

RDA Ipswich & West Moreton

AGRICULTURAL NEEDS ANALYSIS

TRANSFORMING A REGION

August 2018

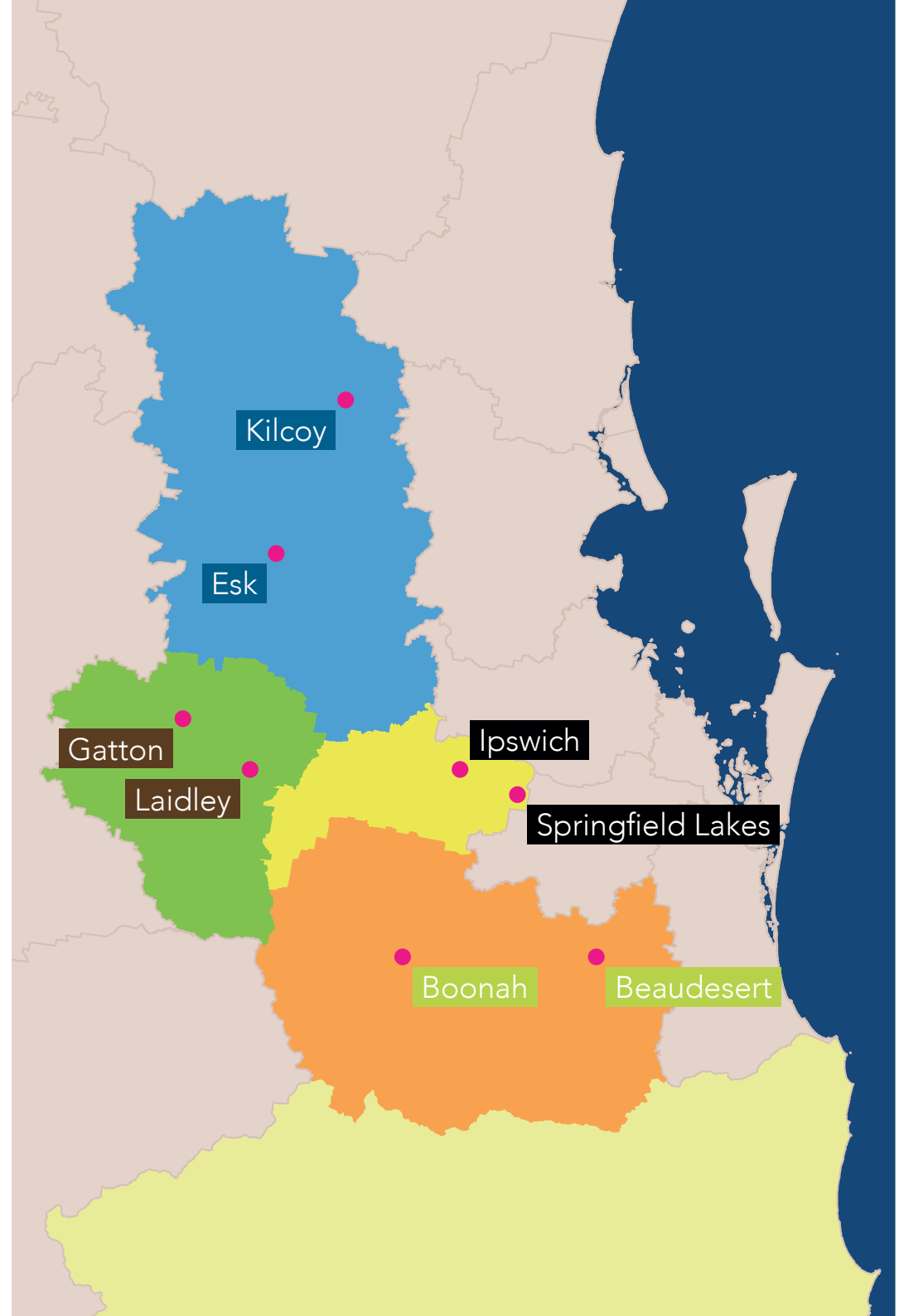


Regional Development Australia Ipswich & West Moreton would like to acknowledge the traditional owners of our region – The Jagera, Kitabul, Ugarapul, Yugambah and Yuggera people.



An Australian Government Initiative

Disclaimer – Whilst all efforts have been made to ensure the content of this publication is free from error, the Regional Development Australia Ipswich & West Moreton (RDAIWM) Ipswich and West Moreton Agricultural Needs Analysis does not warrant the accuracy or completeness of the information. RDAIWM does not accept any liability for any persons, for any damage or loss whatsoever or howsoever caused in relation to that person taking action (or not taking action as the case may be) in respect of any statement, information or advice given in this publication.



Chair's Message

As there is no single entity to bring together the various needs and wants for the future development of the agricultural industry of the four Councils of the West Moreton region (Ipswich, Somerset, Lockyer Valley and Scenic Rim), Regional Development Australia Ipswich & West Moreton (RDAIWM) has undertaken a high-level review of the vital infrastructure and policy development needs of the region.

The 'needs analysis' is based on the premise that the objective of all organisations in the region is to build on the established reputation and agricultural capability of the area.

This objective can be achieved by enhancing the ability of producers and those in the supply chain to more efficiently and productively deliver goods and services.

There is also a key message that should be seen to inform this study, which is the mutual relationship between the study area and the Greater Brisbane or urban region.

Most obviously, much of the primary product of the study region is destined for the Greater Brisbane market, with its growing population base. Increasingly also, these consumers are

becoming better informed about the food they are eating and taking a more significant interest in its provenance and qualities.

Similarly, the increasing pressures of living in a global city, as Brisbane is becoming, engenders a desire for respite.

The SEQ Regional Plan categorises most of the study as: "Regional Landscape and Rural Production" for precisely this reason: to provide an escape from higher density living and an appreciation of the 'great outdoors'. As one interviewee put it, the relationship is one of "Yin and Yang" – two sides of the same coin.

The focus on agriculture was chosen because of its pre-eminent contribution to the Ipswich and West Moreton area's economy. The region produces over **\$783 million** worth of agricultural commodities.

However, it should be borne in mind that all infrastructure classes support the whole economy including tourism, secondary industry and the service industries, the latter increasingly because of reliance on high-speed broadband.

In undertaking the study, it became apparent that relevant organisations had prepared no



ongoing existing lists of considered, critical infrastructure priorities.

That said, all groups and businesses contacted had well-developed ideas about the range of issues and, in some cases, explicit preferences about private infrastructure or policy needs.

Accordingly, this study lists several projects and issues on which there is relatively broad agreement. It also proposes a set of activities that will act to raise public and institutional awareness of the range of topics and provide a basis for proposals to attract funding into the future.

Regards,

Cr Janice Holstein

Chair, Regional Development Australia
Ipswich & West Moreton Inc.

CONTENTS

Regional Development Australia	5	Air	36
Map of Region	6	Telecommunication & Information Technology	37
Purpose	7	Energy	37
Vision	7	Water Usage	38
RDAIWM Recommendations	8	Water Security	39
Project List – Community Consultation	8	Water Grid	40
Project List – State Infrastructure Plan – Queensland Government	9	Recycled Water	42
Background	10	New Water Supply for the Lockyer Valley	43
RDAIWM Regional Roadmap 2016-2020	12	Summary	43
Food and Agriculture	12	Agricultural Land and Urban Encroachment	44
Infrastructure	13	Logistics and Intermodal Hubs	46
ShapingSEQ – Regional Plan 2017	14	Bromelton State Development Area (SDA)	47
The Western Sub-region	16	Road Network	48
Horticultural Production Timeframes	18	Traffic Data	50
Agricultural Land Use	19	Map of Roads	50
Ipswich Region	20	Rail	52
Lockyer Valley Region	22	Summary	54
Scenic Rim Region	24	Food & Agribusiness Collaboration 2018/2019	54
Somerset Region	26	Appendix	55
Infrastructure Australia	28		
National Freight and Supply Chain Strategy	29		
ABS Agricultural Data	30		
Broadacre Crops	30		
Vegetables	31		
Fruit & Nuts	32		
Livestock	33		
Value of Agricultural Commodities	34		
Education and Skills	35		

For images appearing otherwise without caption or attribution in this document – please refer to p.55 for information.

Cordell[®]

A  CoreLogic[®] Business

For further information regarding individual projects please contact:

Roland Parker
Cordell Construction Information

Direct +61 7 3114 9962
Roland.Parker@Cordell.com.au

REGIONAL DEVELOPMENT AUSTRALIA (RDA)

RDA is a national network of committees made up of local leaders who work with all levels of government, business and community groups to support and broker economic development opportunities for their regions.

RDA Committees have an active and facilitative role in their regions and a clear focus on growing strong and confident regional economies that harness their competitive advantages, seize on economic opportunity and attract investment.

RDA Committees are incorporated, not-for-profit community-based organisations (with the exception of the Victorian-based RDA Committees, which are not incorporated). RDA Committee members are volunteers drawn from the region and who bring leadership, skills and experience from the community, business, local government and not-for-profit organisations. Each RDA Committee has a broad and diverse skills base, with demonstrated networks and alliances.

Citation p.5 – 2018 RDA Better Practice Guide.

Ipswich & West Moreton Overview

In the Ipswich and West Moreton region, the Regional Development Australia footprint comprises the western half of South East Queensland (SEQ) between Toowoomba to the west, Sunshine Coast to the north, Brisbane to the east and Gold Coast/NSW border to the south. This region encompasses significant diversity, with urban hubs and substantial areas of agricultural and recreational land. It has some of Queensland's largest areas of developable industrial land and master planned communities, whilst in close proximity to ports, road and rail networks.

The region – around 13,000 km² – encompasses the City of Ipswich and the three regional councils of Scenic Rim, Lockyer Valley and Somerset. There is above average population growth forecast, with an expected population of 533,282 residents by 2031.¹

Collectively, this presents an opportunity to service demands for a diverse range of economic, social and environmental essentials. But also, this will put enormous pressure on resources, service capability and infrastructure.

¹ Queensland regional profile Ipswich City LGA. Queensland Govt. Statistician's Office. 2016.

RDA Charter

What will RDA Committees do under the charter?

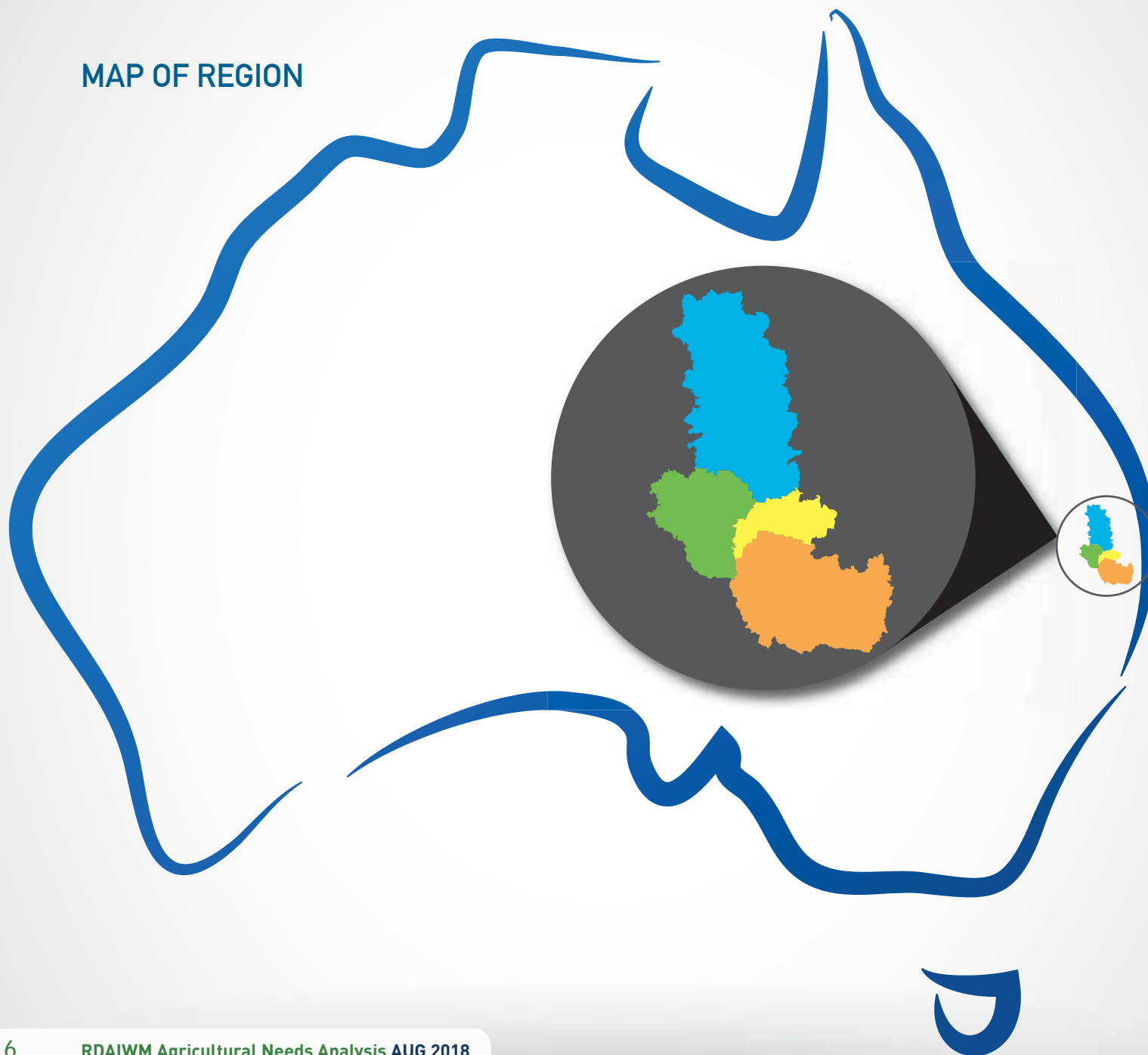
All RDA Committees will move away from their current planning role and into a new role where they are actively working across the three levels of government, industry and their communities to create local jobs, attract investment and innovation and promote economic growth in their regions.

