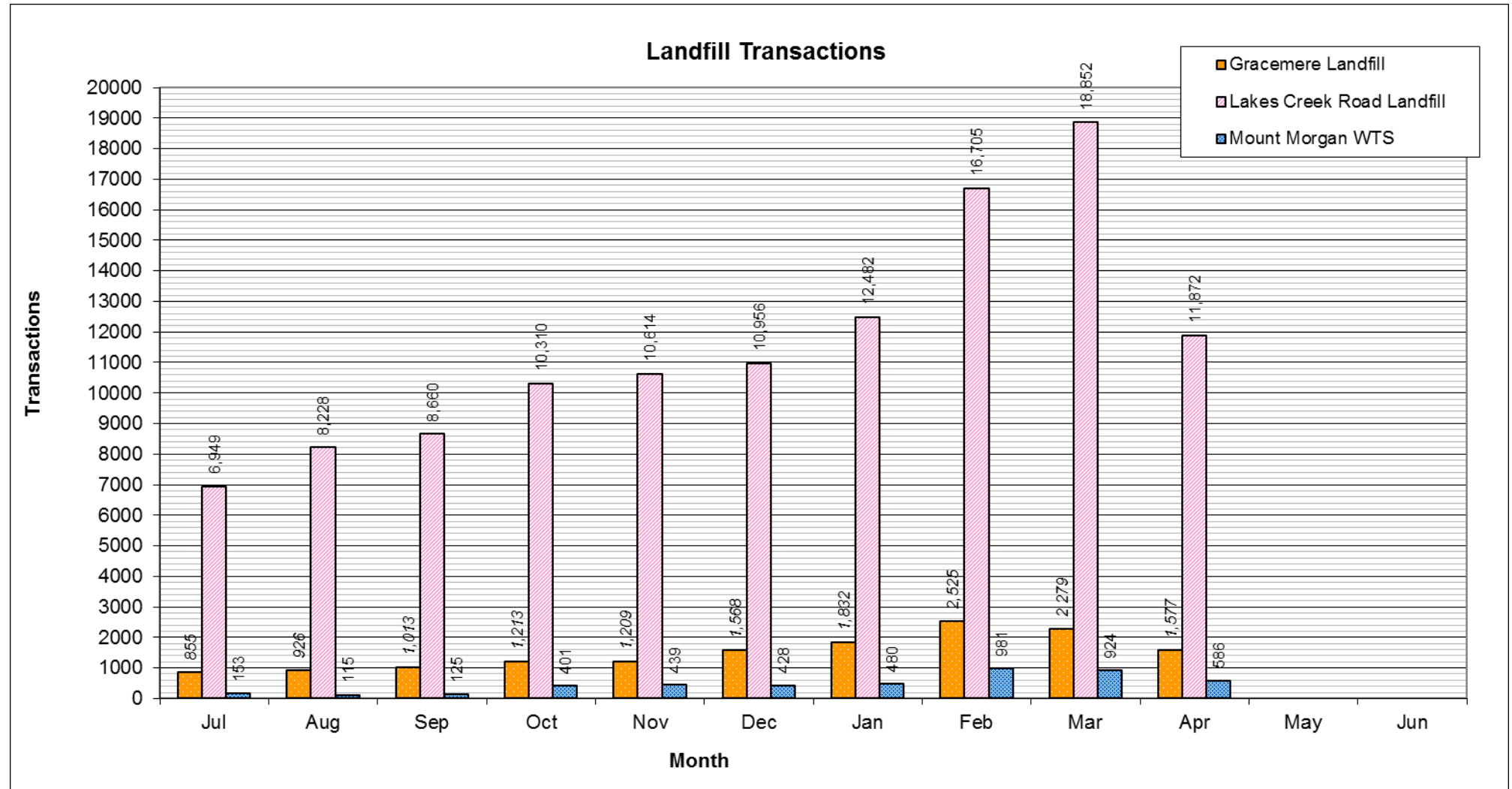
The graph above shows the number of bins replaced during the 2014/2015 financial year on a monthly basis.

Comment: General Waste: The figures is highly due ot the operation of the Cyclone Marcia wheelie bin replacment program
 Recycling: Recycling bin replacement is considerable less as all bins are newer than the General Waste bins and carry a lesser weight (ie "less wear and tear").



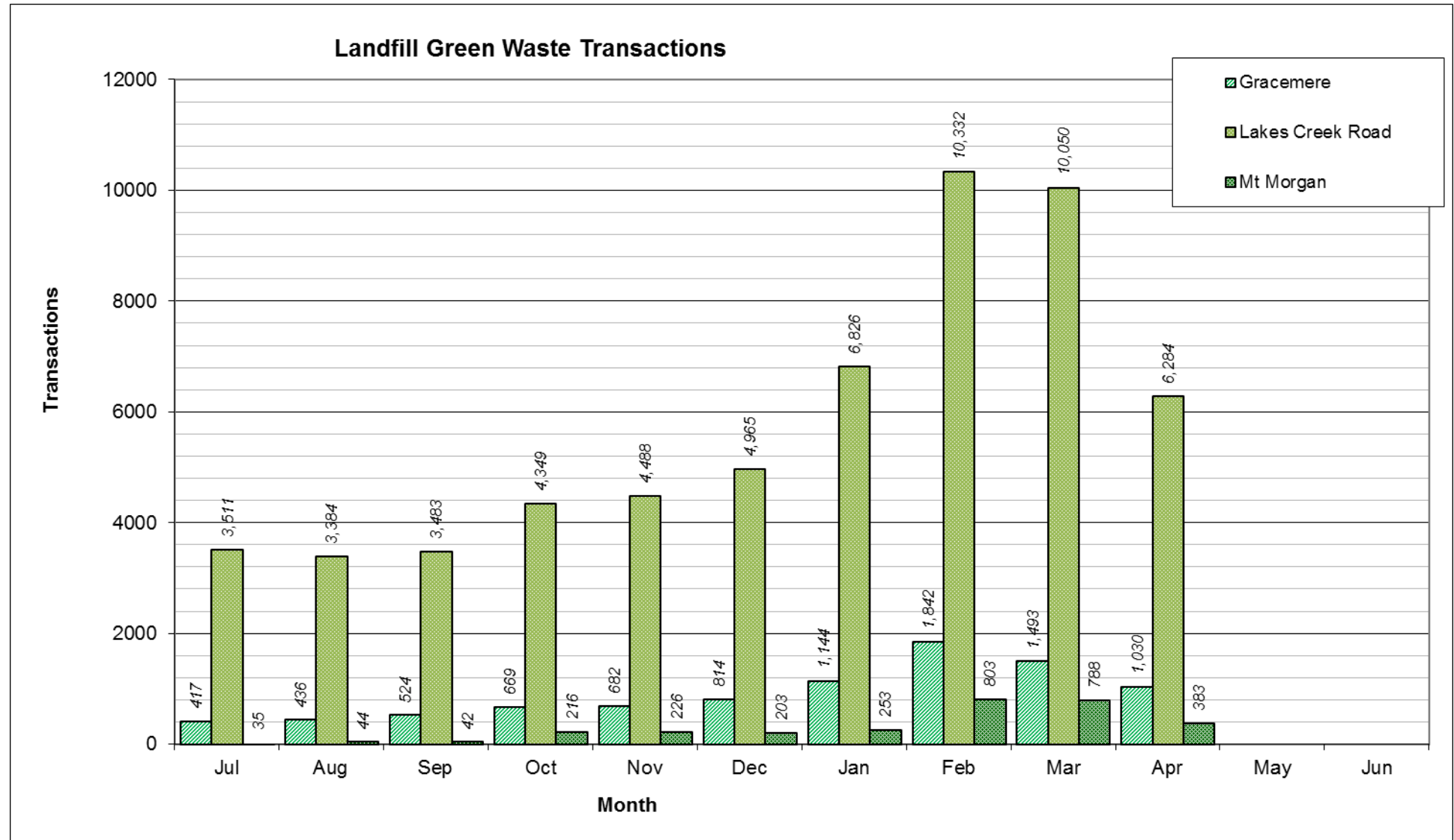
The graph above shows waste tonnage by waste types accepted at all facilities during the 2014/2015 financial year to date.

