

# Other Transport Infrastructure for Economic Activity

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## **Action Plan Objective:**

To foster economic activities and growth in the Wide Bay region by providing necessary transport infrastructure and services required by the industrial, primary and tourism sectors.

## **Wide Bay 2020 Policy Principle:**

Encourage the provision and protection of transport services and infrastructure to service the needs of industry and facilitate development to foster the region's economic growth.

## **Strategies:**

- 4.1 Plan and provide rail infrastructure for the transport of freight within Wide Bay and to the ports of Gladstone, Bundaberg and Brisbane.
- 4.2 Investigate the potential for inter-modal freight facilities in Wide Bay.
- 4.3 Plan and provide the Wide Bay region's port infrastructure, facilities and services.
- 4.4 Plan and provide recreational boating facilities in Wide Bay.
- 4.5 Plan and provide barge and ferry infrastructure in Wide Bay.

# Action Plan 4

# Action Plan 4: Other Transport Infrastructure for Economic Activity

The Wide Bay Regional Growth Management Framework seeks to ensure that economic development occurs to enable Wide Bay to provide for increasing demand for jobs and adopts a number of objectives to promote economic development including:

- the achievement of environmentally sustainable forms of economic development and growth in the region
- the maximisation of economic growth and investment activity through the coordinated planning, funding and provision of key infrastructure
- the maximisation of the economic and employment benefits from Wide Bay's nature-based tourism features in a sustainable manner.

Diversification of agricultural products, and growth of the sugar cane, timber, beef and tourism industries are important opportunities for future employment creation in Wide Bay. For these areas of employment and economic development to remain competitive appropriate transport linkages and systems must be available.

Key industries in Wide Bay include:

- timber
- dairy
- livestock
- horticulture (including pineapples, and other fruits, vegetables and nuts)
- aquaculture and fishing
- mining/excavation
- manufacturing
- tourism, and
- sugar.

In addition to the road network and passenger transport infrastructure, other transport infrastructure related to these key industries includes

- rail infrastructure:
  - mainline
  - cane railways (private)
- the Bundaberg Port
- recreational and commercial boating infrastructure, and
- air transport of cargo and passengers.

## Rail Infrastructure & Management

### Mainline

The main rail corridor servicing the Wide Bay area is the North Coast Line which links Brisbane to Cairns. There are two operational branch lines which run off the North Coast Line. The Monto Line runs from south of Maryborough through Biggenden and Monto to Gladstone. The Kingaroy Line runs from Theebine through Murgon to Kingaroy. There are also spur lines off the North Coast Line into Gympie, Maryborough, Hervey Bay, Owanilla wood chip facility and east Bundaberg (Bunda Street).

The rail infrastructure in the region provides essential transportation for many industries including sugar, timber, horticulture, meat and grain, and a general freight service offering door-to-door facilities is also provided.

Queensland Transport as the policy arm of state government responsible for the Rail Network Strategy and as the lessor of rail corridor land is responsible for rail corridor stewardship.

Queensland Transport's Rail Network Strategy is the first overarching state-wide network strategy for rail. This document identifies specific strategies relating to policy and planning for the future of Queensland's rail infrastructure and rail corridors.

The strategy's objectives have been drawn up in an operating environment which has recently incorporated the introduction of third party railway managers to the state-based railway operators. These reforms have seen the responsibility for railway policy and planning in Queensland move from QR to Queensland Transport. However, QR will continue to manage its existing track infrastructure and plan for future investments.

The Rail Network Strategy is concerned with the land and fixed rail infrastructure forming the rail network. These assets include some structures such as catenary and signals above ground level, but which are commonly referred to as "below rail" assets.

### Cane Railway

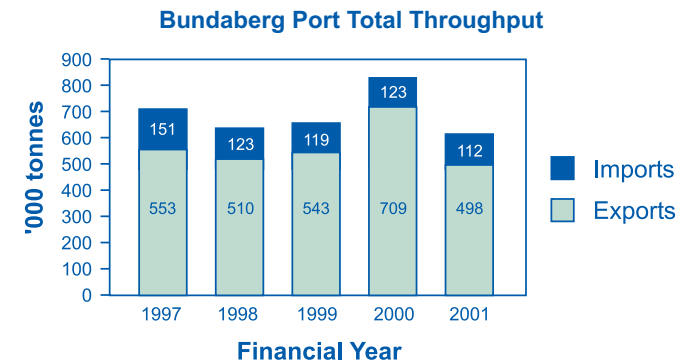
Bundaberg Sugar owns and operates a cane railway system (500km/610mm gauge track) to supply the Fairymead, Millaquin and Bingera mills. The cane railway system covers an area from Elliott River in the south to Baffle Creek in the north and west to Tirroan. Isis Central Mill owns and operates 150km of cane railway. The cane railway system services approximately 92% of their current sugar growing area and is an important transportation mode which has benefited the community over many years through reduced road haulage, lower traffic density and associated adverse impacts on roads, other road users and the community. However, as agricultural land use changes with other crops utilizing previous sugar land, it is becoming less economical to use the cane railway system. As the sugar area changes in size more pressure will be placed on the road network.