Working in partnership with fellow RDA Committees, all levels of government, and the private sector, RDA Committees will:

1. Collaborate with relevant stakeholders to identify economic opportunities and leverage private and public sector investment to the regions.
2. Connect regional businesses, councils and industry sectors with international trade partners, financial markets and potential investors.
3. Promote and disseminate information on Australian Government policies and grant programmes to state and local governments and industry, business and community sectors.
4. Support community stakeholders to develop project proposals to access funding.
5. Develop and maintain positive working relationships with the local government bodies in their regions.
6. Facilitate public and private sector decentralisation.
7. Assist in the delivery of Australian Government programmes, where relevant and where requested by the Minister.
8. Engage with regional entrepreneurs and emerging business leaders to explore new opportunities to grow local jobs in their regions.
9. Provide information on their region's activities and competitive advantages to federal, state and local governments and industry, business and community sectors.
10. Provide evidence-based advice to the Australian Government on critical regional development issues that are both positively and negatively affecting their regions.

Citation p.7 – https://rda.gov.au/files/FAQs_03012018.pdf

MAP OF REGION



Ipswich City Council

Lockyer Valley Regional Council

Scenic Rim Regional Council

Somerset Regional Council

PURPOSE

The Ipswich and West Moreton Agricultural Needs Analysis will be a foundation reference document for use by all levels of government and other organisations.

Facilitating work towards a consolidated agreement and the prioritisation of individual projects and policies, to support funding requests for critical infrastructure.

RDAIWM also intends it to enhance public understanding and debate of what needs to be done to advance the interests of the Ipswich & West Moreton region economically, socially and environmentally.

This region consists of five agricultural valleys and river systems.

- ◆ Lockyer Valley
- ◆ Brisbane Valley
- ◆ Fassifern Valley
- ◆ Logan River Valley
- ◆ Albert River Valley

VISION

The Ipswich and West Moreton Agricultural Needs Analysis is a strategic summary of the infrastructure development requirements and policy constraints that must be addressed to boost economic growth and productivity in the region.

Comment

A large number of interviews undertaken, not surprisingly, exposed an excellent range of needs as well as differing views on how infrastructure provision and policy change might address those needs. The overarching discussions, identified some broader trends and issues that will inform responses in coming years. The following are some examples:

Population growth and consumer demand

The continuing growth of Brisbane and its immediately surrounding area is a critical driver for the types of fresh food and goods produced in the region.

Export

Closely aligned to the above is the potential, and indeed desirability, of increasing exports (overseas rather than interstate). With a few exceptions, the current approach is mostly opportunistic, informed by factors such as exchange rates and temporary overproduction.

Food miles

Improved transport linkages, both road and rail, will facilitate more goods – including perishables and shorter shelf life produce – to leave the region for well-paying markets elsewhere in Australia and beyond.

Primary processing and urban encroachment

Where producers choose to locate primary (or minimal) processing of food crops is a crucial decision affecting profitability and control of the process. Some interviewees indicated they preferred to do this on-farm. By contrast, councils prefer to develop industrial areas or hubs where the value will be added before shipping. Urban encroachment is also a vital lifestyle issue and is addressed later in the study.

RDAIWM RECOMMENDATIONS

1. To participate in a series of forums to bring together all the organisations involved in water security projects to ensure a good shared understanding of the state of investigations, progress to date and potential solutions. Such forums would not presuppose any particular outcome as it is entirely likely that more than one answer will be necessary.
2. To work with the region's Councils to ensure that all identified priority road infrastructure is appropriately captured in Department of Transport and Main Roads planning.
3. To partner with educational institutions on small-scale projects focusing on the agricultural industry in the region.
4. RDAIWM is proud to collaborate with Food Innovation Australia Limited (FIAL), the Department of State Development, Manufacturing, Infrastructure and Planning as well as four RDA organisations for a series of workshops designed to boost the competitiveness and innovation of businesses in the food and agribusiness sector.
5. To conduct Information Community Forums to improve understanding and drive resolution of individual regional issues.
6. To boost better, general appreciation of the broader value of the region by seizing opportunities to reflect the mutually reinforcing nature of the relationship between the Ipswich and West Moreton region and Greater Brisbane (the "Yin and Yang").

Project List – Community Consultation

Sector	Ipswich	Lockyer Valley	Scenic Rim	Somerset
Transport	Cunningham Highway/ Yamanto and Amberley intersection ----- Western Ipswich Bypass ----- Inland Rail	Warrego Highway upgrade ----- Toowoomba Second Range Crossing ----- Inland Rail	Beaudesert Bypass Stage 2 ----- Mt Lindesay Highway upgrade ----- Inland Rail	Kilcoy Bypass ----- Brisbane Valley Highway upgrade
Logistics	Ebenezer Regional Industrial Area	Gatton West Industrial Zone (GWIZ)	Bromelton State Development Area	Protein Precinct Coominya
Infrastructure	Advance Manufacturing Hub	Cannery & Food Processing ----- Commercial Greenhouse and Packaging Facility ----- Livestock Processing Plant		Compost Facility ----- Brisbane Valley Protein Precinct
Energy	Waste to Energy Processing Plant			
ICT			Mobile Phone Tower Washpool	
Health		Lockyer Valley Hospital		Medicinal Cannabis Facility
Higher Education	Agri-business Education Facility			
Rural Services	Biosecurity Services	Biosecurity Services	Biosecurity Services	Biosecurity Services

Reference Department of State Development, Manufacturing, Infrastructure and Planning – State Infrastructure Plan – Part B: Program – 2017 Update.

Project List – State Infrastructure Plan – Queensland Government

Sector	Ipswich	Lockyer Valley	Scenic Rim	Somerset
Water	Water Security	Water Security	Beaudesert Water Supply	Water Security
Transport	Cunningham Highway – Yamanto to Ebenezer/Amberley upgrade Inland Rail Warrego Highway Upgrade Strategy Ipswich Motorway Rocklea to Darra (remaining sections) p.60 Ipswich Motorway, Rocklea to Darra stage 1 upgrade p.61	Toowoomba Second Range Crossing Inland Rail Warrego Highway Upgrade Strategy	Mount Lindesay Highway upgrade and Bromelton Deviation Inland Rail Coulson Crossing upgrade Beaudesert Town Centre Bypass	Warrego Highway/ Brisbane Valley Highway (Bayley Road extension)
Logistics Hubs	Willowbank Industrial Development		Bromelton (SDA)	
Energy	Swanbank Power Station minor works			Wivenhoe Power Station overhauls
Digital	Mobile Blackspot Program	Mobile Blackspot Program	Mobile Blackspot Program	Mobile Blackspot Program



Reference Department of State Development, Manufacturing, Infrastructure and Planning – State Infrastructure Plan – Part B: Program – 2017 Update.

BACKGROUND

The Ipswich and West Moreton Region

The Ipswich and West Moreton region – around 13,000 km² – encompasses the Local Government Areas of Ipswich, Lockyer Valley, Scenic Rim and Somerset. The region has significant diversity, with urban hubs and substantial areas of agricultural and recreational land. It has some of Queensland's most significant areas of developable industrial land and master-planned communities, near ports, road and rail networks.

There is above average population growth forecast to more than double over the next 20 years, with an increase by 2031 of around 374,000 additional residents to 641,000.

The region produces over **\$783 million** worth of agricultural commodities.¹

Collectively, this presents an opportunity to service demands for a diverse range of economic, social and environmental essentials. This will put enormous pressure on resources, service capability and infrastructure. Ipswich has a high diversity of businesses including construction, defence, retail trade, transport-postal-warehousing, rental-hiring-real estate services and professional-scientific-technical services. Lockyer Valley, Scenic Rim and Somerset have a sizeable agriculture-forestry industry sector as well as those business categories similar to Ipswich.

The region has a strong sense of cultural heritage and is home to people from varying cultural backgrounds and nationalities. Residents come from 115 different ethnic backgrounds, speaking 84 languages. It is centrally located to support the expansion of Queensland's capital and South-East Queensland. The region is connected by significant highway and other transport links including the Warrego, Cunningham, Mount Lindesay, Brisbane Valley, D'Aguilar and Centenary Highways and the Ipswich Motorway.

Several studies and strategic guidance papers released over the past few years have directly or indirectly referenced the policy and infrastructure needs and shortfalls that need to be addressed to increase or maximise output from this premier agricultural region.

¹ Australian Bureau of Statistics. 7503.0 Value of Agricultural Commodities Produced 2015-2016 (SA2).





Reference Geo-Maps Co.

RDAIWM REGIONAL ROADMAP 2016-2020

In the 2016-2020 Regional Roadmap released by RDAIWM in 2016, the organisation identified six economic development themes to guide its work.

Two of those topics apply to this endeavour: Food and Agriculture as well as Infrastructure.

Food and Agriculture

To support growth for globally competitive food production and value-adding industries in the region.

Food and agricultural production is a driver for economic progression in the region. Prospects for growth are healthy, and a regional approach to the sector's development will deliver increased opportunities, revenue and employment opportunities.

Regional Context

- High employment
- Major supplier region to national food supply chains
- Successful exporters with potential for export growth
- Niche, gourmet food and wine producers through to very large agricultural producers and food processors
- University of Queensland Gatton Campus provides tertiary education and research support to industry

Regional Focus for Growth

- New food processing facilities
- Increased export capabilities
- Leadership role in food innovation and technology

Key and Emerging Issues

- Free Trade agreements creating more export opportunities and increased global demand for 'clean and green' food products
- Leading food production region but lacks a coordinated regional plan for growth
- Needed awareness of the region's capabilities

Regional Risks or Opportunities

Opportunity

- Food/agriculture is a lead industry employer in the region – need to retain and increase the sector
- Cross regional supply opportunity to support processing operations

Risk

- Several large operators have export capabilities but other local producers lack export readiness
- Risk of low visibility in a globally competitive market
- Lower qualification profile – need advanced skills to support sector
- Without development in technology and industry skills, the sector will lose competitiveness and have less ability to develop value added food products

Impact on the Region

- Ipswich and West Moreton is a strong food and agricultural region but may not be able to capitalise on growth opportunities
- Coordinated regional approach will deliver value – industry capacity building, increased industry scale and improved regional export opportunities

Infrastructure

Investing in the critical infrastructure needed to support growth in a vast region that covers from rural through to urban areas. This topic will include transport and logistics, road, rail, energy and water supply.

RDAIWM places a high concern on infrastructure needs of the agriculture sector: This current study is consistent with that approach. Infrastructure investment supports all industry sectors to one degree or another.

Infrastructure investment is a driver for growth in the Ipswich and West Moreton region as well as for South East Queensland (SEQ). The area is a transport corridor and includes major industrial precincts that will be the drivers for economic and employment growth for decades to come.



