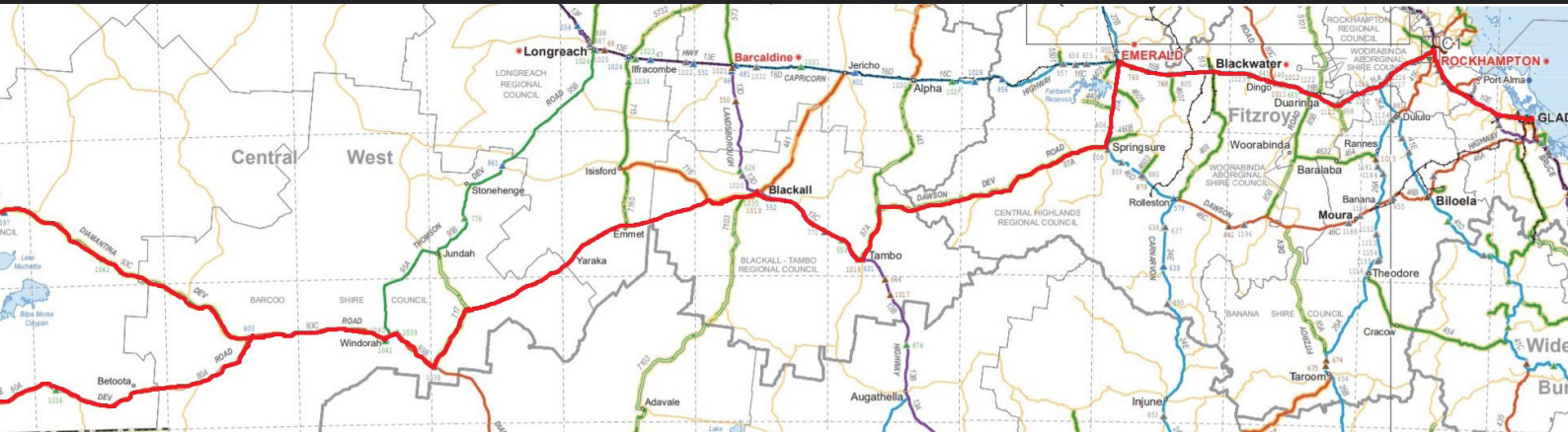




# OUTBACK TO OCEAN

Connecting central-western Queensland with world markets



Between Bedourie and Birdsville, in western Queensland's Diamantina Shire, and the Port of Gladstone, lie 2000 kilometres of roads unfit for purpose. Roads that cannot carry the capacity of heavy vehicles that use them. Roads that degrade with wet and dry weather conditions costing governments millions to maintain and repair. Roads that turn away tourists and limit access to services. Roads that are a safety hazard ...

*Outback to Ocean* connects Queensland's centre with the Port of Gladstone improving people's lives along the way.

Seven local government areas are current and potential users of the route:

- Diamantina Shire Council
- Barcoo Shire Council
- Blackall-Tambo Regional Council
- Central Highlands Regional Council
- Banana Shire Council
- Rockhampton Regional Council
- Gladstone Regional Council

*Outback to Ocean* is an integral access route for goods and produce to Central Queensland and export markets.

Australia's premier pastoral enterprises Australian Agricultural Company (AACo), North Australian Pastoral Company (NAPCO) and Hewitt Cattle Australia have holdings in the region. AAcO's Goonoo Feedlot near Comet is said to be the largest Wagyu feeding operation in the world.

Small and family businesses use the route to transport prime European Union and organic beef to abattoirs in Rockhampton and Biloela.

Many more businesses servicing local communities and industries use the route in their day-to-day trade.

The Central Highlands region alone shows apparent economic growth and diversification of industries that promise mutual value-added benefits.

The CQ Inland Port site sits along the route. Now well-advanced in the construction phase, the project is described as the region's flagship infrastructure development program, bringing together private and multi-level government funding.

The Central Highlands Development Corporation's award-winning *Agribusiness Capability Study* demonstrates the economic value of the this region's ag-industry powerhouse.

Targeted upgrades to key roads that support heavy vehicle traffic will have financial, economic and social benefits for stakeholders across the region and beyond.

## AGRICULTURE – BUSINESS – ECONOMY – TOURISM – PEOPLE

- Improved reliability, productivity and resilience of supply chains.
- Improved animal welfare with shorter and smoother travel.
- Reduced freight costs.
- Reduced travel time and driver fatigue.
- Reduced vehicle operating and maintenance costs.
- Fewer seasonal road closures.
- Improved access to employment and essential services.
- Promote tourism and related enterprises.
- Reduced maintenance cost for local government.
- Reduced flood damage restoration cost.
- Attract investment and diversification.
- Improved road safety for all users.

## CASE STUDY The Tambo to Springsure link - Upper Nogoia region

The Tambo to Springsure link is midway along the Dawson Developmental Road.

Users that rely on this road for business are advocating for funding to upgrade the link with a pave and seal.

Around 225,000 head of cattle with an estimated market value up to \$150M are transported on the unsealed section each year.

This represents 4% of Queensland's gross cattle product requiring 2,800 B-double and road trains for their transport.

This critical part of the supply chain is not realising its full potential because of its sub-standard condition. It's costing businesses and government huge amounts in lost income, operational inefficiency and maintenance.

Since 2010, the road has been closed 21 times for a period of up to 35 days due to wet weather.

Since 2008, more than \$10M of National Disaster Relief and Recovery Arrangements (NDRRA) funds has been spent on the road.

A road upgrade will see savings in flood damage and restoration works, and

around \$622K in annual maintenance grading costs.

CSIRO TraNSIT modeling completed for the Northern Australia Beef Roads Program in 2016 estimates savings of \$219,592 per year for cattle transport alone, raising its rank on the Beef Roads Program.

The figure is based on savings of \$37,717 by driving and a further \$1,191 in savings for breakdown related costs per road user. Across the broader network, more efficient use of roads and truck configurations save \$8,738 each year.

## THE INVESTMENT

Central Highlands Regional Council and Blackall-Tambo Regional Council, with support of the Central Highlands Development Corporation are seeking \$80 million in state and federal government funding over eight years to pave and seal the 148-kilometre unsealed Tambo to Springsure link.

On the first section of road between Birdsville, Bedourie and Springsure lie 665 kilometres of unsealed state and local government controlled roads. **The estimated total investment required to seal *Outback to Ocean* is \$325 million.**

Road links	Road owner	Sealed status	Kilometres of unsealed road	Cost to complete seal
Birdsville to Morney	DTMR	Partially sealed	210	\$105 million
Bedourie to Windorah	DTMR	Partially sealed	216	\$108 million
Windorah to Retreat	DTMR	Partially sealed	57	\$20 million
Retreat to Yaraka	Shire	Unsealed	34	\$12 million
Yaraka to Emmet to Blackall	Shire	Sealed	-	-
Blackall to Tambo	DTMR	Sealed	-	-
Tambo to Springsure	DTMR	Partially sealed	148	\$80 million
ROSI* funding				\$40 million
ROSi DTMR (matching funding)				\$10 million
Funding gap - local govt			91	\$32 million
Funding gap DTMR			574	\$253 million
<b>Total</b>			<b>665</b>	<b>\$325 million</b>

\* Roads of significant importance - Department of Infrastructure, Transport, Regional Development and Communications.

Bulldust on the 148-kilometre unsealed Tambo to Springsure link section of the *Outback to Ocean* route.