Comment: Tonnages are back to a more normal range post cyclone recovery.



The graph above shows the number of transactions to landfill facilities during the 2014/2015 financial year on a monthly basis.

Comment: The increases in transactions due to the response and recovery period of Cyclone Marcia and they have decreased back to a more normal number of transactions for the month of April.



The graph above shows the number of Green Waste Transactions accepted at facilities with electronic record keeping capabilities during the 2014/2015 financial year on a monthly basis.

Comment: Greenwaste transactions have reduced back to a more normal amount since the end of the response and recovery period of Cyclone Marcia in February and March.

2. COMPLIANCE WITH STATUTORY AND REGULATORY REQUIREMENTS INCLUDING SAFETY, RISK AND OTHER LEGISLATIVE MATTERS

Safety Statistics

The safety statistics for the reporting period are:

	LAST QUARTER			THIS REPORTING PERIOD
	JANUARY	FEBRUARY	MARCH	APRIL
Number of Lost Time Injuries	0	0	1	0
Number of Days Lost Due to Injury	0	0	5	0
Total Number of Incidents Reported	1	1	10	5
Number of Incomplete Hazard Inspections	0	1	0	0

Comment: The rise in March was due to increase activity due to the Cyclone. Most were Hazard Identification.

Risk Management Summary

Example from Section Risk Register (excludes risks accepted/ALARP)

Potential Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
Failure to construct & have operational the Waste Transport Station (WTS), including off site haulage at Lakes Creek Road Landfill, by December 2016 which may result in the community of Rockhampton and its surrounds	Moderate 6	Nil – Risk at acceptable level	N/A	N/A	The WTS building is almost complete and work continues on the internal and external road

Potential Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
not having any location to effectively dispose of its waste causing possibly a decrease in public health and a significant potential for large scale environmental harm to be caused. This will cause Council strong damage to its reputation and a strong loss of confidence in the ability of Council to manage large facilities/processes on behalf of the community					
Failure to locate and establish a new Landfill for the community of Rockhampton and its surrounds prior to the closure of the existing Lakes Creek Road Landfill - current closure date December 2016 which would result in the community not having any location to effectively dispose of its waste causing possibly a decrease in public health and a significant potential for large scale environmental harm to be caused.	Moderate 6	Nil – Risk at acceptable level	N/A	N/A	The project with Gladstone Regional Council has concluded is being reviewed. The Landfill Life Extension Project for Lakes Creek Road Landfill has Planning approval. No further discussions were held with the EHP due to Cyclone related activities.
Loss of a major waste management facility due to a natural or man-made disaster, i.e. flood, storm damage, discovery of unexploded ordinance, discovery of a hazardous waste type, etc. which may result in the community not having any location to effectively dispose of its waste causing possibly a decrease in public health and a significant potential for large scale environmental harm to be caused. This will cause Council strong damage to its reputation and a strong loss of confidence in the ability of Council to manage large facilities/processes on behalf of the community.	Low 7	Nil	N/A	N/A	Nil work this period

Potential Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
Failure to adequately fund and support Council's asset system which may result in financial loss through increased maintenance costs and service delivery disruptions.	Low 7	Nil	N/A	N/A	Nil work this period

Legislative Compliance & Standards

Legislative Compliance Matter	Due Date	% Completed	Comments
Overdue performance reviews	Various	100% Calculated /by number of staff	All have been completed. Am working with one staff member to develop appropriate KPIs
Quarterly and Annual Performance Plans	30/09/14 31/12/14 31/03/15 30/06/15	50%	Presented to Council at the January meeting – adopted by Council First quarterly report for 2014/15 complete December Quarterly Report combined with the January Monthly Report and submitted to Council at the February Business Enterprise Committee Meeting
National Pollutant Inventory	30/12/15	0%	Annual reporting requirements – has been placed in the RRWR Corporate Calendar for September 2015 to be addressed
Landfill Licences – Department of Environment and Heritage Protection (EHP)	Ongoing for Licences	Ongoing	Licences currently being rewritten in association with EHP as they were incorrect when supplied to RRC post the de-amalgamation process ongoing No work undertaken in this period due to work priorities and resources
Annual Report	30/06/15	0%	Both the Annual Report and Annual Return have been placed in the RRWR Corporate Calendar for action. In both cases EHP will forward

Legislative Compliance Matter	Due Date	% Completed	Comments
Annual Return	30/08/15	0%	the appropriate documents to Council for attention
Queensland Waste Data System	Quarterly	ongoing	Supply of waste tonnages processed through all landfills. Previous quarter report submitted – ongoing
Production of Waste Reduction and Recycling Plan (WRRP) as required under the Waste Reduction and Recycling Act	30 June	5%	Initial workshop has been held with Council prior to the Cyclone. Work has recommenced but will not be completed prior to the 30 June. A letter has been sent to EHP requesting an extension of time due to the impact of the Cyclone
Waste Facilities - EHP letter setting conditions to formal close old landfill sites – Marmor, Mt Morgan (adjacent to Showgrounds), Bouldercombe, Alton Downs	30 June	10%	Work has commenced but was halted by the impact of the Cyclone. Will attempt to complete prior to 30 June due to budget constraints expected in 15/16
Waste Facilities – asbestos management	No set date	N/A	The plans are complete and are being enacted. The last 2 sampling rounds have provided results that show no ACM in the greenwaste mulch. The plan will be reviewed in light of the 2 rounds of no asbestos being found. The burial of the contaminated mulch continues.
Fatigue Management	Ongoing	ongoing	Managed via the use of timesheet monitoring, and Wastedge - ongoing
Safe Plan 2	Ongoing	ongoing	Monitored via Hazard Inspections, regular RRWR Safety Meetings and consistent highlighting at all Tool Box Meetings - ongoing