### Bundaberg Port

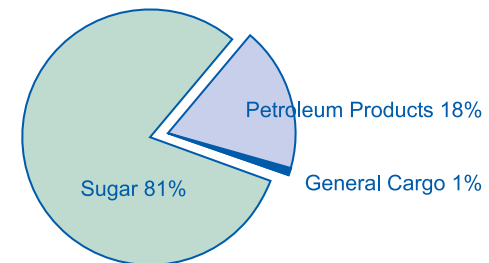
The Port of Bundaberg is the main seaport in Wide Bay. It is situated 19.3km downstream from the city of Bundaberg. It is 4.8km from the mouth of the Burnett River and has an entrance channel 8 km in length.

The port is an important regional service supporting key regional industries. port operations can generally be considered as:

- the receipt and assembly of cargoes and transfer of cargoes to ships for export (predominantly sugar)
- the unloading of important cargoes to storage and distribution of cargoes to the local market (predominantly bulk petroleum), and
- trawler, passenger and recreational activities.



**Percentage Throughput by Commodity for Bundaberg Port**



There are two main wharves at the Bundaberg port. One is used for the shipment of bulk sugar, the other is the bulk loading point for molasses and petroleum products. A new approach wharf has been constructed for general cargo users, providing access to the bulk sugar wharf for handling laden semi and B-double vehicles, forklifts and, recently, telegraph poles and Austoft farm machinery.

The 2000/01 financial year saw a decrease by 26.7% in all trade throughput figures at the Bundaberg port, mainly because of continuing poor seasonal conditions experienced by the sugar industry.

Sugar is the port of Bundaberg primary trade commodity, making up over 80% of the it's throughput. Fuel contributed to over 18% of the port's trade and the remainder consisted of general cargo.

Dredging to deepen and widen the port's channel commenced in June 2001. It is anticipated that this significant development will provide access for and attract other cargoes to utilise the port of Bundaberg.

There is currently no rail access available to the port, although a rail spur does exist through Bundaberg to the industrial area east of Bundaberg.

### **Recreational & commercial boating infrastructure**

There are a number of recreational and commercial boating infrastructure facilities at various coastal settlements throughout Wide Bay (including Cooloola Shire, Maryborough City, Hervey Bay City, Isis Shire, Bundaberg City, Burnett Shire and Miriam Vale Shire) as well as recreational boat ramps on major watercourses and dams.

Queensland Transport provides funding for public recreational boat launching facilities. Other agencies are responsible for the provision of barge ramps and other infrastructure connected with tourism, fishing and other commercial interests, such as marinas and boat harbours.

Marinas and facilities for recreational and commercial vessels are available at the state boat harbours at Snapper Creek (Tin Can Bay), Urangan and Burnett Heads. The Burnett Heads Boat Harbour is managed by the Bundaberg Port Authority, while the other two state boat harbours are managed by Queensland Transport.

The Snapper Creek Boat Harbour provides for a range of commercial and recreational facilities including a marina, a slipway, commercial trawling facilities, and public boating facilities, including a two-lane boat ramp, pontoon and car/ trailer park.

At Urangan Boat Harbour, the facilities include a marina with a tourist residential complex, a barge ramp, slipway, whale-watching tourism terminal, and the state's largest recreational boating facility, comprising two four-lane boat ramps with associated car/trailer parking.




The Mary River has a growing boat building and repair industry, marina and mooring facilities. The river also provides a significant transport corridor to Maryborough. With good loading access available, there is an opportunity to ship cargo by barge to other eastern seaports (particularly Cairns and Gladstone) or even to the near northern neighbours.

