



NEWSLETTER

# ISSUE 24

## APRIL 2016

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## A WORD FROM THE REGISTRAR

This ANZAC Day marked ‘100 Years of ANZAC’. From the First World War to Afghanistan the Royal Australian Engineers have provided vital frontline and support roles in the field.



Combat engineers or sappers undertake bridge-building, laying or clearing minefields, demolitions, field defences and road and airfield construction and repair. During the First World War engineers served at Gallipoli, the Sinai, Palestine, France and Belgium. Today engineers continue to distinguish themselves in combat and humanitarian situations. In this month of remembrance of ANZAC, BPEQ puts on record its appreciation and respect for combat engineers and all Australian defence personnel past and present.

A large part of my role as Registrar is meeting with engineers to promote registration and increase the number of RPEQs. This month I addressed the IPWEAQ South East Queensland Conference and a special registration workshop with Brisbane City Council engineers, met with engineering academics and school heads from the University of Southern Queensland and BPEQ staff held a case studies workshop with engineers from AECOM.

The case studies workshop followed on from a registration presentation we held with AECOM earlier this year and dealt with real case matters involving engineers in the fields of transport, water utilities and building. The case studies workshops are designed to provide practical guidance to engineers and get them thinking about best practice.

Pleasingly, many engineers are telling us that our more active engagement in the last 12 months has been the catalyst for themselves and others to become registered. Since registration renewals opened on 1 April almost 3,000 RPEQs have renewed. We expect to have close to 12,000 RPEQs by the time registration renewals close on 31 May.

To make registration more accessible for engineers BPEQ has approved Engineers Australia’s National Engineering Register (NER) as a new pathway to obtaining RPEQ status. If an engineer is assessed as being competent, qualified and experienced to be on the NER, they may then apply for RPEQ.



BPEQ members and staff will be arriving in Townsville next week and I am looking forward to meeting RPEQs at the meet and greet at The Ville on 4 May. RPEQs wanting to attend the meet and greet have until tomorrow 29 April to RSVP.

In May, we will be farewelling our Registration and Administration Officer Teresa who is going on maternity leave. We wish Teresa all the best and also welcome Megan and Lenore who will be handling office administration and registrations. Acting

Assistant Registrar Kaine will finish his secondment with BPEQ and Gary returns from a period with the Board of Architects.

We hope you enjoy the April e-news. If there is any matter you want to raise or feedback you want to provide please contact BPEQ via email at [admin@bpeq.qld.gov.au](mailto:admin@bpeq.qld.gov.au) or call 07 3198 0000.

**Kylie Mercer**  
Registrar

## WELCOME TO OUR NEWEST RPEQS

BPEQ extends a warm welcome to the following engineers who became registered in the last month:

Sam Humadi	Joshua Kidd	Xin Yi	Denis Bowden
Michael Scott	Rocky Lumbanradja	Glen Que	Darren Mathewson
Benjamin Vella	Dane Thomas	Alex Westcott Perndt	Liam Tagell
Joanne Crerar	Peter Franklin	Hamed Rahimi	Robert Loiacono
Ray Muscat	Wasantha Arachchilage	Daniel Eyndhoven	Matthew Deane
Nicholas Alexander	Christopher Lane	Daniel Baker	Adryanna Kelly
Glenn Lydyard	Neil Brereton	Matthew Hourigan	Jacob Dellit
Yaw Ling Sim	Kane Clarke	Timothy De Grauw	Naeem Khan
Darren Lierkamp	Jeffrey Dann	Michael Walton	David Thomson
Simon Malouf	Ashish Kumar	Stephan Tait	Ronnie Paulus
Raja Thanthirige	Shane Colquhoun	David Bell	Jarrod Marsden
Ali Khoobbakht	Carl Bayer	Camilo Agudelo	Brendon Child
Wei Teck Teo	Brian Harradine	Adrienna Brown	Matthew King
Anwar Syed	Thomas Barney	Michael Shellshear	Shaun McIntyre
Simon Schutz	Andrew Squire	Tully Robertson	Simon Wynne
Viju George	Simon Commons	Julie Moriarty	Christopher Callander
Romain Decommer	James Mansfield	Martin Congdon	
Hamid Sangani	Matthieu Bereni	Kimberley Robertson	
Michael Hamilton	Hiran Elepangamuge	Christy Taifalos	
Konrad Lehmann-Von Weyhe	Levi Houley	Bernard Maloney	
	Jeremy Cook	Joachim Vorauer	

## ARE YOUNG ENGINEERS WORK-READY?

The Association of Professional Engineers Australia (APEA)\* is calling for survey participants to answer this question.