3. ACHIEVEMENT OF CAPITAL PROJECTS WITHIN ADOPTED BUDGET AND APPROVED TIMEFRAME

The following abbreviations have been used within the table below:

<i>RRWR</i>	<i>Rockhampton Regional Waste and Recycling</i>
<i>JMK</i>	<i>JM Kelly Constructions</i>
<i>WTS</i>	<i>Waste Transfer Station</i>
<i>PC</i>	<i>Practical Completion</i>
<i>EOT</i>	<i>Extension of Time</i>
<i>LCRL</i>	<i>Lakes Creek Road Landfill</i>

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD actual (incl committals)
ROCKHAMPTON REGIONAL WASTE & RECYCLING CAPITAL WORKS PROGRAM					
2014/ 2015					
LCRL – Remediation	<i>Start Date</i>	<i>Expected Completion Date</i>	<i>Status</i>	<i>Budget Estimate</i>	<i>YTD actual (incl committals)</i>
	01/07/14	30/06/15	60%	\$1,957,200	\$1,385,916
Comment: Placing rubbish on the Northern face off Stage 1. Constructing spiral drain on East and North face of Stage 1. Progressing North in Stage 2 towards the drain. Ongoing through February. No further work performed in March April due to Cyclone repair work underway					
LCRL Waste Transfer Station and related Works	<i>Start Date</i>	<i>Expected Completion Date</i>	<i>Status</i>	<i>Budget Estimate</i>	<i>YTD actual (incl committals)</i>
Waste Transfer Station	29/10/12	November 2014	99%	\$1,297,610	\$1,934,328
Intersection	30/8/14	16/01/15	85%	\$692,000	\$16,017

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD actual (incl committals)
Queensland Rail Infrastructure	10/04/15	23/04/15	50%	\$779,000	\$870,165
Entry Road	28/11/13	9/04/15	89%	\$386,569	\$1,240,088
Comment: The above figures are for the Waste Transfer Station Building, Dean Street Intersection (including internal road works) and the rail crossing. The Waste Transfer Station building itself is complete except for commissioning and some defect repairs. The internal road component of the Dean Street Intersection has completed its preload phase and work has commenced on the intersection proper. QR are still programed to commence work in late May / June with a completion date of June 10.					
240Litre Mobil Garbage Bin (Wheelie Bin) Purchases	Start Date	Expected Completion Date	Status	Budget Estimate	YTD actual (incl committals)
	01/07/14	30/06/15	39%	\$152,389	\$58,329
Comment: With the project currently operating to replace all cyclone damaged bins under way the funds in this budget items have not been accessed.					
Gracemere Landfill – Expansion and Capping	Start Date	Expected Completion Date	Status	Budget Estimate	YTD actual (incl committals)
	01/07/14	30/06/15	0%	\$228,882	\$2,144
Comment: No action this period – awaiting Council decision in regards future airspace requirements					
Waste Infrastructure Plan & Landfill Infrastructure Plan	Start Date	Expected Completion Date	Status	Budget Estimate	YTD actual (incl committals)
	01/07/14	30/06/15	0%	\$1,803,534	\$309,216
Comment: Report to Council in January with recommendations to undertake some alterations at some existing stations. Cost estimates and plans are being developed for the alterations to the Laurel Bank Station and work is also progressing for the provision of Bank of Bin Stations. A request has been submitted for a Bank of bin Station in the Upper Ulan area. This is being investigated. The development of the basic plans for the development of the extension of Lakes Creek Road Landfill has also been developed which has included the review of all Landfill licenses. These funds have also funded the development of the WRRP.					

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD actual (incl committals)
Closure of Existing Landfill sites and landfill remediation work	Start Date	Expected Completion Date	Status	Budget Estimate	YTD actual (incl committals)
	01/07/14	30/06/15	0%	\$86,436	\$0
Comment: No work this period due to Cyclone Relief being undertaken. Council is obligated to undertake limited works to close several old landfill sites prior to the 30 June. This is underway.					
Waste Facilities, fences, gates and security maintenance	Start Date	Expected Completion Date	Status	Budget Estimate	YTD actual (incl committals)
	01/07/14	30/06/15	0%	\$50,000	\$17,517
Comment: Nil work this period					

4. ACHIEVEMENT OF OPERATIONAL PROJECTS WITHIN ADOPTED BUDGET AND APPROVED TIMEFRAME

Project	Revised Budget	Actual (incl. committals)	% budget expended	Explanation
Nil	Nil	Nil	Nil	Nil

5. DELIVERY OF SERVICES AND ACTIVITIES IN ACCORDANCE WITH COUNCIL'S ADOPTED SERVICE LEVELS

Service Delivery Standard	Target	Current Performance
Weekly collection of domestic waste on same day every week	98%	99.86%
Weekly collection of commercial waste	95%	99.98%
Fortnightly Collection of domestic recyclable waste	98%	99.85%
Fortnightly Collection of commercial recyclable waste	98%	99.95%
Missed service collection provided within two working days from notification when notification is within one working day of scheduled collection	95%	100.00%
Collection services will be made available within four working days upon application by owner	98%	100.00%
Provision of assisted services within ten working days from application by owner	100%	100.00%
Repair or replacement of stolen, removed, damaged, vandalised mobile bins within four working days from notification	100%	100.00%

as at 31 December 2014

6. FINANCIAL MATTERS

Percentage of year elapsed 83.3%

End of Month General Ledger - (Operating Only) - REGIONAL SERVICES							
As At End Of April							
Report Run: 13-May-2015 12:00:02 Excludes Nat Accs: 2802,2914,2917,2924							
	Adopted Budget	Revised Budget	EOM Commitments	YTD Actual	Commit + Actual	Variance	On target
	\$	\$	\$	\$	\$	%	83.3% of Year Gone
WASTE & RECYCLING SERVICES							
<u>Waste & Recycling</u>							
Revenues	(13,121,601)	(13,931,972)	0	(12,252,543)	(12,252,543)	88%	✓
Expenses	3,907,433	6,982,451	1,472,095	6,683,710	8,155,806	117%	✗
Transfer / Overhead Allocation	2,408,778	194,695	0	115,386	115,386	59%	✓
Total Unit: Waste & Recycling	(6,805,389)	(6,754,826)	1,472,095	(5,453,447)	(3,981,351)	59%	✗
<u>Waste Collections</u>							
Revenues	(80,939)	(47,403)	0	(35,936)	(35,936)	76%	✗
Expenses	3,604,587	3,980,249	15,751	2,544,320	2,560,071	64%	✓
Transfer / Overhead Allocation	2,287,253	2,085,354	0	1,575,178	1,575,178	76%	✓
Total Unit: Waste Collections	5,810,901	6,018,200	15,751	4,083,561	4,099,312	68%	✓
<u>Waste Facilities</u>							
Revenues	(5,705,680)	(3,656,783)	0	(3,491,252)	(3,491,252)	95%	✓
Expenses	5,443,352	3,727,835	1,225,734	3,181,534	4,407,268	118%	✗
Transfer / Overhead Allocation	(1,089,665)	(136,964)	0	130,423	130,423	-95%	✗
Total Unit: Waste Facilities	(1,351,993)	(65,913)	1,225,734	(179,295)	1,046,439	-1588%	✗
Total Section: WASTE & RECYCLING SERVICES	(2,346,480)	(802,538)	2,713,580	(1,549,180)	1,164,400	-145%	✗

All percentages are exclusive of committals unless specifically mentioned.