Regional Context

- Ipswich and West Moreton and the Western Corridor will be the main suppliers of industrial land for SEQ growth and development
- Precincts and projects are ready for development but upfront costs of trunk infrastructure are a barrier to initial development
- The Ipswich and West Moreton region is a major transport corridor for SEQ

Regional Focus for Growth

- Transport and logistics infrastructure to support economic growth
- Catalyst infrastructure to facilitate new investment
- Ipswich construction supply chain initiative – to increase local content

Key and Emerging Issues

- Effective road and rail transport is vital for the successful economic development of the Western Corridor of SEQ
- As a high population growth area, Ipswich and West Moreton region needs effective passenger transport (road and rail)
- Digital infrastructure is critical to support population and economic increases

Regional Risks or Opportunities

Opportunity

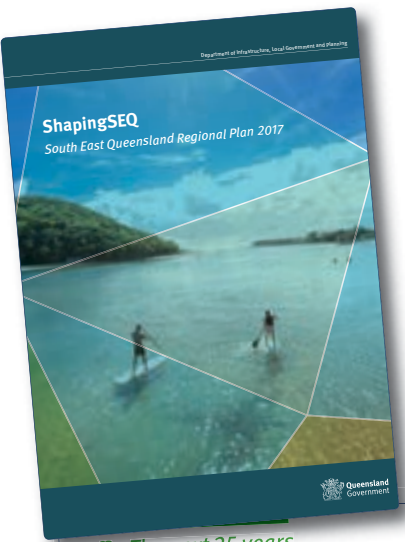
- Improved road and rail transport to support transport efficiency and cost management
- Quality telecommunications and digital infrastructure to support population and business growth
- 'Investment ready' initiatives

Risk

- Poor quality roads and limited capacity bridges add time and cost to the transportation of regional goods – affecting industry competitiveness
- Many mobile blackspots

Impact on the Region

- Time and cost efficient road transport supports economic development in Ipswich and West Moreton, the Darling Downs, Surat Basin and South East Queensland
- New investment and employment growth to match population projections



ShapingSEQ – SOUTHEAST QUEENSLAND REGIONAL PLAN 2017

(The State of Queensland, Department of Local Government, Infrastructure and Planning, 2017)

The South East Queensland Regional Plan 2017, also known as ShapingSEQ, is the pre-eminent planning authority for the region. It was given effect on 11 August 2017 and replaces the South East Queensland Regional Plan 2009–2031.

ShapingSEQ provides a regional framework for growth management and sets planning direction for sustainable growth, global economic competitiveness and high-quality living by:

- ◆ Identifying a long-term sustainable pattern of development which focuses more growth in existing urban areas
- ◆ Harnessing regional financial strengths and clusters to compete globally
- ◆ Ensuring land use and infrastructure planning are integrated
- ◆ Valuing and protecting the natural environment, productive land, resources, landscapes and cultural heritage
- ◆ Promoting more choice of housing and lifestyle options
- ◆ Locating people and jobs closer together, and moving people and goods more efficiently and reliably
- ◆ Promoting vibrant, fair, healthy and affordable living and housing to meet all of the community's needs
- ◆ Valuing design and embracing the climate to create high-quality living environments
- ◆ Maximising the use of existing infrastructure and planning for smarter solutions for new infrastructure
- ◆ Supporting healthy rural communities and economic diversification

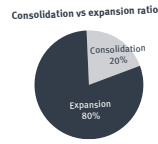
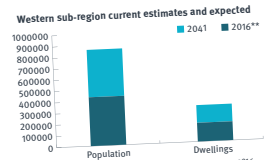
CHAPTER 3 The next 25 years

Sub-regional growth
Tables 17 and 18 show the expected population growth, and dwelling supply benchmarks for the sub-region, to 2041. These will guide state agencies and local governments in preparing more detailed planning.

Table 17: Western sub-region current estimates and future supply benchmarks

Local government	Population 2016**	Expected population growth 2016–2041*	Dwellings 2016**	Additional dwellings 2016–2041*
Ipswich	200,100	319,900	72,092	111,700
Somerset	25,200	12,800	10,107	6,200
Toowoomba (urban extent)	134,000	46,000	54,786	20,300
Lockyer Valley	39,500	21,500	14,282	9,600
Scenic Rim	41,000	21,000	16,305	10,000
Total for sub-region	439,800	421,200	167,572	157,800

*Figures based on ShapingSEQ policy for 2041



**Population is ABS estimated resident population; dwellings are 2016 Census counts (permanent private dwellings)

Table 18: Western sub-region consolidation and expansion dwelling supply benchmarks*

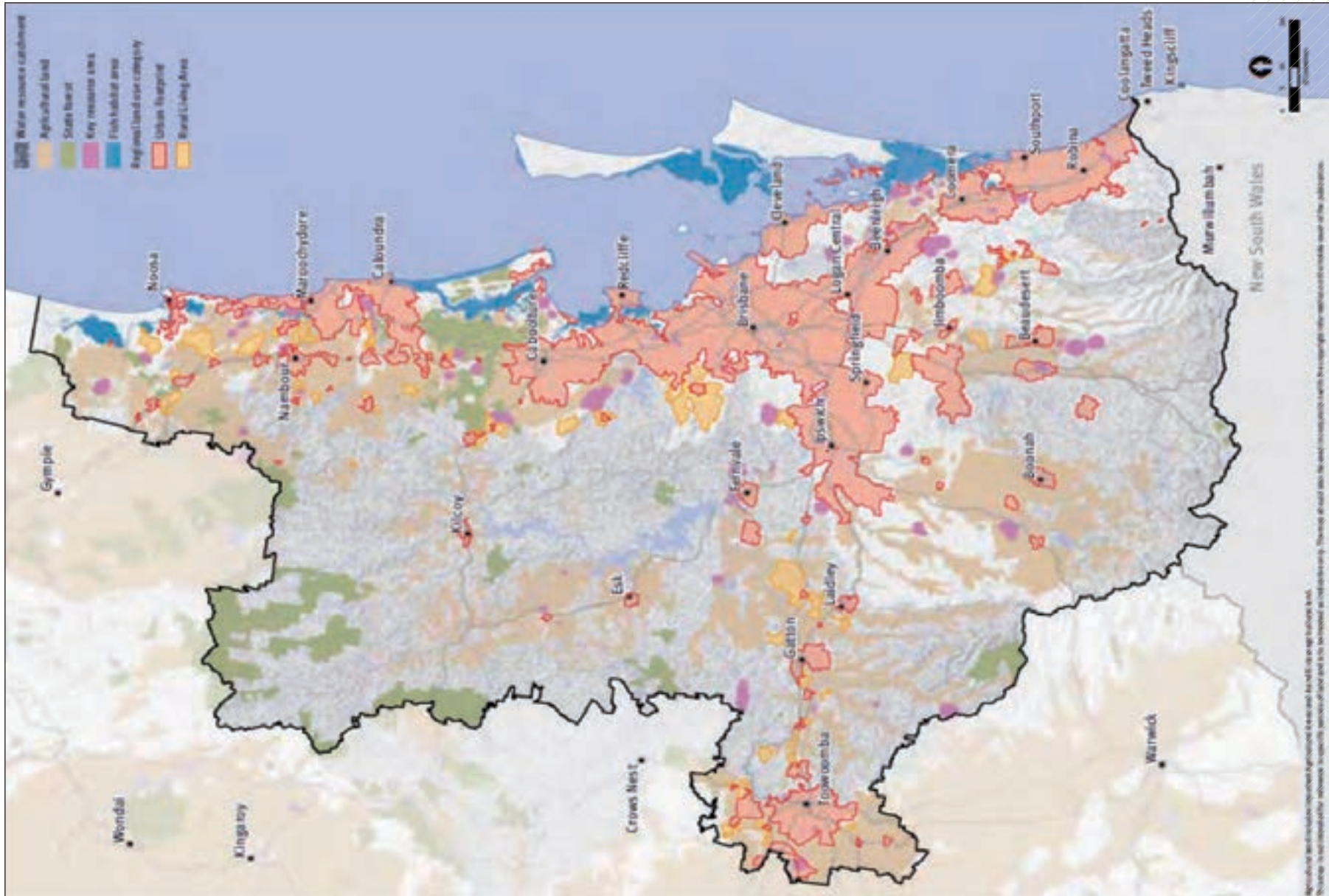
Local government	Additional dwellings 2016–2041		Total
	Consolidation	Expansion	
Ipswich	27,900	83,800	111,700
Somerset	0	6,200	6,200
Toowoomba (urban extent)	3,200	17,100	20,300
Lockyer Valley	0	9,600	9,600
Scenic Rim	0	10,000	10,000
Total for sub-region	31,100	126,700	157,800

*Figures based on ShapingSEQ policy for 2041

Legend for the RECs on pages 131–132

 For further detail on the core components of each REC refer to Table 4 in Part A of this chapter.





Reference ShapingSEQ – South East Queensland Regional Plan 2017 – p. 88. Map 5d Sustain – Natural economic resource areas.

THE WESTERN SUB-REGION

The Western sub-region (see Map on following page) contains SEQ's primary agricultural production and regional landscape areas and is supported by the significant centres of Ipswich and Toowoomba. These cities include essential expansion areas, Regional Economic Clusters (RECs) and infrastructure connections of national significance.

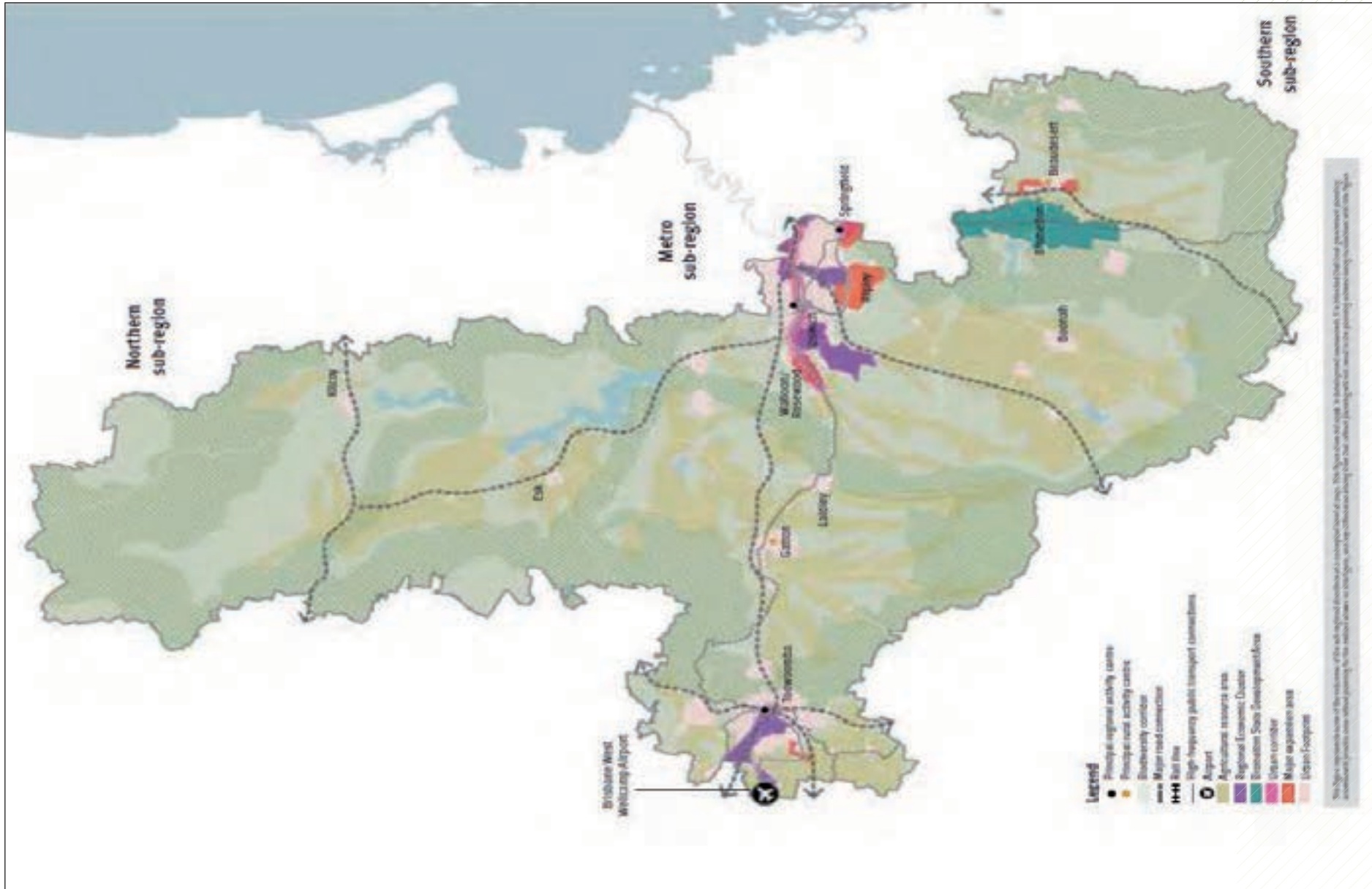
The Western sub-region is SEQ's rural heartland. The areas within the Lockyer Valley, Scenic Rim, Somerset and Ipswich rural hinterland, counter-balance the region's major urban areas. Parts of the sub-region also offer an alternative temperate climate and lifestyle, further boosting distinctiveness.

