Prequalification – Benefits and Process

Working with TMR

James Ward
Principal Manager
(Infrastructure Contract Services)

Contracts and Standards
Engineering and Technology
Why have prequalification?

- State Procurement Policy and Better Purchasing Guides
- Minimise risk to TMR
- Identify suitable tenderers
- Allow TMR to quickly engage competent companies
- Help industry to know TMR requirements for major works
- Provides a level playing field

Prequalification Systems for
- Construction Contractors
- Specialised Suppliers
- Consultants on Engineering Projects
Why would you be prequalified?

- The National Prequalification system is recognised by other State Road Authorities, as well as other government bodies, such as BCC and QR
- Increased opportunity for work
- Grow your business
- Better business practices
Contract Types

Roadworks and Bridgeworks Construction

- Standard Contract Provisions Roads
  - Volume 1 – Road Construction Contract (RCC)
  - Volume 2 – Roadworks Performance Contract (RPC)
  - Volume 3 – Minor Works Contract (MW)
    including Minor Works Performance Contract (MWPC)
  - Volume 4 - Design and Construct Contract (D&C)
  - Volume 5 – Alliance Contracts (AC)
  - Volume 6 – Early Contractor Involvement (ECI)
  - Volume 7 – Relational Incentive Contract (RIC) Proposed
  - Volume 8 – Performance Incentive Cost Reimbursable (PICR) Contract
Contract Types

• Road Maintenance Performance Contracts

• Consultant Contracts
  – Consultants for Engineering Projects
  – Consultants as Contract Administrators / Superintendents

• General Procurement Contracts
Contractors

- Main Roads Project Delivery System
- Volume 1 – Selection of Appropriate Project Delivery Options
- Volume 2 – Tendering for Major Works
- Volume 3 – Major Works Prequalification System (superseded)
- New National Prequalification System

- Where prequalification is applied?
- Applicable to all major works contracts:
  - Road Construction Contract (RCC)
  - Design & Construct (D&C)
  - Early Contractor Involvement (ECI)
  - Alliance
  also
  - Transport Network Reconstruction Program (TNRP) works, under PICR and Minor Works
- Used by other Government bodies
Contract Categories and Levels

Each Contractor is prequalified based on their ability in:

- Roadworks
- Bridgeworks
- Financial Capacity

Prequalification Levels

- Roadworks levels: R1 to R5
- Bridgeworks levels: B1 to B4
- Financial levels: MRPDS Vol 3 - F1 to F7, F-Open

New National Prequalification System

- NPS - F1 $1 million
- NPS - F5 $5 million
- NPS - F10 $10 million
- NPS - F25 $25 million
- NPS - F50 $50 million
- NPS - F100 $100 million
- NPS - F150 $150 million
- NPS – F150 PLUS (Unlimited)

- Translation between systems
Application Criteria

• Company Profile
  – Organisational structure
  – Stability of organisation
  – Senior management
  – General performance of management practices
  – Certification of systems
Applications Criteria (Continued)

• Financial Capacity
  – Group structure
  – Audited accounts for last 3 years
  – Management accounts (no older than 3 months)
  – Debt facilities
  – Encumbrances over business assets
  – Contingent liabilities
  – Financial covenants
  – Current or pending actions
  – Financial and performance guarantees
  – Key management personnel
  – Governance practices
  – Cash flow
  – Capacity to borrow
Applications Criteria (Continued)

- **Company Experience**
  - Length of experience
  - Current projects
  - Completed projects
  - Contractual issues
  - Project management
  - Relationship management
  - Stakeholder engagement
  - Utilisation of systems
  - Traffic management

- **Technical Capacity**
  - Number of employees in each key categories
  - Key operational personnel experience
  - Plant and equipment
Assessment Process

• Technical and Financial Assessors make recommendations

• The *Prequalification Committee (PQC)* grants the levels

• The *PQC* meets on a monthly basis

• Assessment takes between 4 and 8 weeks
Tender Process

• Tenders are Advertised on Queensland Government marketplace on Wednesdays and local papers as relevant
  • (refer www.qgm.qld.gov.au)
  • Prequalification levels are stated in advertisement
  • Only Prequalified Contractors can take out tender documents and submit
• Tenders Opened Publicly
• P-Schedule Assessments
Prequalification Renewal Process

- Renewal application is invited every 3 years
- Upgrade applications may be submitted at any time
- Performance Reporting
Other Works Opportunities

- **Minor Works**
  - No prequalification required

- **Subcontractor**
  - RoadTek or Local Government Authorities
  - Prequalified Contractors
Forms and Information on Website

• Prequalification Guidelines, Application Form and List of Prequalified Contractors
  >> Business & Industry  
  >> Technical standards and publications  
  >> Main Roads Project Delivery System  
  >> National Prequalification System