Operational**Summary**

Total Revenue is above the percentage of year elapsed at 89.5% due to the second half of the years rates notices having been issued, which is being offset by slightly higher than anticipated operating expenses YTD of 84.5%. This is resulting in a surplus due to revenue being higher than expenditure.

All percentages are exclusive of committals and calculated using the revised budget figures unless specifically mentioned.

Capital

RRWR capital project expenditure is below the percentage of year elapsed at 75%.

The majority of RRWR capital expenditure to date relates to LCR Waste Transfer Station, LCR Landfill Capping and regional waste infrastructure project.

**9.2 CORPORATE SERVICES DEPARTMENT - ROCKHAMPTON AIRPORT -
MONTHLY OPERATIONS AND ANNUAL PERFORMANCE PLAN REPORT****File No:** 7927**Attachments:** 1. Airport Monthly Operations & Annual
Performance Plan Report**Authorising Officer:** Ross Cheesman - General Manager Corporate Services**Author:** Trevor Heard - Manager Rockhampton Airport

SUMMARY

The monthly operations and annual performance plan report for the Rockhampton Airport as at 30 April 2015 is presented for Councillors information.

OFFICER'S RECOMMENDATION

THAT the Corporate Services Departmental Operations and Annual Performance Plan Report for the Rockhampton Airport as at 30 April 2015 be "received".

COMMENTARY

The monthly operations and annual performance plan report for Rockhampton Airport of the Corporate Services department is attached for Council's consideration.

It is recommended that the monthly operations and annual performance plan report for the Rockhampton Airport as at 30 April 2015 be received.

**CORPORATE SERVICES
DEPARTMENT - ROCKHAMPTON
AIRPORT - MONTHLY OPERATIONS
AND ANNUAL PERFORMANCE PLAN
REPORT**

**Airport Monthly Operations & Annual
Performance Plan Report**

Meeting Date: 3 June 2015

Attachment No: 1

MONTHLY OPERATIONS REPORT

Rockhampton Airport

Period Ended 30 April 2015

VARIATIONS, ISSUES AND INNOVATIONS

The recruitment of fully trained Duty Safety Officers and Works Safety Officers is continuing to be a challenge for Rockhampton airport and all airports in Australia. The most practical long term solution is to train new staff in house with the support of external Registered Training Organisations.

Improvements / Deterioration in Levels of Services or Cost Drivers

The 'ROCKHAMPTON' sign project has been completed. All persons entering and exiting the terminal from airside or remaining on an aircraft on the apron can clearly view the sign.

AIRPORT OPERATIONS

Audit and Compliance

There are no outstanding audit or compliance matters to report. The Rockhampton Airport Bird and Wildlife Management sub-committee meeting was held to discuss increased wildlife activity.

Preliminary discussions were held with Defence in regards to the upcoming military exercises Talisman Saber and Wallaby.

Airport Lighting System

Site works continued on Stage B of the Airfield Ground Lighting Project. The majority of the works were conducted as day works in the closed portion of Runway 15. The works included identification of services, installation of conduit, cabling and light fittings. Ongoing consultation and planning with the contractor will occur to ensure works are carried out in accordance with appropriate plans and schedules.

Rectification works were scheduled to commence on the Pit and Duct stage of the airfield lighting replacement project in March, however the project is still incomplete and further rectification works will be undertaken in the coming months.

Runway, Taxiway, Apron Overlay

Aecom finalized the preliminary report into Phase 1 of the Asphalt Coring and Subsurface Soil Investigation works that were conducted on the primary runway, associated taxiways and main apron. The next step is to work through the best options for a long term maintenance plan for the runway which will include Surface Enrichment Spray Treatments to extend the life of the asphalt pavement and major overlays to the main runway, taxiways and aprons at varying points in time.

Passenger Numbers

Domestic passenger numbers for April this year were 52,178 compared to 53,555 in April 2014. Inclement weather locally and in Brisbane impacted flights on subsequently passenger numbers.

HV Supply

The HV consultant is continuing to facilitate the process with Ergon Energy.

- Short-term – Ergon Energy have confirmed that a 1.0MW is available, rather than the previous .800MW, to be validated in six months.
- Mid-term – Major Customer Connection Application process has been initiated, Ergon Energy have confirmed that they have commenced the planning process.

Terminal Precinct

The terminal standby generator has been cutover and tests run. Monitoring of the generator is ongoing and a test program is to be developed to ensure reliability.

The terminal fire panel replacement is planned for mid-May.

The terminal PA system power supply replacement is planned for early May.

General Aviation Precinct

The Royal Flying Doctor Service (RFDS) have completed works on the new Patient Transfer Station. The new facilities were officially opened on 17 April.

Facilities are currently working with the contractor on the new Gorman lease to finalise preparations to commence work.

LINKAGES TO OPERATIONAL PLAN

1. COMPLIANCE WITH CUSTOMER SERVICE REQUESTS

The response times for completing the predominant customer requests in the reporting period for April 2015 are as below:

	Balance B/F	Completed in Current Mth	Current Month NEW Requests		TOTAL INCOMPLETE REQUESTS BALANCE	Under Long Term Investigation	Completion Standard (days)	Avg Completion Time (days) Current Mth		Avg Completion Time (days) 6 Months	Avg Completion Time (days) 12 Months	Avg Duration (days) 12 Months (complete and incomplete)
			Received	Completed								
Airport Administration General Enquiries	1	1	0	0	0	0	10	0.00		4.50	2.47	2.47
Airport Services General Enquiries	0	0	0	0	0	0	10	0.00		9.33	7.57	7.17

2. COMPLIANCE WITH STATUTORY AND REGULATORY REQUIREMENTS INCLUDING SAFETY, RISK AND OTHER LEGISLATIVE MATTERS

Safety Statistics

The safety statistics for the reporting period are:

	FOURTH QUARTER		
	April	May	June
Number of Lost Time Injuries	0		
Number of Days Lost Due to Injury	0		
Total Number of Injuries	0		
Number of Completed Hazard Inspections	no inspections for April		

Risk Management Summary

Potential Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
Aircraft accident, incident or malfunction occurs within the Rockhampton airport precinct resulting in possible death or injury, financial loss, interruption to airline service delivery, damage to infrastructure and reputation damage to the airport	Moderate 6	Upgrade airport lighting system.	Stage 1: 30/6/2014 Stage 2: 30/6/2015 Stage 3: 31/6/2016	75%	Now 100% Stage 1 ALER complete and main runway transformers replaced to improve circuit reliability from zero MΩ to 0.17MΩ bas at December 2014. Stage 2 Pit & Duct completed mid November 2014 Stage 3 commenced mid-February 2015.
Security breach or threat at the airport resulting in possible death or injury, reputation damage to the airport, additional costs, disruption to airline services due to airport closure, infrastructure damage, fines in relation to a regulatory breach	Moderate 6	Replace hard key system on all gates and access points with proximity card electronic card system so lost cards can have access withdrawn.	30/6/2015	70%	Due to the implementation issues in the GA area and lead time for new proxy locks the revised due date is now 31/06/2015. High risk gates in Main apron installed Awaiting new licences for additional locks in GA area.