Both development and improving transport connections are strengthening relationships between this sub-region and the metro areas for services and employment.

The sub-region is characterised by:

- ◆ A predominantly regional and rural lifestyle supported by spectacular open space, hinterland and natural landscape settings
- ◆ Its reputation as one of the most fertile farmland areas in the world, and its role as Australia's food bowl growing the most diverse range of commercial fruit and vegetables in Australia
- ◆ Various living opportunities, including urban areas and centres, suburban areas, rural centres, rural residential and agricultural (including hinterland) living
- ◆ A strong focus on expansion areas, primarily around the sub-region's major urban and rural centres, particularly in Ipswich and Toowoomba
- ◆ Its role as the western gateway, connecting SEQ to the rural areas and towns of the Darling Downs and South Burnett and providing critical freight connections with northern New South Wales and the southern states
- ◆ An emerging national and global-oriented economy leveraging significant investments in airport, logistics and freight infrastructure
- ◆ Destination farm-stay tourism
- ◆ The Ipswich and Toowoomba CBDs, and a dispersed network of urban and rural centres – including Gatton, Laidley, Boonah, Beaudesert, Esk and Kilcoy – that service distinct regional populations
- ◆ A new major airport – Wellcamp – at Toowoomba, which supports broader economic activities, including freight and tourism, significant major industry and enterprise areas
- ◆ Several distinctive and culturally rich rural townships, an integrated transport network that accelerates access within the sub-region, and provides strong social and economic connections with the metro subregion, including critical freight connections with the Port of Brisbane
- ◆ Expansive water catchments and groundwater systems that supply the majority of the region's water for drinking, farming and industry
- ◆ A network of waterways, lakes and wetlands that provide essential recreational, cultural, environmental and health benefits
- ◆ Nationally and internationally recognised natural assets and ecological values, including world-class hinterland areas and the Great Dividing Range





Reference ShapingSEQ – South East Queensland Regional Plan – p.129. Figure 25: The Western Sub-Region.

HORTICULTURAL PRODUCTION TIMEFRAMES

Crop	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Beans												
Beetroot												
Broccoli												
Cabbage												
Capsicum												
Carrot												
Cauliflower												
Celery												
Chinese Cabbage												
Garlic												
Lettuce												
Onion												
Potato												
Pumpkin (Jarrahdale)												
Pumpkin (Jap)												
Sweet Corn												
Tomato												
Sweet Potato												
Watermelon												

Reference DAFF website. Information Report – Lockyer Valley Sustainable.

KEY	HARVEST
	PLANT



AGRICULTURAL LAND USE

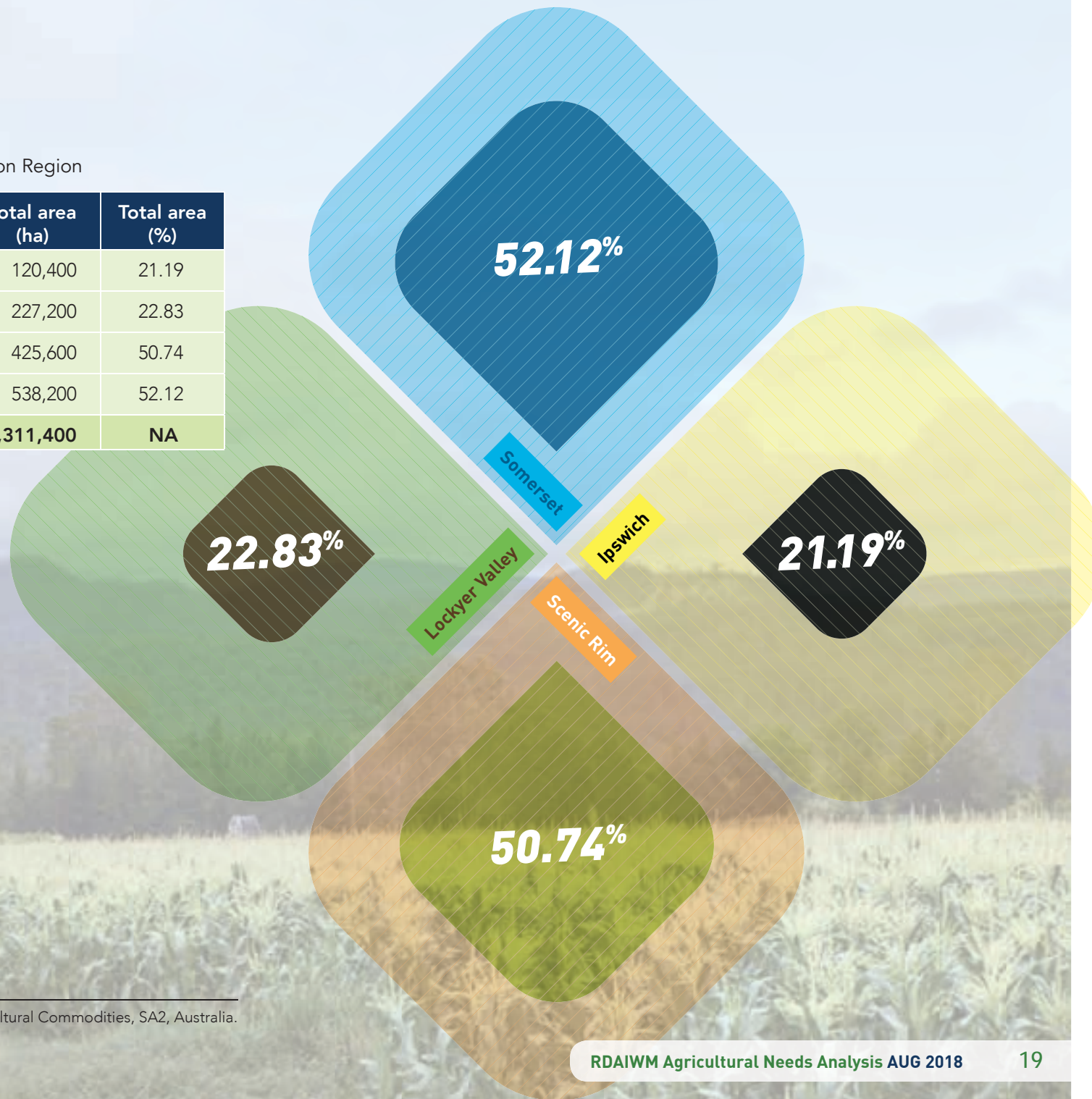
2015-2016 Land Use – Ipswich & West Moreton Region

RDAIWM region	Area of holding (ha)	Total area (ha)	Total area (%)
Ipswich (C)	25,511	120,400	21.19
Lockyer Valley (R)	51,878	227,200	22.83
Scenic Rim (R)	215,934	425,600	50.74
Somerset (R)	280,501	538,200	52.12
Consolidated	563,824	1,311,400	NA

Area of agricultural holding compared to total area of local government region.

ABBREVIATIONS

(ha) hectare
(t) tonne
(kg) kilogram



Reference Australian Bureau of Statistics – 7121.0 Agricultural Commodities, SA2, Australia.

IPSWICH REGION

Ipswich City Council Economic Development Plan
(Rural Industries Plan) 2009-2031

While the broader Economic Development Plan naturally addresses Ipswich's role as a major regional city within Queensland, the Rural Industries Plan more closely identifies activities to strengthen Ipswich's position as a local services hub for the surrounding region's industries.

Relevant references include the provision of access to essential infrastructure to support competitive agricultural production in Ipswich City. These include:

- ◆ Good road access and signage for agri-tourism businesses
- ◆ Water supply at affordable pricing to promote competitive and sustainable agricultural production – these include securing water supply (fresh and recycled) and setting costs at financially viable levels for primary producers
- ◆ Energy supply
- ◆ Telecommunications and high-speed broadband access
- ◆ Streamline development approvals to support mixed business activities in agri-tourism and agricultural operations – boosting economic development potential in the rural sector
- ◆ Coordinate Council services and interaction with the rural community to improve service outcomes
- ◆ Working with primary producers on environmental sustainability strategies including enhancing waterways and ecosystems in and surrounding rural production areas



MAP OF IPSWICH CITY COUNCIL BOUNDARIES



Reference Economic Development Queensland
<http://edq.qld.gov.au/resources/map/reform/ipswich-map.pdf>

LOCKYER VALLEY REGION

Regional Food Sector Strategy – Lockyer Valley Regional Council (A Stafford and Associates Pty Ltd, 2013)

Lockyer Valley Regional Council commissioned the Regional Food Sector Strategy which was delivered in August 2013. While comprehensive, it had a focus on the development of agri-tourism with analysis and recommendations relating mainly to events, branding, farm-gate activities and similar activities.

The Regional Food Strategy made references to the immense damage to infrastructure, mainly roads and bridges. As well as a immeasurable loss of valuable topsoil from this high production area.

The disconnect between the University of Queensland Gatton Campus, with its agricultural focus, and the major service centre of Gatton fails to maximise the benefit from the potential linkage.

The challenge and cost to Council of upgrading road infrastructure and specifically bridges which have been damaged as a result of severe flooding over the last two years. (p.9)

The Strategy notes on p.35 that:

“New water sources need to be identified and secured as part of the longer term sustainability strategy for high-quality agricultural production within the Lockyer Valley and surrounding areas.”

At p.40, the Strategy notes:

“Whilst a number of stakeholders talked about the limited current aquaculture development and activity in the region, others have commented on the lack of regular water supply (noting that prior to the more recent floods over the last 3 years in the Lockyer Valley), there had been an extensive period of drought (10 years).

It is also noted, that feedback has highlighted limited success in aquaculture partly due to problems with the lack of regular water supply in the past.

If, however, a consistent amount of water can be secured, returns from aquaculture are often seen to be particularly attractive, and with the Lockyer Valley's proximity to Brisbane and the Gold Coast, the potential exists not only for a significant nearby domestic market but also export potential.”

At p.67-69, the Strategy suggests a study of a bikeway between the two centres.



MAP OF LOCKYER VALLEY REGIONAL COUNCIL BOUNDARIES



Reference Economic Development Queensland
<http://edq.qld.gov.au/resources/map/reform/lockyer-valley-map.pdf>

SCENIC RIM REGION

The Scenic Rim Regional Council notes the following regarding economic development in its area:

Agriculture

The region is a food bowl for Queensland and also markets further afield. During winter, the alluvial valleys produce vegetables for markets up and down the Australian east coast. The Scenic Rim is also home to beef, pork and poultry producers and boasts growing boutique and gourmet food, wine and craft beer industries.

In 2015/16, the most significant contribution to GRP was made by the Agriculture, Forestry & Fishing industry, with approximately 22.7% of the total GRP of the Scenic Rim (\$403.5 million). Additionally, this industry accounts for the highest number of businesses as well as the highest proportion of people employed in the Scenic Rim Region.

As established sectors, agriculture and tourism contribute more than \$400 million to the local economy.

These attributes have encouraged regional partners to invest in celebrating the areas agricultural production and farming heritage through Eat Local Week (ELW). ELW is an exciting, engaging and educational nine-day program of events that provides visitors and locals with an opportunity to learn about and enjoy the outstanding array of fresh, local products available right on their doorstep. In 2016, ELW attracted 29,000 visitors and contributed \$1.74 million to the regional economy.



Transport and Logistics

The Scenic Rim Regional Council identified an opportunity to partner with a major Australian rail and logistics provider, SCT Logistics (SCT), to secure critical foundation infrastructure and stimulate development in the Bromelton State Development Area (SDA). SCT Logistics committed to a \$30 million freight precinct, adjacent to the Sydney-to-Brisbane rail line, which has been established in the Bromelton SDA.

The new facility offers domestic rail line haulage services, as well as warehousing/property solutions. The freight precinct commenced operations in January 2017, providing a seamless rail connection between Victoria and Queensland. The scale of SCT's investment will be a turning point in recognition of the Bromelton SDA as a critical piece of logistics capacity in SEQ.



MAP OF SCENIC RIM REGIONAL COUNCIL BOUNDARIES



Reference Economic Development Queensland
<http://edq.qld.gov.au/resources/map/reform/scenic-rim-map.pdf>

SOMERSET REGION

Somerset Economic Development Plan 2015-2020 – Somerset Regional Council

This document makes some references to the agricultural sector as a mainstay of the region's economy as well as extensive infrastructure needs for continued economic development:

While manufacturing, agriculture and construction will remain active contributors to Somerset's economy in the future, there will be substantial growth in transport, retail trade and education and training sectors.