• QTRIP
  >> About us  
  >> Corporate Information  
  >> Publications

• Proposed Major Works to Competitive Tender Report
  >> Business & Industry  
  >> Tenders & Contracts  
  >> Tenders
Registered Specialist Suppliers

- Appendix H of Volume 3 MRPDS

- Registered Suppliers required for some items in Standard Specification for specialised services and products
  - **Asphalt**
    Barry Rule – 07 3115 3021
    - Manufacture, Supply and Lay
Registered Specialist Suppliers (cont)

- **Precast Concrete, Cement or Concrete Products**
  - Lex Vanderstaay – 07 3834 2052
    - Chemical Admixtures
    - Curing Compounds
    - Precast Concrete
    - Cementitious Materials

- **Aluminium Components, Reinforcing & Stressing Steel**
  - Paul Adams – 07 3834 2497
    - Fabricators
    - Prestressing Strands
    - Reinforcing Steel
    - Bridge Components
Registered Specialist Suppliers (cont)

- **Traffic Management Companies**
  
  Coryn Hedges – 07 3834 5103
  
  > Accreditations
  > Traffic Management Registration Scheme

- **Electrical Contractors**
  
  Sof Georgiou – 07 3834 2637
Consultants for Engineering Projects

Prequalification

- Manual and Information Brochure

- Categories of:
  - Highway Engineering
  - Bridge Design
  - Hydraulic Design
  - Geotechnical Engineering
  - Traffic Engineering
  - Transport Planning
  - Economic Studies

- 3 levels in each category
Consultant’s Prequalification Requirements

- Certified Quality Management System
- Professional Indemnity Insurance
- Mandated Software
- Registered Professional Engineer Queensland (RPEQ)
- Prequalification by office location, company and personnel experience
- Renewal program every 3 years approximately
- Performance reporting
  - After design – Part A report
  - After construction – Part B report
Tenders - Prequalified Consultant Rotation

- 3 tenders invited from registered companies
- Prequalification Level nominated for the project
- Rotation of tenders
- One or two proven performers at any time to ensure an appropriate mix of consultants for each project
Forms and Information on Website

• Consultant Prequalification Manual, Information Brochure and Application Form
  www.tmr.qld.gov.au
  >> Business & Industry
  >> Technical standards and publications
  >> Consultants for engineering projects

• Consultant Engineering Software
  www.tmr.qld.gov.au
  >> Business & Industry
  >> Road system and engineering
  >> Software
Questions

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North Coast Region

Working with TMR

Don Pitt
Manager Program Delivery
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Transport and Main Roads
North Coast Region

The North Coast Region is one of the fastest growing regions in Queensland and includes the regional councils of the Sunshine Coast, Moreton Bay and Somerset.

The region is responsible for several important freight, passenger and tourist routes and manages some of Queensland's busiest roads.
North Coast Region

Area: 10 620km², extending along the coast from Noosa to Redcliffe, and from Caboolture to west of Esk.
North Coast Region

State government priority – flood reconstruction

In late 2010 and early 2011, North Coast Region suffered from flooding and damage that significantly impacted the transport network and freight and passenger movements.

In total, about 37% of the region’s roads were damaged including more than 200 landslips as well as the need for numerous drainage, pavement repairs and rehabilitation works.

Additionally, two bridges need to be rebuilt and two others require repairs.
TMR North Coast Region’s NDRRA Program
State Wide –
Queensland has suffered more than it’s fair share of natural disasters over the last three years.

<table>
<thead>
<tr>
<th>Event ID</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>6M</td>
<td>South East Qld East Coast Low, 27 December 2007 - 7 January 2008</td>
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<tr>
<td>6N</td>
<td>Qld Monsoonal Flooding February - March 2008</td>
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<tr>
<td>6W</td>
<td>QLD Storms and Associated Flooding 16 - 22 November 2008</td>
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<td>6Y&amp;6Z</td>
<td>Qld Monsoon Flooding TC Charlotte and Ellie January - February 2009</td>
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<td>7B</td>
<td>Sunshine Coast and Gympie Flooding, 2 - 6 April 2009</td>
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<td>7C</td>
<td>South East Qld Low, May 2009</td>
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<tr>
<td>7D</td>
<td>South East &amp; North Coast Qld East Coast Low, August 2007</td>
</tr>
<tr>
<td>7E</td>
<td>Qld Bushfires September - October 2009</td>
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<td>7G</td>
<td>NW QLD Flooding 2009</td>
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<td>7H</td>
<td>Qld Monsoonal Flooding &amp; TC Olga, Neville, Ului &amp; Paul, January - April 2010</td>
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<td>7J</td>
<td>South West Qld Low &amp; associated Flooding - September 2010</td>
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<td>7K</td>
<td>South East Qld Flooding October 2010</td>
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<td>7L</td>
<td>Qld Flooding and Tropical Cyclone Tasha, November 2010 - January 2011</td>
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<td>7M</td>
<td>Severe tropical Cyclone Yasi, 2 February 2011</td>
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<td>7N</td>
<td>Queensland Monsoonal Flooding Event, 28 February 2011</td>
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<td>7P</td>
<td>Maranoa Flooding, April 2011</td>
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The region comprises of three council areas - Somerset, Moreton Bay and Sunshine Coast Regional Councils.