If you are responsible for supervising, managing and/or developing young engineers, you are encouraged to participate and assist with this valuable project.

The final report will be available for free, to the whole profession and will compare the skills, development and responsibility expectations of graduate and

student engineers, with real-world experiences of current graduates and employers.

For more information or to complete the survey, [click here](#).

\*APEA is a division of Professionals Australia



## CASE NOTES

### QCAT REPRIMANDS AND FINES REGISTERED PROFESSIONAL ENGINEER FOR PRACTISING OUTSIDE AREA OF COMPETENCE

The Queensland Civil and Administrative Tribunal (QCAT) has reprimanded and fined a RPEQ for engaging in unsatisfactory professional conduct by practising outside their area of competence.

The Board investigated and prosecuted an unregistered person for contravening section 115(1) of the Professional Engineers Act 2002 (Qld) (the PE Act)—carrying out professional engineering services when not a practising professional engineer—by designing a residential dwelling for construction in Far North Queensland. In the course of that investigation and prosecution, the Board became aware that the engineer had checked and approved the unregistered person's design and given a Form 15 Design Certificate for building Design or Specification for the design. Concerned by the defects evident in the design and the engineer's apparent lack of experience in the structural area, the Board decided to conduct an investigation of the engineer's conduct in checking and approving the design.

The Board's investigator found that the engineer should not have certified the design and given the Form 15 for it because it was defective in a number of significant ways. It referenced an incorrect soil classification and there were significant structural defects in the slab and top plate. The design was also insufficient to withstand the expected wind loads. The Board's investigator found that the engineer's experience lay primarily in the civil engineering area and their experience in the structural area of engineering was limited. The investigator found that the engineer relied on the experience of the unregistered person to satisfy themselves about the appropriateness of the design, when exactly the opposite should have been the case. Based on the investigator's findings the Board decided to start a disciplinary proceeding.

The engineer cooperated with the Board's investigator and when the Board filed its proceeding,

They admitted to the unsatisfactory professional conduct and agreed to resolve the matter by way of an agreed statement of facts and joint submissions to QCAT. QCAT found that:

- the disciplinary ground of unsatisfactory professional conduct was established, being that the engineer's conduct was of a lesser standard than that which might reasonably be expected of them by the public or their professional peers, and demonstrated lack of adequate knowledge, skill, judgement, or care in the practice of engineering;
- the engineer should not have been offering structural engineering services when their experience was primarily focussed on civil engineering, particularly in a wind region such as Far North Queensland, where appropriate design for cyclonic wind events is important;
- the engineer should not have been supervising the unregistered person and it was wrong of them to have relied on that person's skill, judgement, and experience to prepare the design; and
- because the engineer had little experience in the area they could not have effectively reviewed or considered the design.

QCAT reprimanded the engineer and ordered a penalty of \$8,000, costs of the Board's investigation of \$10,387.30, and costs of the Board's prosecution of \$7,112.70 to be paid by way of equal monthly instalments, with suspension of the engineer's registration if they failed to pay.

QCAT's decision's about registered professional engineers are accessible through the [Supreme Court Library Queensland](#) website.

For more information:

- legal enquiries: (07) 3198 0006
- media enquiries: (07) 3198 0004
- registration enquiries: [admin@bpeq.qld.gov.au](mailto:admin@bpeq.qld.gov.au)