An industry specialisation ratio compares the industry sector employment proportion in Somerset with the industry sector employment proportion for South East Queensland. This rate shows that Somerset has a comparative advantage in these industry sectors:

"Agriculture, forestry and fishing – 16.89 specialisation ratio (employment in Somerset in this sector is 16.89 times the percentage of agriculture employment in South East Queensland) at 2011". (p.5)



Infrastructure

Infrastructure investment in Somerset will support economic development. Principle highways running through the region – the D'Aguilar and Brisbane Valley Highways – connect local towns and villages, but also act as a vital transportation corridor for South East Queensland.

Support for transport infrastructure and related transport facilities in Somerset is essential, not only for the Somerset but South East Queensland's future growth.

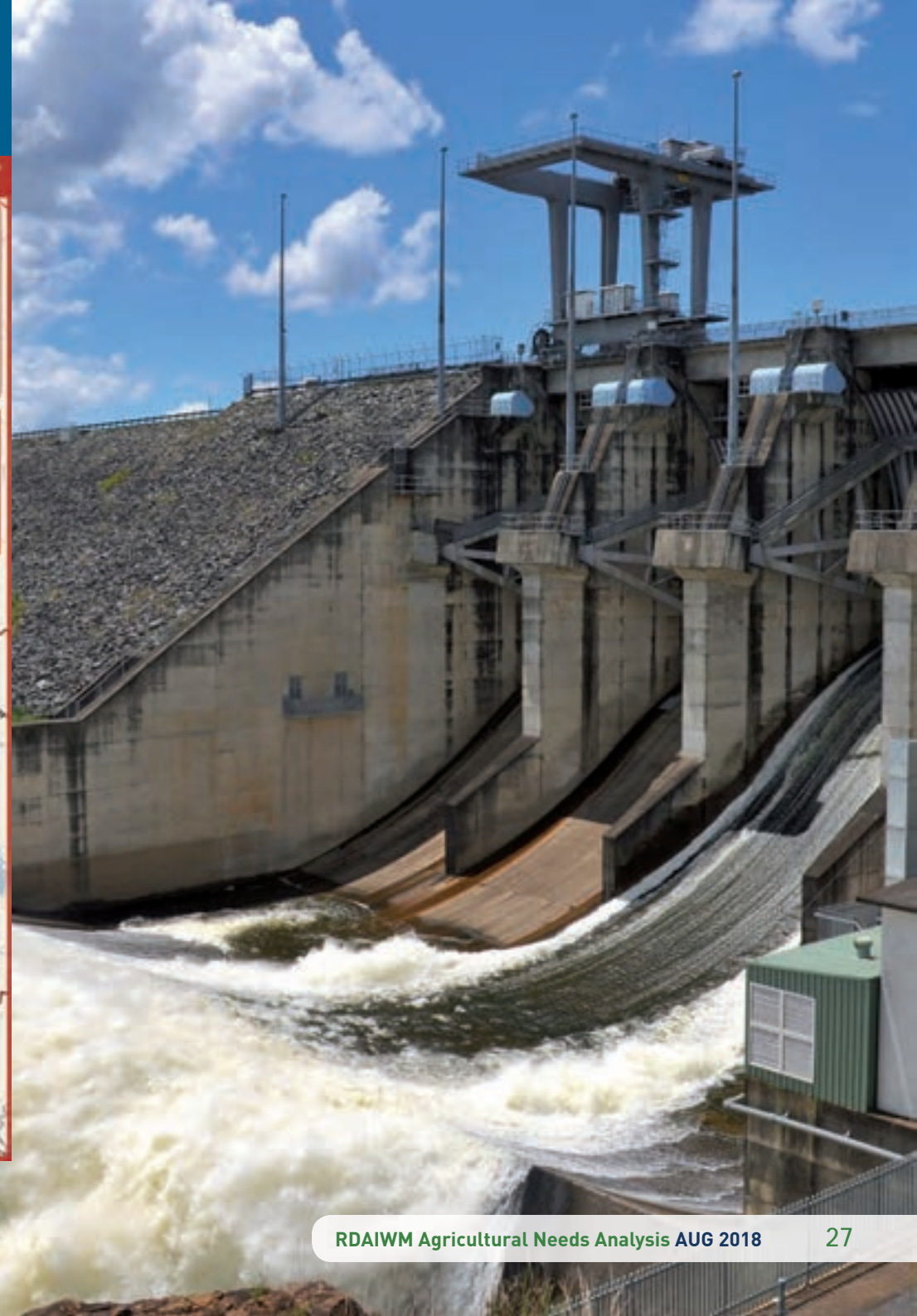
Somerset Regional Council has proactively invested in road, bridge, and community and tourism infrastructure.

Council has a strong track record of successfully securing grants – an essential skill for the region. Somerset needs to continue this successful approach and advocate for investment in infrastructure that addresses the needs of the regional economy and the community now and in the future.

The list of infrastructure priorities includes many transport links and upgrades, to avoid future bottlenecks or drains on economic efficiency:

- ◆ Highway, road and bridge maintenance and upgrades
- ◆ Better public transport linkages between Somerset and high growth urban centres nearby, e.g. Ipswich
- ◆ A heavy vehicle bypass for Kilcoy
- ◆ Land access and development for industrial and business growth in Somerset – funding for trunk infrastructure will remove the barriers to initial investment
- ◆ Telecommunications and internet or NBN infrastructure
- ◆ Water security for agriculture
- ◆ Health, education and community services to cater to a growing population, and an ageing community

MAP OF SOMERSET REGIONAL COUNCIL BOUNDARIES



Reference Economic Development Queensland
<http://edq.qld.gov.au/resources/map/reform/somerset-map.pdf>

INFRASTRUCTURE AUSTRALIA

Australian Infrastructure Plan

The Infrastructure Priority List, Project and Initiatives Summaries – February 2016

This key referenced document includes a small number of projects either directly or indirectly relevant to the purpose of this current study

Other projects are at national or strategic scale, such as an Initiative development of strategic planning for future freight initiatives as part of the National Freight and Supply Chain Strategy. Such examples are at too early a stage or too broad in scale to be of immediate relevance to this study. That said, over time they need to be borne in mind and submissions made to any consultative mechanisms.



Infrastructure Priority List 30th November 2017

Proposed Project	Location	Problem Description	Delivery	Problem Category
Inland Rail (Melbourne to Brisbane via inland NSW)	National	Freight connectivity Melbourne-Brisbane	Longer Term	National Connectivity
Ipswich Motorway Rocklea-Darra (remaining sections)	QLD	Southern Brisbane-Ipswich road network capacity	Near Term	Urban Congestion
Cunningham Highway Upgrade	QLD	Yamanto to Ebenezer / Amberley	Near Term	National Connectivity
Preserve corridor for Salisbury to Beaudesert rail connection	QLD	Future urban rail connection to Beaudesert	Near Term	Corridor Preservation



NATIONAL FREIGHT AND SUPPLY CHAIN STRATEGY

Proposed initiative

A National Freight and Supply Chain Strategy would provide the appropriate framework to support end-to-end planning of key freight and supply chains, to:

- ◆ Guide future investment
- ◆ Support better use of existing infrastructure assets
- ◆ Enable a program of regulatory reforms and capital initiatives to be developed

In 2017, the Australian Government led an inquiry into National Freight and Supply Chain Priorities. The Inquiry will inform the development of a National Freight and Supply Strategy that will determine the best options to lift the productivity and efficiency of Australia's freight supply chain.

Location

National

Timescale

Near term
(0-5 years)

Proponent

Infrastructure Australia
Identified initiative

Reference Infrastructure Australia – Infrastructure Priority List – Australian Infrastructure Plan Project and Initiative Summaries March 2018.

ABS AGRICULTURAL DATA

Agricultural Data – Broadacre Crops

In 2015-16, Ipswich & West Moreton's peanut production surpassed 142 tonnes; Somerset was the sole producer of 142,962 kg of peanuts. Lockyer Valley's hay production represented 39.64% produced for the region, totalling 42,035 tonnes.

Scenic Rim was the leading area in the output of sugar cane, producing 4,372 tonnes for the period. The Ipswich region produced 3,708 tonnes of total broadacre crops, totalling 2.23% of the 166,353 tonne figure.

ABBREVIATIONS

N° Biz = Businesses
(ha) hectare
(t) tonne
(kg) kilogram

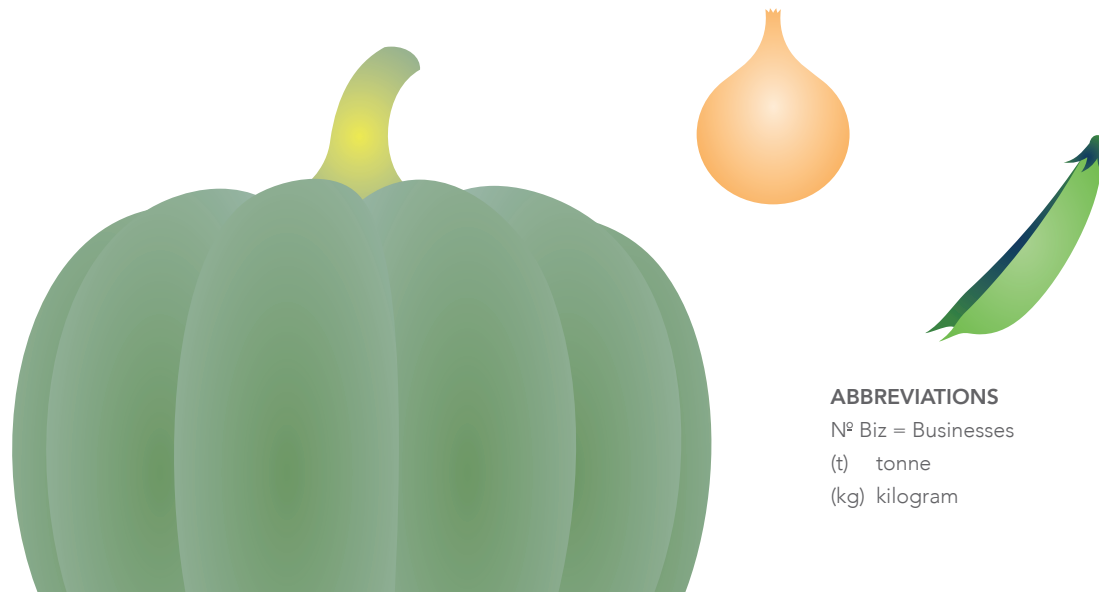
Production	Ipswich		Lockyer Valley		Scenic Rim		Somerset		Consolidated	
	Volume	N° Biz	Volume	N° Biz	Volume	N° Biz	Volume	N° Biz	Volume	N° Biz
Hay – Total area (ha)	347	17	2,812	129	4,940	209	2,560	91	10,659	446
Hay – Total production (t)	2,584	17	42,035	129	38,551	209	22,867	91	106,038	446
Cereal crops for grain or seed – Total area (ha)	190	10	2,661	93	1,251	68	1,085	49	5,187	220
Cereal crops for grain or seed – Total prod. (t)	562	10	13,656	93	6,944	68	5,574	49	26,736	220
Cereal crops – Barley for grain (t)	247	4	1,555	28	1,214	26	677	12	3,693	70
Cereal crops – Maize for grain (t)	0	0	5,694	12	4,437	17	3,635	19	13,766	48
Cereal crops – Oats for grain (t)	0	0	4	1	68	2	29	2	101	5
Cereal crops – Sorghum for grain (t)	288	5	3,810	33	512	11	767	10	5,377	59
Cereal crops – Wheat for grain (t)	27	1	2,458	16	713	11	467	6	3,665	34
Non-cereal crops – Chickpeas (t)	0	0	221	3	72	2	0	0	293	5
Non-cereal crops – Mung beans (t)	0	0	97	4	119	4	0	0	216	8
Non-cereal crops – Oilseeds (t)	0	0	363	11	1,243	23	68	2	1,674	36
Non-cereal crops – Other pulses (t)	0	0	15	1	230	4	17	1	262	6
Non-cereal crops – Peanuts (kg)	0	0	0	0	0	0	142,962	4	142,962	4
Non-cereal crops – Sugar cane (t)	0	0	0	0	4,372	1	0	0	4,372	1
Fruit and nuts – Grapes for wine (t)	0	0	2	1	5	2	10	4	17	7

Reference Australian Bureau of Statistics – 7121.0 Agricultural Commodities, SA2, Australia, 2015-2016.

Agricultural Data – Vegetables

In 2015-16, Ipswich & West Moreton's sweet corn production surpassed 40,461 tonnes; Lockyer Valley was the largest producer, contributing to 91.89% of production. Ipswich produced 12.4 tonnes of mushrooms, 36.45% of the total output for the Ipswich & West Moreton region.

Scenic Rim was the leading producer of carrots, growing 36,506 tonnes; representing 87.83% of total production. Somerset produced 90.72% of the overall green pea production; totalling 8,698 kilograms for the period.