Potential Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
Airport revenue decreases over a sustained period resulting in the airport performance KPI's not being met, budgetary impacts, reduced availability of funds for capital programs.	Moderate 5	Provide new lease agreements with Singaporeans and Australian Defence worth \$1.4mill Redevelop the airport terminal to increase retail revenue.	30/6/2014 Terminal now - 30/12/2015	100%	Now 100% SAF & ADF long term leases now executed Architect has completed a cost effective solution. Business Enterprise meeting of 5th November the report on the Terminal redevelopment was received. It is anticipated that a review will occur in the 3 rd quarter.
Airport assets not maintained, upgraded, inspected or monitored effectively in accordance with regulatory requirements resulting in possible death or injury, reputational damage, compliance failure, reduced service delivery, WH&S fine	Moderate 6	Facility maintenance and condition assessment inspection schedules are in the process of being completed and detailed in conquest. Consultant engaged to identify critical infrastructure and to load into Conquest to ensure regular maintenance is performed.	Stage 1: 31/12/2015	80%	Main Runway condition re-assessment by AECOM completed and recommendations included in 10 yr Capex program. HV capacity evaluation being progressed with Ergon Energy for medium and long term Chilled water system capacity improved with better control system and new heat exchange units High Risk Fire Hydrant Systems now completed Air-conditioning condition report completed. HV Transformers condition evaluation completed.

Potential Risk	Current Risk Rating	Future Control & Risk Treatment Plans	Due Date	% Completed	Comments
					<p>Roads pavement condition assessment completed</p> <p>Airport Council owned buildings condition assessment completed and priority 1 defects being addressed.</p> <p>FRW has undertaken condition report on mains water and replacement of priority section completed final section in capex program</p>
<p>1. Lack of a Business Continuity Plan to provide viable options for the airport to continue to operate or offer alternate air travel arrangements for the public</p> <p>2. Natural disasters, Fire, Flood, Cyclones, Earthquake, Storm</p> <p>3. IT or Communications failures</p> <p>4. Aircraft crash on airport.</p>	High 4	Develop a contingency plan for reduced or ceased terminal operation capacity and ensure all planning is integrated into any whole of council planning for business continuity management.	30/6/2015	50%	<p>An outline of a proposed Continuity plan has been developed and will be further refined to identify contingency plans that are in place and need to be developed.</p> <p>Learnings of the recent TC Marcia will be incorporated</p>

Legislative Compliance & Standards

Legislative Compliance Matter	Due Date	% Completed	Comments
Annual Review of Airport Security Risk Register	July 2014	95%	Aiming for completion by May 2015.
Annual Airport Electrical Inspection	November 2015	0%	
Annual Airport Technical Inspection	November 2015	0%	
Annual Runway Friction Testing	January 2016	0%	
Annual Review of Airport SMS Risk Register	June 2015	10%	
Aerodrome Manual review	June 2015	10%	
Emergency Exercise (Table Top)	May 2015	0%	

3. ACHIEVEMENT OF CAPITAL PROJECTS WITHIN ADOPTED BUDGET AND APPROVED TIMEFRAME

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD Actual (Including Committals)
CAPITAL WORKS PROGRAM					
FACILITIES					
959150 – Runway Lighting System Replacement	18/12/2011	30/05/2016	<p><u>WIP</u></p> <ul style="list-style-type: none"> Stage 1 – Practical completion issued 24 April 2014. List of final defects being repaired. Stage 2 – Practical completion has been issued. List of defects being repaired. Stage 3 – Work has progressed up to week 17 – Commenced installation of main power cabling. 	\$3,312,805	\$4,690,003
Commentary:					

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD Actual (Including Committals)
CAPITAL WORKS PROGRAM					
FACILITIES					
<p>Approval has been provided by Council resolution for \$1.56 million to be brought forward and the budget to be amended during the December revision.</p> <p>Strategy has been developed to complete this project over a four to five year period.</p> <p>Major Projects are managing this project; please refer to the Major Projects Monthly Report for more detail.</p> <p>Stage 1 – Airfield Lighting Equipment Room (ALER) – Construction of a new ALER to house the electrical and control equipment associated with the new Aeronautical Ground Lighting System (AGL).</p> <p>Stage 2 - Pit & Duct Network for Main Runway and Taxiways – Installation of the electrical pit and duct network to house the main electrical and control wiring network associated with the new AGL System.</p> <p>Stage 3 - AGL System for Main Runway and Taxiways – Installation of the electrical and control equipment and network, including light fittings, for the new AGL System. This stage also includes the installation of the standby generator set required to support the new AGL System.</p>					
959095 – Crescent Lagoon Area Storm Water Management	08/08/2013	30/01/2015	<p>Completed</p> <p>Valving has been installed.</p> <p>Valve platform and grate have been installed.</p> <p>Pumping solution – Pump has been delivered and installed.</p> <p>Commissioning and training scheduled for early May.</p> <p>Pump site – has been constructed and spray sealed.</p>	\$88,044	\$77,390
<p>Commentary:</p> <p>Valving and pumping solutions required to evacuate water. Evacuation required after major rain and storm events to prevent runway subsidence due to residual water being present for extended periods.</p>					
987680 – Enhance the functionality of the Airport Building Management System software	19/12/2013	Ongoing	<p>WIP</p> <p>BMS software has been upgraded with graphical displays.</p> <p>Scoping the additional IT hardware required to expand connectivity. Has commenced with RRC IT.</p>	\$54,516	\$14,658