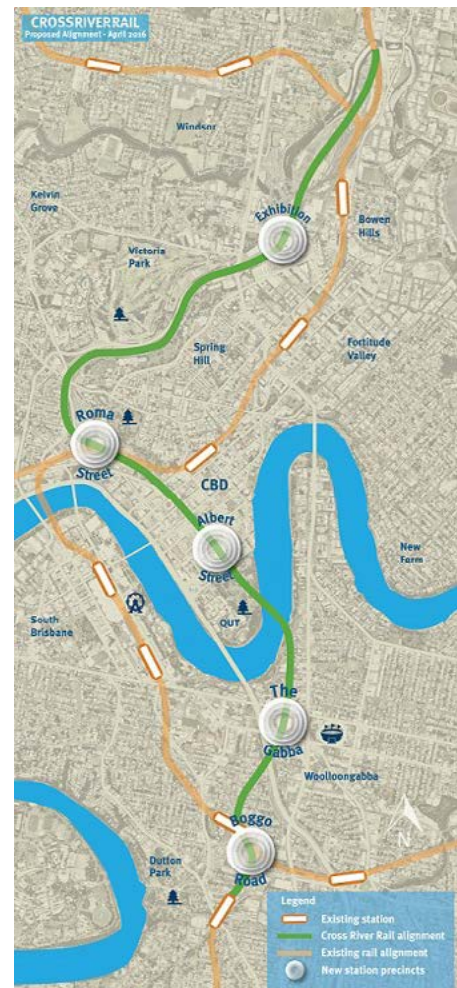
## AUSTRALIAN AND QUEENSLAND INFRASTRUCTURE PLANS

The planning and delivery of infrastructure is a fundamental responsibility of government. While the methods of initiating and funding infrastructure are evolving, governments continue to be the primary drivers of infrastructure.

The inaugural [Australian Infrastructure Plan](#), released in February this year, sets out the infrastructure challenges, opportunities and solutions for Australia over the next 15 years. The Plan makes 78 recommendations to address current infrastructure gaps, improve efficient use of current infrastructure and prepare for future demands, accounting for the projected Australian population growth to 30 million by 2031. According to the Australian Government and Infrastructure Australia (IA), public and consumer benefit are at the core of the Plan and Australians can expect more affordable, innovative and competitive energy, telecommunications, water and transport services.

### Core features of the Plan are:

- Introduction of more 'user pays', or joint public/user schemes to pay for infrastructure (including public transport);
- Diversified infrastructure funding methods such as value capture, more acute cost recovery and better use of governments' borrowing capacity;
- Improved city planning and focus on the built environment;
- Adoption of new technologies in infrastructure and better utilisation of existing infrastructure;
- Connected 'turn up and go' public transport;
- More 'franchised' competitive public transport operators;
- Deregulation of utilities (particularly the electricity sector);
- Transferral of remaining publicly owned assets to private ownership;
- Setting long-term emissions reductions targets and creating consistent regulation to encourage and plan for reductions;
- Building that is sustainable and environmentally friendly which is also suitable for the conditions and climate;
- Investment in renewable energy.
- With engineers being at the forefront of infrastructure planning and delivery the Plan will be of great interest to them. Of the 78 recommendations, the key items relevant to engineers include:
  - The Australian Government should consolidate its existing fragmented funding pools into an integrated and transparent Infrastructure Fund.



The proposed route for the Cross River Rail.





- The Australian Government should increase funding for investments in projects and technologies that make better use of existing infrastructure.
- To meet the demands of population growth Sydney, Melbourne, Brisbane and Perth should accelerate the delivery of high quality, higher density development within established urban areas.
- Governments should routinely consider value capture opportunities in all future public infrastructure.
- Infrastructure owners and operators should develop and maintain strategies to improve the resilience of infrastructure and minimise the costs of mitigating risks by considering resilience within whole-of-life cost projections.
- A National Infrastructure Performance Measurement Framework should be developed to provide routine measurement of the performance and efficiency of Australia's infrastructure projects, networks and systems.
- Governments should make the use of BIM mandatory for the design of large-scale complex infrastructure projects.
- Federal, state and territory governments should adopt international standards by default, unless there is a compelling rationale for the development of a non-conforming Australian and jurisdictional standard.

In addition to the Australian Infrastructure Plan is the [Infrastructure Priority List](#) (IPL) developed by IA. The IPL details specific high priority and priority infrastructure projects (undergone business case assessment by IA) and initiatives (require further development and assessment).

Queensland initiatives named in the IPL are the Cross River Rail, the Ipswich Motorway Rocklea-Darra and a dedicated freight rail connection to the Port of Brisbane as near term high priority initiatives, and Gold Coast Light Rail Stage 2, M1 Pacific Motorway – Gateway Motorway merge upgrade and Mudgeeraba to Varsity Lakes upgrade, Bruce Highway upgrade, Beerburum to Nambour rail upgrade and Cunningham Highway – Yamanto to Ebenezer/Amberley upgrade as near term priority initiatives. The IPL also identifies Gladstone Port upgrade, Mount Isa – Townsville rail corridor upgrade and Lower Fitzroy River water infrastructure development as medium term priority initiatives for Queensland.