ABBREVIATIONS

N° Biz = Businesses

(t) tonne

(kg) kilogram

Production	Ipswich		Lockyer Valley		Scenic Rim		Somerset		Consolidated	
	Volume	N° Biz	Volume	N° Biz	Volume	N° Biz	Volume	N° Biz	Volume	N° Biz
Vegetables – Beans (kg)	60,000	1	9,225,958	11	1,377,682	8	326,717	4	10,990,357	25
Vegetables – Broccoli (kg)	0	0	13,176,516	23	0	0	141,734	2	13,318,250	26
Vegetables – Cabbage (t)	0	0	16,812	23	1	1	1,096	6	17,909	31
Vegetables – Capsicums (kg)	0	0	44,971	3	0	0	5,983	1	50,954	5
Vegetables – Carrots (t)	0	0	5,058	6	36,506	12	0	0	41,564	18
Vegetables – Cauliflowers (t)	0	0	8,214	18	0	0	115	2	8,329	20
Vegetables – Green peas (kg)	0	0	0	0	889	1	8,698	2	9,587	4
Vegetables – Lettuce (kg)	0	0	24,817,628	25	0	0	401,722	5	25,219,350	30
Vegetables – Melons (t)	0	0	2,909	16	13	3	316	6	3,238	25
Vegetables – Mushrooms (kg)	12,379	1	21,580	1	0	0	0	0	33,959	2
Vegetables – Onions (t)	0	0	12,108	20	11,536	7	688	4	24,331	32
Vegetables – Potatoes (t)	0	0	19,573	18	63	1	140	2	19,776	22
Vegetables – Pumpkins (t)	62	2	12,178	45	2,843	17	1,519	18	16,602	81
Vegetables – Sweet Corn (t)	1,176	1	37,180	15	1,515	4	590	2	40,461	22
Vegetables – Tomatoes (t)	30	1	3,129	5	68	4	588	6	3,815	16

Reference Australian Bureau of Statistics – 7121.0 Agricultural Commodities, SA2, Australia, 2015-2016.

Agricultural Data – Fruit & Nuts

In 2015-16, Ipswich & West Moreton's total production of fruit and nuts was 1,140.8 tonnes. Lockyer Valley was the largest producer, contributing 566.32 tonnes of the overall fruit and

nuts, followed by Scenic Rim producing 459.18 tonnes and Somerset yielding 115.34 tonnes. The Ipswich region showed no figures of production for fruit and nuts for the reporting period.

ABBREVIATIONS
Nº Biz = Businesses
(kg) kilogram

Production	Ipswich		Lockyer Valley		Scenic Rim		Somerset		Consolidated	
	Volume	Nº Biz	Volume	Nº Biz	Volume	Nº Biz	Volume	Nº Biz	Volume	Nº Biz
Avocados – Total Trees	0	0	4,458	4	4,874	8	3,056	2	12,388	15
Avocados (kg)	0	0	195,665	3	188,685	8	38,885	2	423,236	14
Grapes (kg)	0	0	2	1	5	2	45	5	52	9
Grapes for wine (kg)	0	0	2	1	5	2	45	5	52	9
Kiwi Fruit Total Area	0	0	0	0	23	4	0	0	23	4
Kiwi Fruit (kg)	0	0	0	0	268,045	4	0	0	268,045	4
Limes – Total Trees	0	0	2,452	2	718	1	218	2	3,388	6
Limes (kg)	0	0	56,807	2	2,393	1	22,674	2	81,875	6
Macadamias – Total Trees	0	0	0	0	4	1	3,799	1	3,802	2
Macadamias (kg)	0	0	0	0	24	1	42,887	1	42,911	2
Mangoes – Total Trees	0	0	4,933	7	0	0	0	0	4,933	7
Mangoes (kg)	0	0	78,565	7	0	0	0	0	78,565	7
Nectarines – Total Trees	0	0	16,276	2	0	0	1,085	1	17,361	3
Nectarines (kg)	0	0	123,287	2	0	0	10,846	1	134,133	3
Olives – Total Trees	0	0	0	0	0	0	957	1	957	1
Olives (kg)	0	0	0	0	0	0	0	1	0	1
Peaches – Total Trees	0	0	17,850	2	0	0	0	0	17,850	2
Peaches (kg)	0	0	111,994	2	0	0	0	0	111,994	2
Pineapples – Total Area	0	0	0	0	1	1	0	0	1	1
Pineapples (kg)	0	0	0	0	55	1	0	0	55	1

Reference Australian Bureau of Statistics – 7121.0 Agricultural Commodities, SA2, Australia, 2015-2016.

Agricultural Data – Livestock

In 2015-16, Ipswich & West Moreton's total production of Cattle was 217,195; with 189,486 being meat cattle and 27,709 being dairy.

Somerset was the leading producer of live poultry layers, totalling 40,135 of the region's 59,298 layers.

Scenic Rim produced the most live poultry for meat, with a head count of 3.25 million; 48.44% of the region's consolidated figure of 6,707,977.

Lockyer Valley is home to the most pigs for livestock usage, totalling 6,410 of the region's 11,668; this figure represents 54.94% for the area.

ABBREVIATIONS

N° Biz = Businesses

n.e.c. = not elsewhere classified

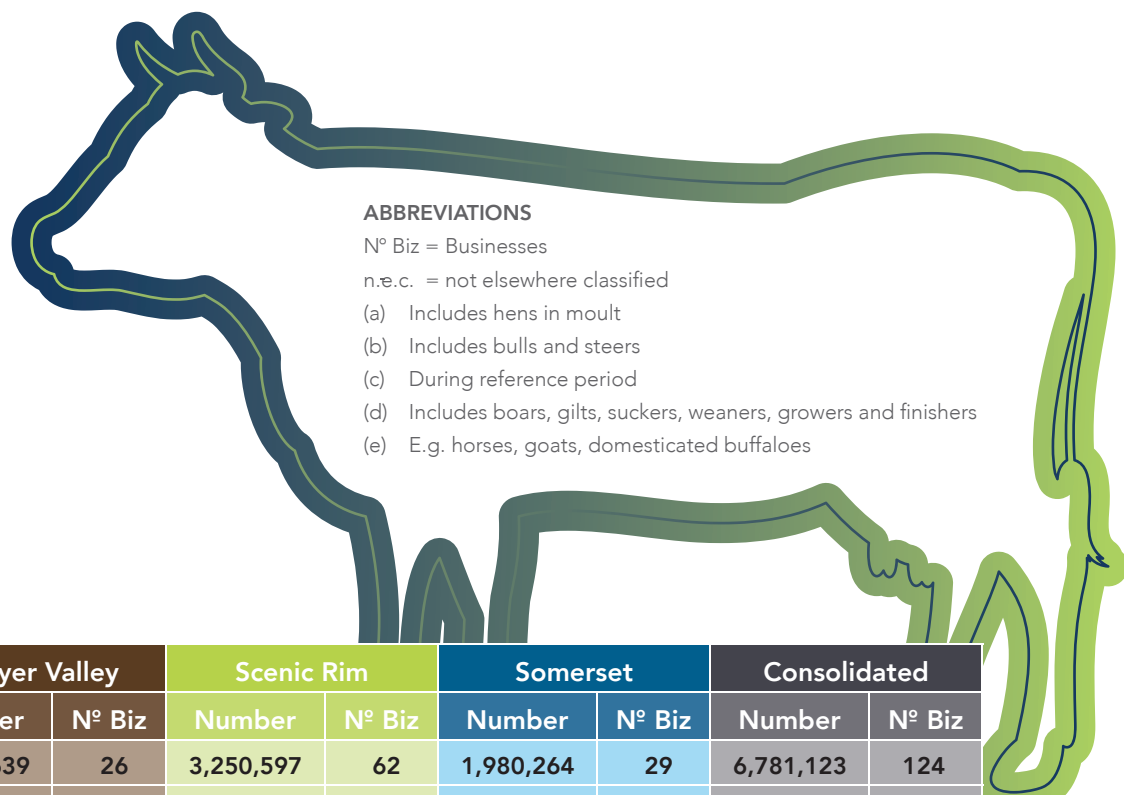

(a) Includes hens in moult

(b) Includes bulls and steers

(c) During reference period

(d) Includes boars, gilts, suckers, weaners, growers and finishers

(e) E.g. horses, goats, domesticated buffaloes

Production	Ipswich		Lockyer Valley		Scenic Rim		Somerset		Consolidated	
	Number	N° Biz	Number	N° Biz	Number	N° Biz	Number	N° Biz	Number	N° Biz
Poultry and Eggs – Total poultry (a)	118,622	6	1,431,639	26	3,250,597	62	1,980,264	29	6,781,123	124
Live poultry – Layers	25	2	18,838	12	300	22	40,135	11	59,298	47
Live poultry – Total meat poultry	118,467	2	1,401,600	2	3,249,450	18	1,938,460	7	6,707,977	30
Hen egg production – human consumption (doz)	130	2	11,202	12	847	22	1,670	11	13,848	47
Cattle – Total (b)	9,841	54	15,101	164	108,017	487	84,236	284	217,195	988
Dairy cattle (b)	997	4	2,686	16	20,152	65	3,875	22	27,709	106
Meat cattle (b)	8,844	50	12,415	148	87,865	422	80,361	262	189,486	882
Sheep (c)	1	1	500	9	1,298	24	294	12	2,094	47
Pigs (d)	0	0	6,410	6	2,911	12	2,347	9	11,668	26
Goats	5	2	42	2	114	7	403	5	564	17
Beehives	1	1	583	6	1,978	18	12	2	2,574	28
All other livestock n.e.c. (e)	140	17	817	49	2,084	144	3,123	85	6,164	295

Reference Australian Bureau of Statistics – 7121.0 Agricultural Commodities, SA2, Australia, 2015-2016.

Agricultural Data – Value of Agricultural Commodities

In 2015-16, Ipswich & West Moreton’s total value of agriculture produced was \$783.5 million. Lockyer Valley produced the most significant amount, contributing \$370.2 million of the overall figure, followed by Scenic Rim adding \$258.2 million, Somerset contributing \$141.0 million and Ipswich contributing \$14.1 million gross value.

Of the \$783.5 million produced by the region for the 2015-2016 reporting period, \$298.9 million was sourced from livestock, while \$441.3 million was benefited from the agricultural production of crops; including broadacre crops, nurseries and flowers, vegetables as well as fruits.

IDENTIFIERS

n.e.c. = not elsewhere classified

- (a) Includes crops, livestock slaughtered and livestock products
- (b) Includes broadacre crops (including hay), nurseries, cut flowers, cultivated turf, vegetables and fruit
- (c) Includes cereal crops, legumes for grain, oilseeds, other crops (excludes hay)
- (d) Includes vegetables for human consumption - Beans, Broccoli, Cabbages, Capsicum, Carrots, Cauliflowers, Lettuces, Melons, Mushrooms, Onions, Peas, Potatoes, Pumpkins, Sweet corn, Tomatoes and n.e.c.
- (e) Includes citrus fruit, pome fruit, stone fruit, other orchard fruit, berry fruit, plantation fruit and nuts
- (f) Includes sheep, lamb, cattle, calves, pigs, goats, poultry and n.e.c.
- (g) Includes eggs, wool and milk

Sector	Ipswich Gross Value \$M	Lockyer Valley Gross Value \$M	Scenic Rim Gross Value \$M	Somerset Gross Value \$M	Consolidated Gross Value \$M
Agriculture (a)	14.1	370.2	258.2	141.0	783.5
Crops (b)	4.3	316.1	84.3	36.6	441.3
Broadacre crops – Hay – pasture and cereal and other crops cut for hay	0.6	12.9	10.7	6.2	30.4
Broadacre crops (excluding hay) (c)	0.2	4.6	3.6	1.9	10.3
Horticulture – Nurseries and cut flowers and cultivated turf	1.2	10.8	16.6	15.8	44.4
Horticulture – Vegetables (d)	2.3	285.1	51.4	11.4	350.2
Horticulture – Fruit (excluding grapes) (e)	0.0	2.7	2.0	1.3	6.0
Livestock – Livestock slaughtered and other disposals (f)	8.4	50.0	142.6	97.9	298.9
Livestock – Livestock products (g)	1.4	4.1	31.3	6.5	43.3

Reference Australian Bureau of Statistics – 7503.0 Value of Agricultural Commodities Produced, SA2, Australia, 2015-2016.



EDUCATION AND SKILLS

Several organisations pointed out that the transfer of some of the University of Queensland's (UQ) Gatton campus functions to the University's campus at St Lucia had resulted in detriment to not only tertiary level courses in the region but also the opportunity to leverage the campus's potential into a more relevant range of agriculture-related activities.