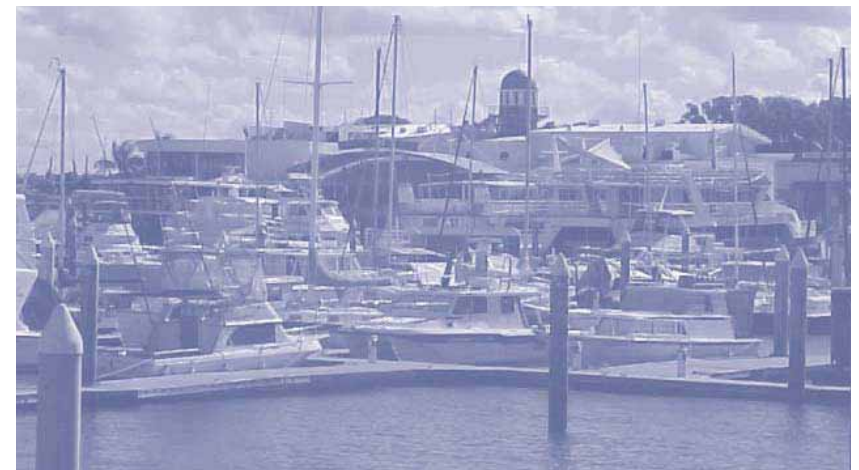
Marina facilities in the Bundaberg/Burnett region are available at Burnett Heads Marina, Bundaberg Port Marina, Mid-town Marina Complex in the Bundaberg town reach, and for trawler bases at the Port Marina. There are also pile moorings at the Corser Street precinct and at the various marinas.

### **Ferry & Barge Services**






Ferry services are focused on Fraser Island. Ferry services operate from Inskip Point near Rainbow Beach, River Heads (Hervey Bay) and Urangan, to Fraser Island. Ferry services operate year round, although service frequencies increase during peak tourist season.

**STRATEGY 4.1: Plan and provide rail infrastructure for the transport of freight within Wide Bay and to the ports of Gladstone, Bundaberg and Brisbane**




	<b>Action</b>	<b>Lead Agency (Collaborating Agency)</b>	<b>Timing (Threshold Factors)</b>	<b>Source Documents</b>
	4.1.1 Develop Corridors Directions Proposals which will provide a vision for enhancing the relationship between utilisation and ongoing development of the Main North Coast Line consistent with the Rail Network Strategy	QT (QR)	short-medium term	CITS NITS SITS RNS
	4.1.2 Investigate viable options for the transport of sugar cane, taking into consideration inefficiencies associated with the existing cane tram system; the potential for expansion and diversification of land use in association with the industry; and the benefits, costs and feasibility of any alternative cane transportation system.	Isis Central Mill Bundaberg Sugar (QT DMR ISC BSC)	short-medium term	CITS
	4.1.3 Monitor the status of the cane railway system to maximise efficiency and the continued viability of the system as an effective transport mode.	Bundaberg Sugar Isis Central Mill	short-medium term	



**STRATEGY 4.1: Plan and provide rail infrastructure for the transport of freight within Wide Bay and to the ports of Gladstone, Bundaberg and Brisbane**


	<b>Action</b>	<b>Lead Agency (Collaborating Agency)</b>	<b>Timing (Threshold Factors)</b>	<b>Source Documents</b>
	4.1.4 Investigate the feasibility of providing direct rail access to the Port of Bundaberg and the potential to establish synergies between modal studies and possibly coordination of infrastructure and future joint road/rail use of a multi-modal corridor or part thereof.	QT (BCC BSC DMR QR)	<ul style="list-style-type: none"> <li>• when freight demand increases</li> <li>• proposals for the Bunda Street Rail Spur</li> </ul>	NITS
	4.1.5 Monitor all major projects and transport corridor studies for an opportunity for a rail link to the Port of Bundaberg and assess opportunities for a fully commercial or fully private sector funded project	QT (BCC BSC DMR QR)	ongoing	NITS
	4.1.6 Monitor coal mine developments and the potential for establishment of a coal port within the region, with supporting rail infrastructure	QT	long term <i>dependent on future development</i>	NITS
	4.1.7 Prepare an opportunities/impacts statement to consider the future of the Bunda Line Corridor (Bundaberg)	QT BCC BSC QR	short term <i>to suit council intentions as proposed in the Burnett Riverfront Master Plan</i>	NITS
	4.1.8 Determine the suitability of closed rail corridors within the region for non-rail transport and communication purposes, and promote all suitable opportunities without compromising the safety and the integrity of rail operations	QT	medium term & ongoing	Rail Network Strategy

**STRATEGY 4.2: Investigate the potential for inter-modal freight facilities in Wide Bay**

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	4.2.1 Investigate the need and necessary requirements for a road/rail freight interchange near Gympie	QT QR DMR CSC	short-medium term	SITS
	4.2.2 Investigate the feasibility of developing a multi-modal freight facility for transport-intensive industries west of Maryborough	DMR QT QR DSD All Councils Private Industry	short-medium term	CITS
	4.2.3 Complete detailed road and rail planning in relation to potential freight terminal relocation and develop a land-banking strategy to support the relocated freight terminal and land controls to suit, integrated with QAC Industrial Park planning in Bundaberg particularly for the Bundaberg food precinct.	DSD QT, QR, BCC DMR	ongoing <i>detailed planning needs to preclude incompatible development</i>	NITS SIIP