Over 300 sites were damaged in January 2011 floods.

About half of these sites were repaired in the emergent / recovery period to 18 May 2011.

Damage ranged from straight forward pavement failures through to major slip failures to bridges damaged beyond repair.

The cost of damages is well in excess of $100M.
Blackbutt Range
Peachester Range
Maleny Stanley River Rd
Redbank No 3
Reconstruction Phase

• We have 155 remaining sites that require significant reconstruction works

• We have 9 separate engineering consultancies preparing the design of the necessary reconstruction works
The 155 sites have been combined into 34 separate projects on a road by road basis

These 34 projects will be rolled up into a number of packages for tendering purposes

Package for Blackbutt Range has gone to tender and will be awarded within the next week or two

The other packages will go to tender from about October 2011 through to February 2012

Packages will comprise of three separate Bridge replacement contracts and one (or possibly two) slip stabilisation projects
Morayfield Road Upgrade Project
Morayfield Road Upgrade

SCOPE

- The Department of Transport and Main Roads is undertaking detailed design for the upgrade of Burpengary to Caboolture Road (known locally as Morayfield Road).

- Morayfield Road is a major arterial road that connects the Bruce Highway at Uhlmann Road with Caboolture, through the commercial centre of Morayfield.

- The preferred upgrade option is now being finalised and the department will call for tenders for construction in late 2011.

- The project will be completed in two contracts:
  - **Stage 1** - Gympie Creek to Gaffield Street (tendered in late 2011)
  - **Stage 2** - Bruce Highway to Gympie Creek (to follow Stage 1)
Morayfield Road Upgrade
**SCOPE continued**

**PROJECT ELEMENTS**

**Alignment**
- Utilises only a short section of the existing carriageway
- Majority of works involve construction of a new four-lane road within the existing road corridor

**Cross Section**
- Provides for 4 x 3.5m traffic lanes, 2.5m shoulders, 6m min median and standard council footpath width
- Service road proposed on western side between Gleeson Road and Paradise Road

**Intersections**
- 4 signalised
- Realignment of Paradise Road intersection

**Structures**
- New 6-lane bridge over the North Coast railway line
- Requires two stage construction of the new bridge and demolition of the existing bridge

**Environmental**
- Minor impact to the State Reserve
- Clearing of environmentally sensitive vegetation within the road corridor
- Possibility of noise barrier treatments
Geotechnical and Pavements

- Initial geotechnical results show subgrade CBR values range between 3 and 5
- Heavy duty asphalt pavement proposed for the new carriageway
- Overlay existing pavement where applicable

Constructability

- The major constructability issue to be considered will be the overpass bridge
- Two stage construction of the bridge is required
- Maintain through traffic capacity during construction may be difficult particularly between Graham Road and Lindsay Road intersections

Indicative quantities (both stages)

- Asphalt (approx. 70,000 tonnes)
- 46m long x 35 m wide bridge (2 spans)
- About 50,000m³ cut and 65,000m³ fill
Morayfield Road Upgrade
Morayfield Road Upgrade

PROJECT DELIVERY RISKS

Queensland Rail – bridge construction works will be in a constrained site (electrification, average access, close residential properties). Queensland Rail currently have programmed rail closures for the next 18 months as follows:

- 12-13 September 2011
- 14-16 January 2012
- 10-12 March 2012
- 09-11 June 2012
- 01-03 September 2012

Construction under traffic – constructing a new four-lane road under traffic (approx. 30,000vpd) will be difficult.

Environmental – public perception that trees cleared in road reserve are part of the State Reserve and works occurring in known koala habitat area.
Bruce Highway
Interchange Upgrades
Bruce Highway Interchange Upgrades

- The federal government has committed $195m for interchange upgrades at four locations on the federally-funded Bruce Highway, including Boundary Road, Pumicestone Road, Johnston Road and Roys and Bells Creek roads.
Bruce Highway Interchange Upgrades

• The Department of Transport and Main Roads is underway with planning and design work for these upgrades. As part of this work, the department will identify what improvements are needed at the interchanges over the short and long term, and investigate options for staging upgrades to meet those needs as they arise.