One specific comment addressed an apparent decline in research into new plant species and genetics. This is an area where Australia has an outstanding record in developing new species of plants more suitable to the range of growing conditions found around the country (and in similar climates overseas), as well as preparing for changes in the environment in the future.

Another suggestion was that UQ Gatton is tasked and funded to undertake higher level research into global trends impacting the agriculture and horticulture sectors in the region (and of course Australia more generally). Such research would focus on issues in global food demand such as quality, provenance and new varieties.

A fund exists within the UQ Faculty of Science that could kick-start this work by focusing on a smaller part of the agricultural sector in the study area, namely dairy, which has been in decline since rationalisation of the industry Australia-wide. However, demand on the other hand, mainly from Asia, is rising with particular implications for restoration of regional capacity.

Similarly, some organisations pointed to the increasing application of high and new technologies into agricultural production. Examples include remote monitoring of water and soil moisture, GPS applications such as drones and remote control of equipment, and broader use of robotics.

The availability and potential contribution of more significant numbers of suitably skilled workers close by, such as in Ipswich and Springfield, would not be optimised without educational facilities located similarly.

Among these is one proposal that has been discussed by some, to amalgamate the campus with the Gatton Showgrounds to forge greater linkages between education and other agricultural and rural priorities.

AIR

Entry into service of Toowoomba Wellcamp airport is already proving to be a significant game-changer for the Toowoomba area and the broader region. Its interface with the Inland Rail, along with any improvements to the road freight network, will determine future logistics investments.

This airport's advantages include:

- ◆ Efficient road connectivity to Brisbane, Sydney and Melbourne
- ◆ 150 km to Brisbane (by road)
- ◆ Located within Australia's two most productive agricultural regions
- ◆ Licensed Cargo Terminal Operator (CTO) and 77G (bonded) Depot with the Australian Border Force
- ◆ Department of Agriculture, Export Registered Premises licenced to provide perishable handling, packing and loading capabilities under the Meat, Dairy, Fish Eggs and Horticulture export programmes
- ◆ Fully equipped to handle oversized cargo, Dangerous Goods (DG), livestock, high-value air shipments including artworks, aerospace equipment, mining equipment and exhibition pieces
- ◆ Department of Agriculture Quarantine Approved Premises permits import cargo
- ◆ Able to receive perishable products and general loose lodged cargo at the terminal and pack and prepare for export on behalf of the client
- ◆ Import & Export capabilities



TELECOMMUNICATION AND INFORMATION TECHNOLOGY

Two principal issues were highlighted by businesses and organisations, although not consistently across the study area:

- ◆ Mobile black spots
- ◆ Data limitations, mainly upload rates

With increasing use of information technology for applications such as observing natural resource conditions including water, foliage, soil conditions and so on, the ability to quickly upload data from monitoring stations is becoming more critical for best practice farming.

Some growers noted that current limitations on upload capacity and speed adversely affected their ability to control their crops or to operate GPS guided machinery.

Delivery of high-speed broadband remains a national issue, but its impact on farm productivity means it must be mentioned in this study, without any specific, local recommendations.

ENERGY

Again, most producers and organisations noted that energy costs, rather than availability, are a current concern.

At the time of writing, energy generation, transmission and distribution are the subjects of high profile debate at Federal, State and local levels with extensive public discourse.

Given the complexity of the energy policy debate and that local solutions beyond small-scale solar are not feasible, it is unlikely to be helpful for this study to cover this asset class in equivalent detail.

That is not to dismiss the legitimate issue of the impact of relentlessly rising energy prices on business. In fact, the cost of energy was often mentioned concerning securing water, with one organisation noting that while the costs of treating recycled water were reducing, this was offset by the increasing cost of pumping.

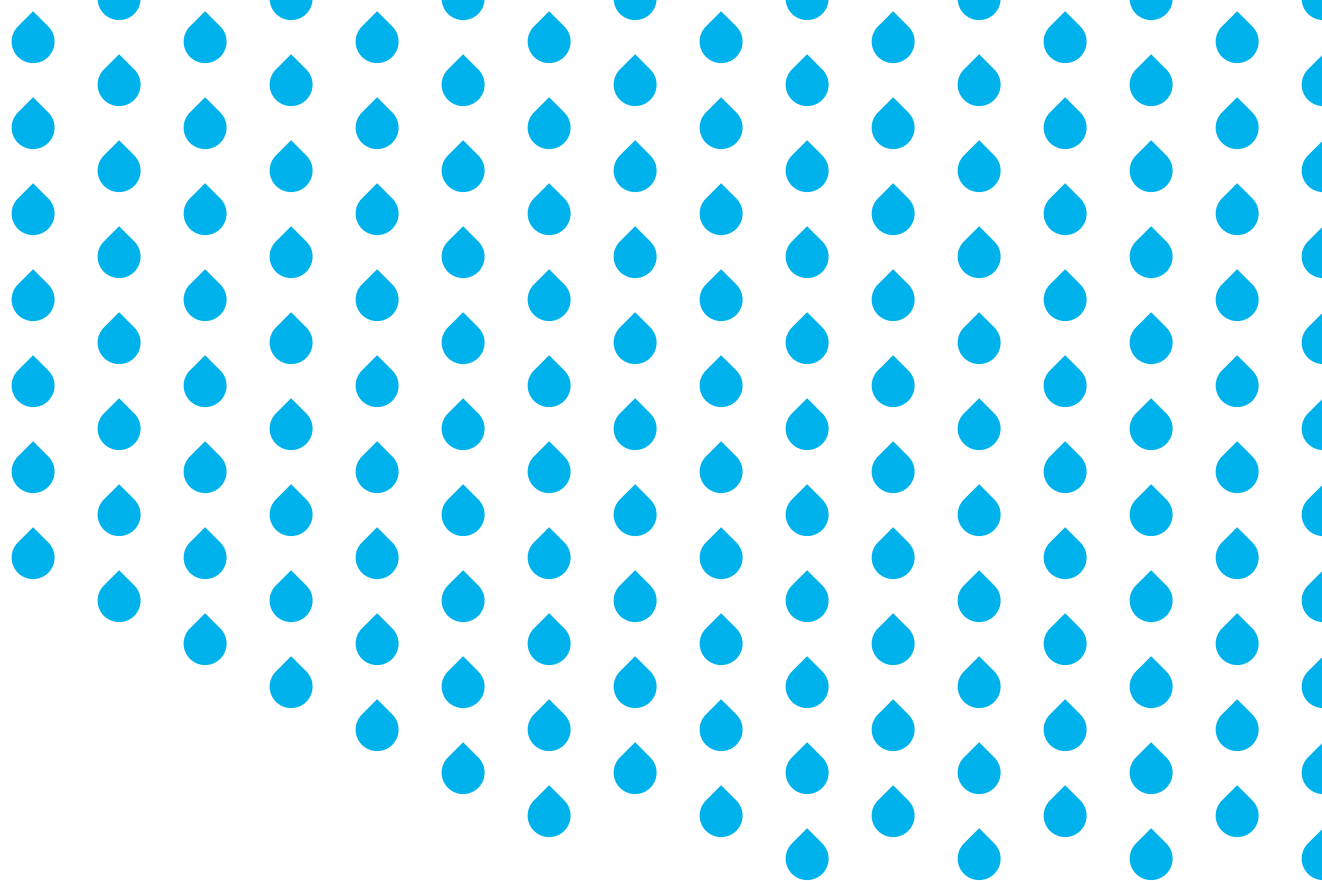
WATER USAGE

In 2015-16, the Ipswich & West Moreton region was home to 1,314 agricultural businesses, with 558 (42.47%) of them irrigating.

A total 28,793.6 hectares of area was irrigated; 5.02% of the region's 573,824.3 hectares of agricultural land. A total of 74,725 ML of water was applied for the 2015-2016 financial year.

Quick Facts:

- ◆ Scenic Rim has the largest amount of agricultural land in the region; accounting for 48.88%
- ◆ Lockyer Valley has the highest amount of irrigating agricultural businesses; 37.81% of the region's consolidated amount
- ◆ The Ipswich & West Moreton region is home to 1,314 of Queensland's 18,153 agricultural businesses (7.24%)



	Agricultural Businesses	Agricultural Businesses Irrigating	Area of Agricultural Land (ha)	Area Irrigated (ha)	Volume Applied (ML)	Application Rate (ML/ha)
RDAIWM region	1,314	557	573,824	28,793.60	74,725.00	12.8
Ipswich (C)	67	24	25,511	386.00	1,034.00	26.0
Lockyer Valley (R)	322	211	51,878	13,946.80	44,883.30	10.2
Scenic Rim (R)	570	194	215,934	9,954.70	17,982.60	6.4
Somerset (R)	354	128	280,501	4,506.10	10,825.10	8.7
Queensland	18,153	5,416	127,550,908	529,636.90	2,433,478.20	4.6

DEFINITIONS

(C) City Council
 (R) Regional Council
 (ha) hectare
 (ML) Megalitre

Reference Australian Bureau of Statistics – 4618.0 – Water Use on Australian Farms, 2015-16.

WATER SECURITY

There is widespread agreement that water is without a doubt the major issue influencing current and future production and investment in the study region.

Virtually all organisations and individuals interviewed for this report responded using the term “water security”. It is, therefore, useful to firstly ensure a good understanding of this term.

The Australian Water Association notes:

“We are referring to the certainty the Australian community can have that its water needs will be met into the future on an economically, socially and environmentally sustainable basis.”

Water security has previously been defined as:

“The reliable availability of an acceptable quantity and quality of water for health, livelihoods and production, coupled with an acceptable level of water-related risks”.¹

The focus on this definition is essential. With its high-quality soils and salubrious climate, the study area is already world-renowned as an extremely productive agricultural and horticultural area.

On this basis, the first challenge to address is maintaining current levels of availability of water to sustain output, before contemplating increasing production.

Water security is even more relevant as forecasts of drought conditions become regular.

The study area has many dams and weirs, including:

- ◆ Atkinson Dam
- ◆ Bromelton Dam
- ◆ Lake Clarendon Dam
- ◆ Lake Dyer
- ◆ Lake Manchester
- ◆ Maroon Dam
- ◆ Moogerah Dam
- ◆ Somerset Dam
- ◆ Wivenhoe Dam
- ◆ Wyaralong Dam

¹ David Grey & Claudia W. Sadoff (2007-09-01). “Sink or Swim? Water security for growth and development”. Water Policy. Iwaponline.com. 9 (6): 545–571.

WATER GRID

Currently, producers in the study area access their water via bores into the aquifer that is recharged from multiple sources, including the small dams in the area.

The following map has been prepared from SEQWater Operational Plan 2016-2017 to highlight the amount of existing water infrastructure, especially the number and location of pipelines. In formatting this map, it was necessary to resort to multiple sources, and such it is unique in displaying all the information in one graphic.

The graphic reaffirms that there is sufficient existing infrastructure to deliver additional quantities of water to the study region. In some cases, sections of existing pipes may need to be connected. However, the objective of safeguarding water security can be achieved while minimising new infrastructure costs. This approach is consistent with the State Government's four-stage process for planning and prioritising infrastructure investment as outlined in Part A of the State Infrastructure Plan.

In 2017 the Department of Energy and Water Supply released a "Water Opportunities Statement". This document helpfully outlines the broad governance arrangement for supply of water in Queensland, including in the study area, where SEQWater has the responsibility for bulk water supply and treatment. In the study area, Queensland Urban Utilities is the retailer with distribution responsibilities.