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD Actual (Including Committals)
CAPITAL WORKS PROGRAM					
FACILITIES					
<p>Commentary:</p> <p>Enhancement of the Airport Building Management System (BMS) to provide a more user friendly system and allow expansion of connectivity to continually monitor critical airport equipment. Awaiting finalization of IT aspects.</p>					
987693 – Improve Terminal Access for People with Disabilities.	Ongoing	Ongoing	<u>Deferred</u>	\$59,562	\$0
<p>Commentary:</p> <p>Implementation of systems and equipment that will assist people with disabilities to access the Airport Terminal building and facilities.</p>					
959133 – RPT Apron Lighting	29/08/2013	31/12/15	<p><u>WIP</u></p> <p>Concept lighting design is complete.</p> <p>Switchgear and control equipment has been upgraded on 3 of 6 poles.</p> <p>Existing poles being assessed structurally for additional lights. Poles are structurally sound, pole footings being assessed.</p> <p>Existing power supply and infrastructure is not capable of supporting additional lights and poles.</p> <p>Commence investigating alternate power supply from new ALER.</p>	\$80,102	\$0
<p>Commentary:</p> <p>Upgrading RPT apron lighting fittings, switchgear and control equipment to meet current LUX standards.</p>					
959135 – GA Apron Lighting	17/02/2012	30/6/2015	<p><u>WIP</u></p> <p>Concept lighting design complete.</p> <p>Lighting design revised due to proposed</p>	\$50,827	\$166,605

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD Actual (Including Committals)
CAPITAL WORKS PROGRAM					
FACILITIES					
			<p>shortening of cross-runway, Runway 04/22.</p> <p>Installation of lights associated with the RFDS lease extension – Work planned to commence mid-May 2015.</p> <p>Proposal to install a shorter 16 M pole next to RFDS Hangar.</p>		
<p>Commentary:</p> <p>Final concept accepted. Upgrading GA Apron lighting fittings, switchgear and control equipment to meet current standards. Budget to be revised in December budget review.</p> <p>RFDS Element:</p> <ol style="list-style-type: none"> 1. Installation of Pole 2 and removal of existing pole if front of the RFDS Lease 2. Installation of Pole 1 next to Peace hangar. 3. Installation of Pole 3 footing next to RFDS hangar. 4. Contractor to commence works mid May 					
1017282 – Covered areas for long Term car park equipment	01/07/2014	31/08/2014	<p><u>Completed.</u></p> <p>Financials to be finalised.</p>	\$25,000	\$21,930
<p>Commentary:</p> <p>Covers over Long-Term Car Park paid parking equipment for protection and operation during inclement weather.</p> <p>Completed.</p>					
987682 – Replace various Airport IT Systems Software and Hardware	N/A	N/A	<u>Deferred</u>	\$50,650	\$0
<p>Commentary:</p> <p>A complete review is being undertaken of the CCTV, Car Park and Cardax access systems to achieve better coverage of critical areas on airport and in the Terminal precinct.</p> <p>Recurring annual project.</p>					

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD Actual (Including Committals)
CAPITAL WORKS PROGRAM					
FACILITIES					
1020125 - Airport Screening equipment			<u>Completed</u> Project currently in defect liability period. Maintenance agreement is finalised.	\$5,373	\$7,408
<p>Commentary:</p> <p>To provide business essential equipment to screened passengers and “carry-on” baggage. There was an unplanned need for this procurement due to the intention of the owner of the current equipment to withdraw from provision of services at the airport.</p> <p>Completed.</p>					
1033137 – Paid Covered Car Parking Equipment	12/08/2014	30/09/2014	<u>Completed</u> Financial to be finalised.	\$52,000	\$52,004
<p>Commentary:</p> <p>Installation of paid car parking equipment in the area previously known as the staff car parking facility.</p> <p>Stage 1 complete and operational.</p> <p>Budget to be revised in December review.</p>					
989189 – Cooling Tower Water Chemical Control	September/October 2014	31/12/2014	<u>Completed</u> Chemical monitoring and control equipment procured. Building has been reconfigured. Equipment is fully serviceable. Financials to be finalised.	\$10,333	\$12,426
<p>Commentary:</p> <p>Installation of 24/7 monitoring and control of the air conditioning condenser water chemicals treatment. Chemical monitoring and dosing equipment to be installed in a section of ground floor office area leased to Virgin Australia.</p>					
1023540 – Upgrade to Car Park Credit Card Readers for EMV	01/11/2014	31/12/2015	<u>WIP</u> The CBA preferred card reader provider cannot deliver the required equipment. CBA advised that CDS have capability to install certified	\$60,000	\$82,120

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD Actual (Including Committals)
CAPITAL WORKS PROGRAM					
FACILITIES					
			equipment. EMV Equipment has been ordered at a value of \$82,000. Implementation Plan being developed.		
<p>Commentary:</p> <p>Credit card providers stipulated that all credit card readers need to be upgraded to read the new programmable chip technology by 31 December 2015. Additional funds in December Budget review.</p>					
959158 – Terminal Building Airside Water Main	25/09/2011	N/A	<u>Deferred.</u> Scope of works has been finalised, in conjunction with FRW and the Design Office.	\$109,155	\$1,259
<p>Commentary:</p> <p>Sections of the Airport water main are constructed in asbestos cement which has been identified as a high risk of failure therefore needs to be replaced.</p>					
987719 – Refurbish Terminal Building Front Awning	N/A	N/A	<u>Deferred.</u>	\$15,000	\$0
<p>Commentary:</p> <p>Several sections of the terminal building front awning require major repairs.</p> <p>Deferred.</p>					
987728 – Replace/ Refurbish Air Handling Unit AC7	01/08/2014	10/10/2014	<u>Completed.</u> Financial to be finalised.	\$10,000	\$9,940
<p>Commentary:</p> <p>Condition assessment identified that AC 7 required refurbishment work to extend its working life.</p> <p>Completed.</p>					
1033863 – Replace Internal & External Doors within the Terminal	Early 2015	31/08/2015	<u>WIP</u> Agreed to replace Departure Gates 1 and 2 with automatic sliding doors. Developing technical specification to go to ITQ.	\$50,000	\$0

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD Actual (Including Committals)
CAPITAL WORKS PROGRAM					
FACILITIES					
<p>Commentary:</p> <p>Several terminal doors are showing evidence of total failure and require replacing to ensure integrity of perimeter security.</p>					
1033866 – Replace Terminal Roof Skylights	Early 2015	31/12/2015	<u>WIP</u> Installing alternate sheeting as a trial, cost savings with material, installation and 25 year warranty.	\$30,000	\$1,032
<p>Commentary:</p> <p>The terminal roof skylights are significantly deteriorated and require replacement.</p>					
1033879 – Access Road to Workshop	N/A	N/A	<u>Deferred</u>	\$42,400	\$0
<p>Commentary:</p> <p>The road has significantly deteriorated and requires resurfacing.</p>					
987694 – Refurbish Terminal Concourse Toilets	Early 2015	30/06/2016	<u>Deferred</u> Preliminary design has been agreed. Concept design is being developed. Pricing of options being sourced.	\$100,000	\$0
<p>Commentary:</p> <p>It has been identified that the terminal toilets are under capacity during peak operating hours and require redesign to increase capacity.</p>					
987712 – Replace General Aviation Power Switchboards	Early 2015	Under Consideration	<u>Deferred</u> Revised program submitted in the December revised budget. A detailed Condition and Capacity Assessment being carried out.	\$40,000	\$0
<p>Commentary:</p> <p>A condition assessment has identified that several General Aviation switchboards are significantly deteriorated and require replacement.</p>					