Following the Commonwealth announcement, the Queensland Government revealed its long awaited plans for infrastructure. The State Infrastructure Plan (SIP) identifies priority infrastructure and details the State's infrastructure investment, worth a reported

total \$35 billion over four years. The SIP aims to improve efficiency in infrastructure planning and delivery and tap into new sources of funding. The SIP is broken into two parts; Part A [the strategy](#) which sets the a vision to guide infrastructure investment and delivery and will be updated every five years, Part B [the program](#) outlines how the SIP will be implemented and identifies immediate and long terms projects, and priorities and opportunities for each region.

Various initiatives contained in the SIP align with the Australian Infrastructure Plan, and with the State and local governments (through the Local Government Association of Queensland) committed to cooperating and coordinating infrastructure activities, these projects should have the full backing of each level of government.

A newly created State Infrastructure Fund (SIF) will provide an immediate funding boost for infrastructure like the Ipswich Motorway Rocklea-Darra Stage 1, M1 Pacific Motorway – Gateway Motorway merge upgrade (southbound lanes), North Coast Line Capacity Improvement Project, Dawson Highway (Gladstone-Biloela), Rockhampton Road Train Access Stage 1, Kawana Way and Nicklin Way – Sunshine Coast University Hospital intersection upgrades and Riverway Drive duplication (Gollogly Lane – Allambie Lane).

Other major commitments in the SIP are the Gold Coast Light Rail Stage 2, upgrades on the Bruce, Warrego, D'Aguiar highways and various urban renewal and development projects.

While not included in the SIP, the Queensland Government's signature infrastructure proposal is the Cross River Rail. The latest incarnation of Cross River Rail will follow a 10.2km route from Bowen Hills to Dutton Park, with new stations at Boggo Road, Woolloongabba, Albert Street in the CBD and the Exhibition. A 5.9km rail tunnel will run under the Brisbane River.

Both federal and state governments and Brisbane City Council recognise the need for Brisbane to have a second river rail crossing in the inner-city with the only existing crossing, the Merivale Bridge, expected to reach capacity by 2020. The Queensland Government is now working on a business case for Cross River Rail which it anticipates to have completed by mid-year and submitted to the Commonwealth. This month the government announced it will establish the Cross River Rail Delivery Authority to coordinate the \$5 billion project.

*Get in touch with BPEQ and tell us what you think of the federal and state government infrastructure plans.*



## MEET THE BOARD – DAWSON WILKIE

Dawson Wilkie was appointed to the Board of Professional Engineers of Queensland as Chairman and regional representative in January 2015.

A civil engineer working in private consultancy, Dawson has worked in the profession for more than 35 years. Graduating from the Queensland Institute of Technology in 1979, Dawson went on to work with the New South Wales Department of Main

Roads and then in local government with Dubbo and Townsville city councils. Dawson was the managing director of a medium sized construction company and then the chief executive officer at an engineering firm before moving into private consultancy.



## TOWNSVILLE REGIONAL MEETING

There is less than a week until BPEQ arrives in Townsville for its first regional meeting for 2016.

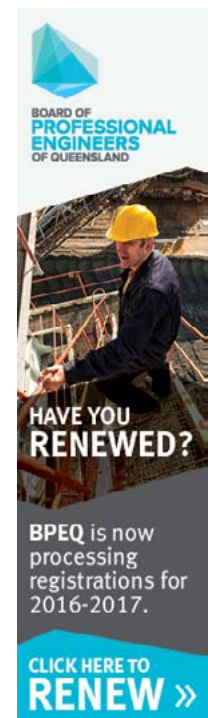
RPEQs in the Townsville area are invited to join BPEQ members and staff at a 'meet and greet' on Thursday evening.

**Date:** Thursday, 5 May 2016

**Time:** 6:00 pm to 8:00 pm

**Venue:** The Ville Resort, Sir Leslie Thiess Drive, Townsville City QLD 4810

**RSVP:** to [executiveassistant@bpeq.qld.gov.au](mailto:executiveassistant@bpeq.qld.gov.au) by 29 April 2016



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Don't forget BPEQ is on LinkedIn. To keep up to date with the latest news and events from BPEQ or to start a discussion on registration or engineering issues generally, click [FOLLOW](#).

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