**STRATEGY 4.3: Plan and provide the Wide Bay region’s port infrastructure, facilities and services**




	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	4.3.1 Review the Bundaberg Port Master Plan and integrate it with major road and rail network planning	QT (BSC QR BPA)	medium term	NITS



## STRATEGY 4.4: Plan and provide recreational boating facilities in Wide Bay







	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	4.4.1 Review and update existing Queensland Transport Regional Strategic Plan for recreational boating facilities	QT All Councils	short term	Public Boat Ramps Central Qld Strategic Plan - March 1988
	4.4.2 Review existing studies and investigate the future potential demand for key recreational boating facilities and assess the capacity of those facilities to accommodate future demand	QT	short term <i>as part of review and update of Queensland Transport Regional Strategic Plan for recreational boating facilities</i>	SITS CITS NITS
	4.4.3 Review existing studies and develop a strategy for access to recreational boating facilities that seeks to maximise their use whilst minimising their impact	QT	short term <i>as part of review and update of Queensland Transport Regional Strategic Plan for recreational boating facilities</i>	SITS CITS NITS
	4.4.4 Maintain a periodic review of recreational boating facilities in liaison with council, industry and interest group representatives	QT All Councils	short term <i>as part of review and update of Queensland Transport Regional Strategic Plan for recreational boating facilities</i>	SITS CITS NITS
	4.4.5 Prepare an Environmental Management Plan for Urangan Boat Harbour	QT (HBCC, EPA)	short term <i>lease-holder endorsement</i>	Environmental Review of Urangan Boat Harbour - January 1999 Maunsell McIntyre

## STRATEGY 4.5: Plan and provide barge and ferry facilities in Wide Bay

	Action	Lead Agency (Collaborating Agency)	Timing (Threshold Factors)	Source Documents
	4.5.1 Investigate the provision of barge and ferry services which ensure regular and reliable transport services within safety operating guidelines.	QPWS (NR&M QT)	short-medium term	Great Sandy Region Development Plan
	4.5.2 Implement the findings of the relocation study and determine potential for the provision of an integrated multi-user facility at Bullock Point	DNRM (CSC QT QPWS)	medium term <i>findings of Action 4.5.1 and expressions of interest from private sector</i>	
	4.5.3 Investigate the need for and location of a vehicular ferry link between Burrum Heads and Walkers Point	HBCC ISC	short-medium term	CITS




## RECOMMENDED CAPITAL PROGRAM: Other transport infrastructure for economic activities

	Action	Lead Agency (Collaborating Agency)	Order of Cost	Timing (Threshold Factors)	Funding Status
<b>Rail</b>					
	4.1C Provide and maintain rail infrastructure in accordance with the current Transport Service Contract (Rail Infrastructure)	QT (QR)	TBD	short term	funded (Transport Services Contract (Rail Infrastructure))
<b>Port and Recreational Boating</b>					
	4.2C Plan and provide infrastructure at the Bundaberg port, in accordance with the Bundaberg Port Authority Strategic Plan and integration with the major road and rail network	BPA QR (BSC)	TBD	ongoing	commercial arrangements
	4.3C Dredge the approach channel to the Bundaberg port to accept Handimax shipping	BPA	TBD	short term	funded
	4.4C Commercial development of second marina development at Snapper Creek Boat Harbour	QT (EPA QPWS)	TBD	short-medium term <i>expressions of Interest, environmental approvals and funding availability</i>	commercial arrangements
	4.5C Construct a new bund wall and dredge spoil disposal and rehandling area for Urangan Boat Harbour	QT (EPA QPWS MITWG)	\$3.6 million	short term <i>funding availability</i>	funded (Maritime Capital Investment Program)
	4.6C Plan and provide maritime infrastructure in accordance with the Queensland government's Maritime Capital Investment Plan	QT	TBD	ongoing	funded (Maritime Capital Investment Program)



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Action	Lead Agency <i>(Collaborating Agency)</i>	Order of Cost	Timing <i>(Threshold Factors)</i>	Funding Status
<b>Barge Facilities</b>				
 4.8C Improve facilities at barge ramps to improve road safety, including locating facilities for the re-inflation of vehicle tyres at those facilities which offer services to Fraser Island or similar 4WD tourist attractions	HBCC CSC QPWS	TBD	ongoing	unfunded