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD Actual (Including Committals)
CAPITAL WORKS PROGRAM					
OPERATIONS					
959127– General Security Access Upgrades	Ongoing	Ongoing	<u>WIP</u> Initial installation of equipment has been completed but could not be finalised due to withdrawal from sale of the electronic padlocks. Supply of the padlocks has resumed allowing this project to be finalised. Electronic padlocks for Gate 1 and 1A have been installed. This will provide enhanced access control for emergency services and defence force deployments. Additional padlocks for the GA and RPT Apron areas have been received. A “Hotspot” reader is to be installed at the GA Apron to allow tenants to use padlocks installed in that area.	\$116,149	\$96,952
<p>Commentary:</p> <p>Funds to upgrade security equipment includes the replacement of the locking system for gates at the GA Apron and military deployment areas.</p> <p>Two wireless electronic locking systems were evaluated for external gates. A product that provides a wireless extension of the existing “Cardax” system has been selected.</p>					
959142 – Ongoing Extension of All Weather Trafficable Perimeter Road	1/7/2014	2015/2016	<u>Deferred.</u> Significant works are planned for completion of the aeronautical ground lighting replacement project. The scale of these works will significantly reduce the capacity of staff to complete the road works.	\$71,785	\$0
<p>Commentary:</p> <p>To improve access for daily fence inspections during wet weather. Annual funds allocated with the aim of providing a continuous perimeter road. Recycled pavement materials are utilised when available.</p>					
987704 – Improve Airside Stormwater Management	1/7/2014	To be deferred due to the delivery requirement	<u>Deferred.</u> Ground penetrating radar investigation works completed for subsoil drains along the shoulders	\$508,125	\$0

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD Actual (Including Committals)
CAPITAL WORKS PROGRAM					
FACILITIES					
		s of other major projects.	of the original portion of Runway 15/33. Report received from consultant . Further investigations required to determine the scope of remedial works.		
<p>Commentary:</p> <p>To ensure high value aircraft movement area pavements are not compromised by ingress of groundwater.</p> <p>Aging subsoil drains present an erosion risk under the runway shoulders. Assess and complete repairs as required.</p>					
987685 – Renewal of Aviation Security Infrastructure	Ongoing	Ongoing	WIP Recurring annual provision to upgrade and replace systems. A review of CCTV coverage is underway to determine the most appropriate areas for further coverage. A control unit has been installed in the Departure Gate area to provide capacity for multiple cameras to be installed to the apron side of the terminal.	\$80,689	\$56,205
<p>Commentary:</p> <p>Installation of CCTV Cameras and associated infrastructure.</p>					
959145 – Repairs to Defence deployment area	Ongoing	Completed	Completed Extensive repairs required prior to Wallaby 2014. The reseal of 2000 sq. meters was completed following trench excavations for the airfield lighting project.	\$52,441	\$55,744
<p>Commentary:</p> <p>Ongoing repairs and restoration of pavement for military exercises. Extensive potholes and seal damage in this primary deployment area required substantial labor to prepare for a spray seal. The application of an asphalt seal to fill the pot holes and seal the pavement in a single process proved to be a more cost effective application.</p>					
983763 – Main Runway Resurface	1/12/14	Delivery of resurface 2017 - 2019	Completed Progressive consultancy to design and complete a resurface of primary	\$0	\$128,325

Project	Start Date	Expected Completion Date	Status	Budget Estimate	YTD Actual (Including Committals)
CAPITAL WORKS PROGRAM					
FACILITIES					
(Consultancy)			aircraft movement area pavements. Delivery of services has commenced.		
<p>Commentary:</p> <p>A considerable area of high strength, heavy asphalt surface will require renewal. The assistance of a specialist consultant will minimise the capital, and in service operational risk associated with delivery of this project. The current engagement will also provide a closer estimate of the capital required to complete the project.</p> <p>This work has been brought forward and a budget amount of \$200,000 will be provided in the December review</p>					

4. ACHIEVEMENT OF OPERATIONAL PROJECTS WITHIN ADOPTED BUDGET AND APPROVED TIMEFRAME

As at period ended April 2015 – 75% of year lapsed.

Project	Revised Budget	Actual (incl. committals)	% budget expended	Explanation
Drainage Study for Future Developments	\$34 284	\$34 284	92%	<p>Completed</p> <p>This study is to determine the best options for a new road off Hunter Street to open up land for development and effects of the footprint of any new developments on the floodplain and how these can be mitigated in order for the developments to proceed. The study is progressing with input from flood modelling initially, of a local flood event.</p>
Rockhampton Sign on Airport Walkway	\$9 000	\$4 990	55%	<p>Completed</p> <p>The previous 'Rockhampton' sign was located. It has been refurbished and installed on top of the framework of the airside walkway.</p> <p>This project is now complete.</p>

Terminal Redevelopment Design and Business Case	N/A	N/A	N/A	<p>Completed</p> <p>Since last report the architect has provided an interim solution to increase the size of the security departure lounge incorporating more toilets and the retail concessions, which will provide better passenger flow through the terminal and a better safety solution for passengers with the establishment of one central pedestrian crossing to the terminal.</p> <p>A retail specialist will also be performing an audit on the current Food & Beverage and News & Gifts concessions to determine ways to maximize their spend per passenger and strike rate. He will also provide advice on the possible establishment of a specialty retail store for Apparel and Accessories.</p> <p>His brief also includes providing benchmark revenues at other airports and advices on what increased revenue is possible when the concessions are after passenger screening, where there is increased dwell time and exposure to the retail outlets. This will form a basis for a business case to fund the redevelopment the terminal as suggested.</p>
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5. DELIVERY OF SERVICES AND ACTIVITIES IN ACCORDANCE WITH COUNCIL'S ADOPTED SERVICE LEVELS

Non-Financial Performance Targets & Required Outcomes

Required Outcomes compared for the same period in 2013/2014

	Monthly Target	Result Monthly / Full Year
Passenger Numbers	+1%	-2.57% / -6.1%
Aircraft Movements*	+1%	0.0% / - 4.7%
Bird Strikes	3 per month	7 / 38
Lost Time Days – workplace injuries	0	0 / 0
Reported Public Injuries on Airport Precinct	0	2 / 8
Customer Requests Actioned	100%	100% / 100%
Airline Engagement Meetings	Every 3 months	Yes / Yes
Military Exercise Briefings Attended	100%	Yes / Yes

*Aircraft Movements – April figures are the latest available on Airservices Australia website at the time of lodging the report. March figures were utilised for statistical data.

FINANCIAL MATTERS



End of Month General Ledger - (Operating Only) - FINANCE AND BUSINESS

As At End Of April

Report Run: 13-May-2015 11:32:57 Excludes Nat Accs: 2802,2914,2917,2924

	Adopted Budget \$	Revised Budget \$	EOM Commitments \$	YTD Actual \$	Commit + Actual \$	Variance %	On target 83.3% of Year Gone
CORPORATE SERVICES							
AIRPORT							
<u>Rockhampton Airport</u>							
Revenues	(12,032,028)	(11,533,590)	0	(9,587,051)	(9,587,051)	80%	✗
Expenses	213,971	314,655	109,758	204,547	314,305	147%	✗
Transfer / Overhead Allocation	0	0	0	763	763	0%	✗
Total Unit: Rockhampton Airport	(11,818,057)	(11,218,935)	109,758	(9,381,741)	(9,271,982)	78%	✗
<u>Administration</u>							
Revenues	(130,384)	(102,134)	0	(97,643)	(97,643)	75%	✗
Expenses	3,761,299	3,621,445	14,679	3,032,440	3,047,119	81%	✓
Transfer / Overhead Allocation	5,338,895	5,353,839	0	4,463,913	4,463,913	84%	✗
Total Unit: Administration	8,969,810	8,873,149	14,679	7,398,710	7,413,389	83%	✓
<u>Airport Operations</u>							
Revenues	0	0	0	(1,391)	(1,391)	0%	✓
Expenses	1,471,967	1,355,237	17,554	1,138,054	1,155,609	79%	✓
Transfer / Overhead Allocation	99,935	85,000	0	82,297	82,297	82%	✓
Total Unit: Airport Operations	1,571,902	1,440,237	17,554	1,218,960	1,236,515	79%	✓
<u>Airport Commercial</u>							
Revenues	(1,500,172)	(1,463,408)	0	(1,240,008)	(1,240,008)	83%	✗
Expenses	4,092	0	0	0	0	0%	✓
Total Unit: Airport Commercial	(1,496,080)	(1,463,408)	0	(1,240,008)	(1,240,008)	83%	✗
<u>Airport Facilities</u>							
Revenues	(2,444,500)	(2,420,247)	0	(2,013,640)	(2,013,640)	82%	✗
Expenses	5,074,345	4,661,619	805,549	3,417,769	4,223,318	83%	✓
Transfer / Overhead Allocation	142,580	127,584	0	62,807	62,807	44%	✓
Total Unit: Airport Facilities	2,772,425	2,368,956	805,549	1,466,936	2,272,485	82%	✓
Total Section: AIRPORT	1	(0)	947,541	(537,143)	410,398		



End of Month Management Report - Airport Capital Projects for April 2015

Percentage of Year Elapsed 83.33% ✓

	12 Month Adopted Budget	Adopted inc Carry Forward	YTD Actuals	Committals	Total YTD Actuals (inc committals)	% of YTD Actuals (excl committals) to Total Budget
	\$		\$	\$	\$	%
CP640 CAPITAL CONTROL AERO						
0959095 0959095 Crescent Lagoon Area Storm Water Managem	0	88,044	77,390	0	77,390	88%
0959127 0959127 [N] Security Upgrades to General Aviatio	50,000	116,149	12,666	84,286	96,952	11%
0959133 0959133 [U] RPT Apron Lighting	0	80,102	0	0	0	0%
0959135 0959135 [N] GA Apron Lighting	0	50,827	88,424	78,181	166,605	174%
0959142 0959142 [U] Ongoing extension of all weather tra	71,785	71,785	0	0	0	0%
0959150 0959150 [R] Runway Lighting Power Distribution a	1,985,025	3,312,805	1,426,496	3,263,507	4,690,003	43%
0959158 0959158 [R] Terminal Building Airside Water Main	109,155	109,155	1,259	0	1,259	1%
0983763 0983763 [R] Main Runway Resurface	0	0	27,526	100,799	128,325	0%
0987704 0987704 [U] Improve Airside Stormwater Managemen	508,125	508,125	0	0	0	0%
0987712 0987712 [R] Replace General Aviation Power Switc	40,000	40,000	0	0	0	0%
0989189 0989189 [R] Cooling Tower Water Chemical Control	0	10,333	12,426	0	12,426	120%
TOTAL CP640 CAPITAL CONTROL AERO	2,764,090	4,387,325	1,646,186	3,526,773	5,172,959	38%
CP650 CAPITAL CONTROL NON AERO						
0580951 0580951 Rockhampton Airport Terminal redevelopme	0	1,609	4,680	12,593	17,273	291%
0959145 0959145 [R] Repairs to Defence Deployment Areas	50,000	52,441	55,744	0	55,744	106%
0987680 0987680 [R] Enhance the Functionality of the Air	10,000	54,516	14,010	648	14,658	26%
0987682 0987682 [R] Replace various Airport IT Systems S	20,000	50,650	0	0	0	0%
0987685 0987685 [R] Renewal of aviation security infrast	20,000	80,689	13,189	43,015	56,205	16%
0987693 0987693 [U] Improve Terminal Access for People w	20,000	59,562	0	0	0	0%
0987694 0987694 [R] Refurbish Terminal Toilets	50,000	100,000	0	0	0	0%
0987719 0987719 [R] Refurbish Terminal Building Front Aw	15,000	15,000	0	0	0	0%
0987723 0987723 [R] Replace Airconditioning System Chill	0	10,063	0	0	0	0%
0987727 0987727 [U] Terminal master planning and reconfi	0	0	(95,000)	0	(95,000)	0%
0987728 0987728 [R] Replace Air Handling Unit AC7	10,000	10,000	9,940	0	9,940	99%
1017282 1017282 [N] Covered areas for paid parking equip	0	25,000	21,930	0	21,930	88%
1020125 1020125 [N] Passenger Security Screening Equipme	0	5,373	7,408	0	7,408	138%
1023540 1023540 [U] Europay MasterCard Visa - Compliance	0	60,000	0	82,120	82,120	0%
1033137 1033137 [N] Premium Paid Covered Carpark Equipme	0	0	52,004	0	52,004	0%
1033863 1033863 [N] Replace internal & external doors Te	50,000	50,000	0	0	0	0%
1033866 1033866 [R] Terminal Roof Skylights	30,000	30,000	1,032	0	1,032	3%
1033879 1033879 [U] Access road to Workshop	42,400	42,400	0	0	0	0%
TOTAL CP650 CAPITAL CONTROL NON AERO	317,400	647,303	84,938	138,376	223,314	13%
TOTAL CAPITAL EXPENDITURE	3,081,490	5,034,628	1,731,124	3,665,149	5,396,273	34%

10 NOTICES OF MOTION

Nil

11 URGENT BUSINESS/QUESTIONS

Urgent Business is a provision in the Agenda for members to raise questions or matters of a genuinely urgent or emergent nature, that are not a change to Council Policy and can not be delayed until the next scheduled Council or Committee Meeting.

12 CLOSURE OF MEETING