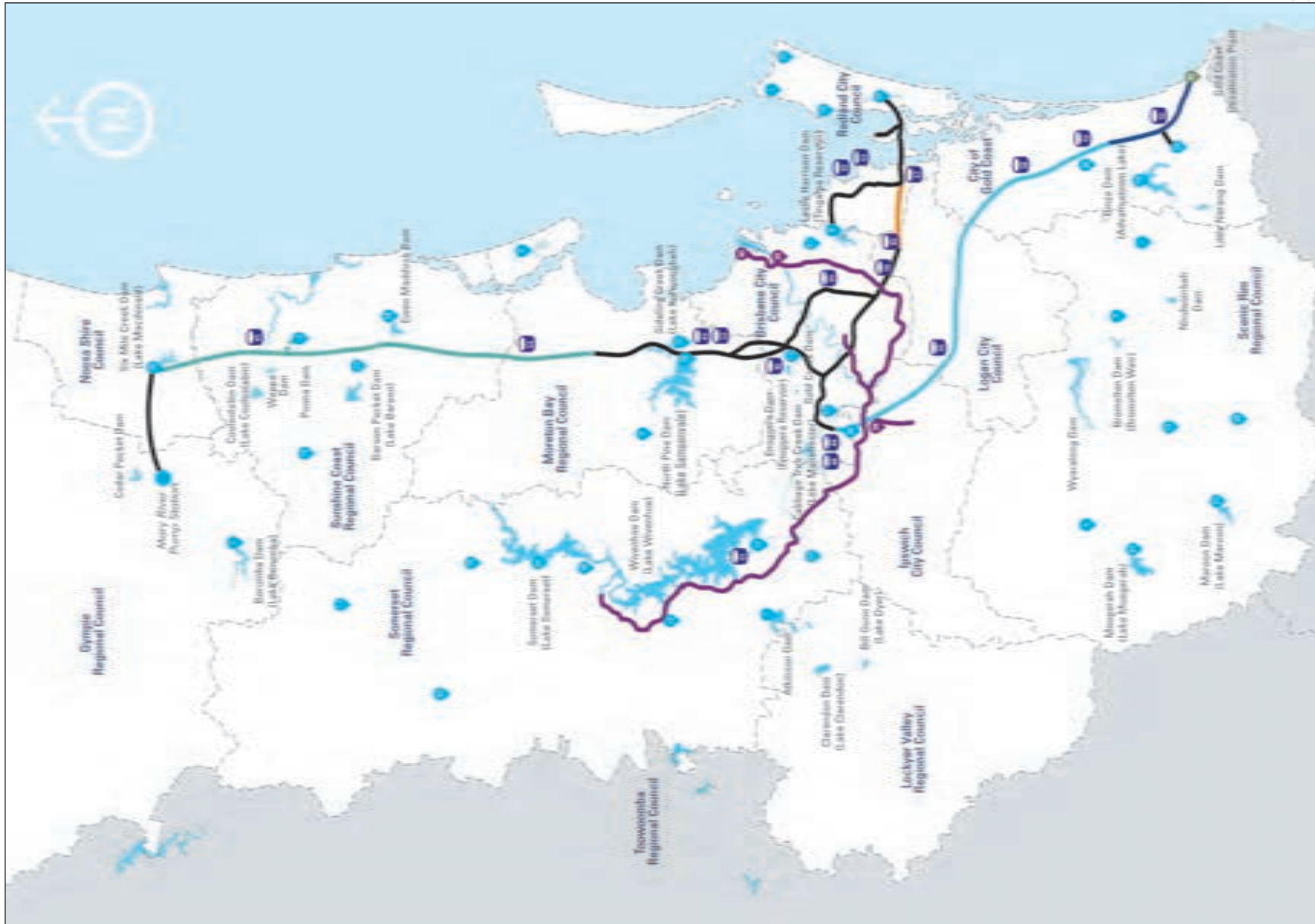
The water grid and recycling plant at Swanbank, installed during the Millennium Drought of 1996 to 2010, is currently out of operation. While the system potentially offers one avenue for increasing water security, it is hamstrung by:

- ♦ the outstanding debt from its construction, some \$6 million, along with high operating costs
- ♦ its business model is inappropriate because its output is geared towards urban use, i.e. potable quality
- ♦ it requires sufficient demand to run at full capacity, full time

That said, the water grid remains a last resort option for supply of urban and industrial water in the event of another grave, prolonged drought.

A pipeline to Toowoomba is in place, starting from close to the grid adjacent to Wivenhoe. However, it is not currently physically connected to the network and is not operational.





Reference SEQWater Operational Plan 2016/2017 – p.8 South East Queensland Water Grid.

RECYCLED WATER

The Ipswich & West Moreton region, especially the Lockyer Valley, is one of Australia's most productive and valuable areas for agriculture earning the well-deserved title of South-East Queensland's food bowl.

The Lockyer Valley is internationally recognised as one of the world's most fertile valleys with approximately 14,000 ha under production for vegetables including; carrots, cabbage, broccoli, onions, and sweetcorn, growing over autumn, winter and spring meeting between 70-90% of Queensland's demand.

Recycled water provides another mechanism for contributing to the quantity and security of water needed to boost the agricultural and horticultural output of the study area. That said, opinions vary widely about the quality of water required for different crops, priority areas to receive recycled water and means of storage and release.

Supplying recycled water from Luggage Point Treatment Works to the Lockyer and broader study area has been a proposal for some decades.

Queensland Urban Utilities (QUU), which has responsibility for retail distribution of water within SEQ, also has statutory responsibility for water discharge into Moreton Bay. On this issue, QUU advised that it foresees a window of only some 14 years before the nutrient load into

Moreton Bay will put the Bay at a tipping point, beyond which its water quality will not be able to be restored to normal historical levels.

This threat is driving QUU towards investigating a range of options for management of the water system within SEQ. In particular, the outflows from the Luggage Point treatment works could yield sufficient water to meet water security needs in the study area and beyond to the cotton farmers on the Darling Downs.

One difficulty to be overcome is that the discharge system requires constant output if it is to operate correctly. Therefore, a solution is needed for those situations when the demand for discharge is either under or over the average level of production from the treatment works.

During consultations, it was reported that food safety regulations, seen as increasingly onerous, would act against the use of recycled water directly onto minimally or non-processed crops. This issue, while contentious, may well be addressed in ensuing years through the resolution of the tension between the desire for better regulation over food production and processing and changing consumer attitudes.

Even if all the water made available from Luggage Point was to make its way over the Range to the Darling Downs for irrigated cotton and fodder crops that would free up water from other sources for the study area.

New Water Supply for the Lockyer Valley

The four proposals to augment the supply of water in the Lockyer Valley are:



Reference Lockyer Valley + Somerset Water Collaborative – <https://lvandswatercollaborative.com.au>

Summary

It is evident that to maximise social and environmental outcomes, some measure of government intervention along with market contestability may be necessary.

It would need only relatively small-scale prioritising robust infrastructure to make the best use of available water, mainly recycled water, in the early stages of a plan. This is particularly so in preserving water quality in Moreton Bay, through government purchase of recycled water.

Over time, the implementation of market interventions, such as a cap and trade mechanism on nutrient runoff, is likely to yield highest and best outcomes in treatment and eventual use of recycled water from Luggage Point.

A variety of views on specific details of improving water security was received during consultations, as well as a reference to other, more detailed current studies. This study concludes that the only viable, practical finding can be that no single response will be appropriate or sufficient to deliver the likely level of water security and proper quality needed in a drying climate.

However, the variety of studies underway also points to the need for some coordination, if only to raise general understanding of the issues, interests and work in train. RDAIWM is ideally placed to facilitate this through a series of forums for both industry and the general public.

AGRICULTURAL LAND AND URBAN ENCROACHMENT

The SEQ Regional Plan 2017, ShapingSEQ (the Plan), provides the overriding framework to not only designate land use (Urban Footprint, Rural Living Area and Regional Landscape and Rural Production Area) but also to provide guidance and direction to Councils in managing growth within their areas of responsibility.

The existence of a large and growing population driving demand so close to the study area is undoubtedly a benefit to agricultural industries in the region. There is also an identifiable preference by some of this population market for a better understanding of, and relationship with, the agriculture industries in the area. All of this points to a desire for high quality, locally grown produce.

Locally grown is relevant to not only sustainably produced food, both minimally and more extensively processed, but also lifestyle horticulture such as turf and flowers. The implications of this growing level of demand, both in quantity and quality, cannot be underestimated.

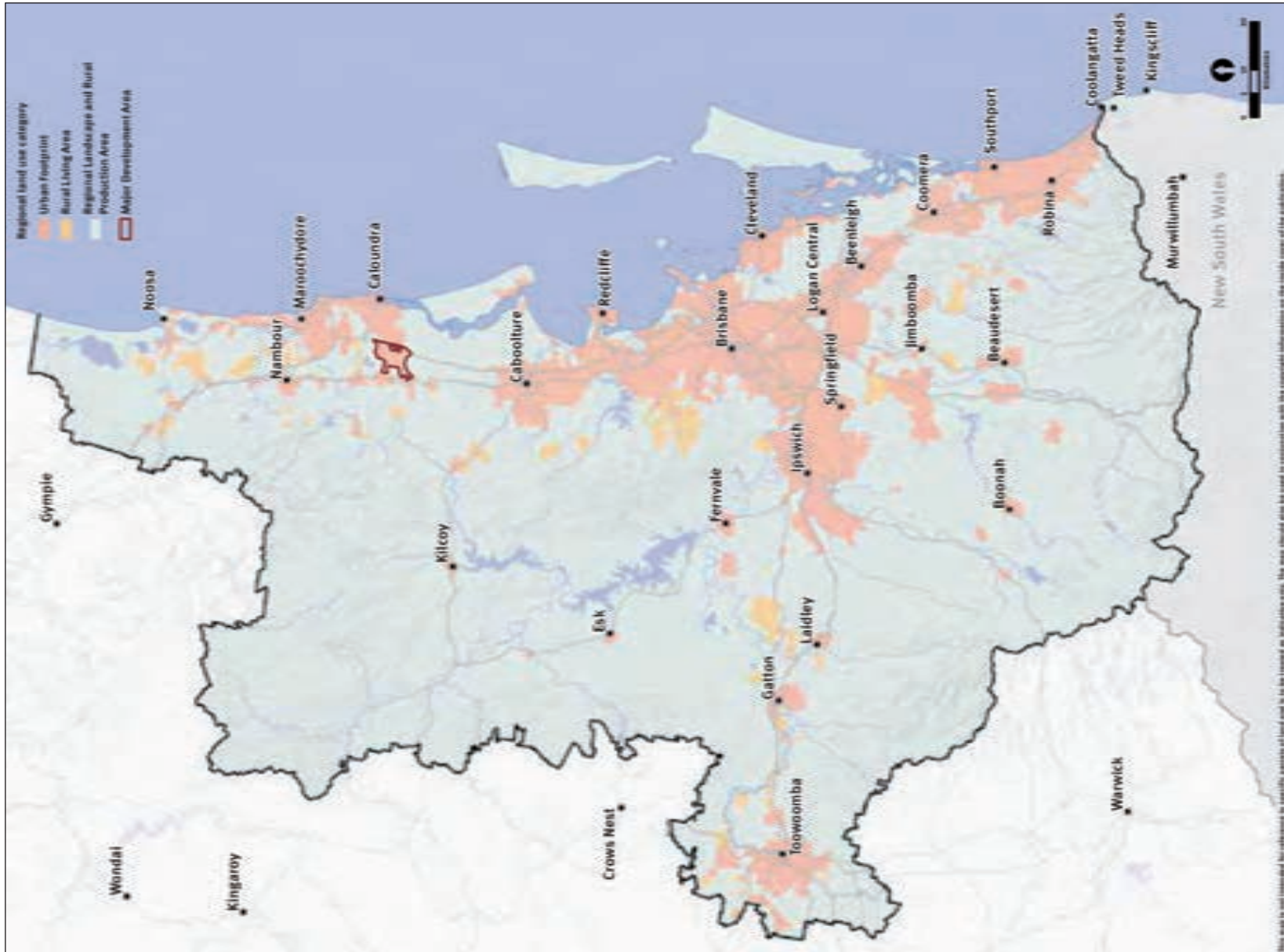
The Plan notes and encourages higher urban densities in selected locations. Similarly, the attraction of increasing rate bases remains a factor for Councils dealing with proposals from developers. Overall, continuing growth in SEQ along with changes to favoured living patterns remains a vital factor in identifying and protecting the productive areas of the region.

The SEQ Regional Plan 2017 (p.12) factors supporting growth and better efficiencies in rural production. Achieving the objectives laid out in the Plan will be the key to maintaining consistency in assisting the agriculture sector.

That said, examples exist already where expansion of urban and rural living areas has started to encroach on existing and productive agricultural industries. Many organisations consulted during preparation of this study highlighted the importance of resolving encroachment issues before they begin to impact residential amenity and lifestyle. Encroachment is particularly so in the case of poultry. The region is home to several centres of poultry production including Bromelton and Coominya. However, potential conflicts will need to be resolved quickly and early.

With chicken now representing the most commonly eaten form of meat in Australia and being a useful source of protein, the likelihood of continuing expansion of the industry is inevitable.





Reference ShapingSEQ – South East Queensland Regional Plan 2017, p.41 – Map 2 Grow.

LOGISTICS AND INTERMODAL HUBS

Concerning logistics and intermodal hubs, the Ipswich and Western Corridor area provides the majority of suitably zoned and available land. It is already home to many and varied manufacturing and supply chain businesses, predominantly at the eastern end of the corridor closer to Brisbane.

This area still has the capacity for more extensive development.

The State Development Area at Bromelton provides a future home to not only a transport and logistics hub but also “difficult to place” industries. Principal among these is the poultry industry, where urban encroachment in residential areas near existing and long-established plants has caused problems. That said, Bromelton is acknowledged to be constrained in its capacity. Woolworths and Coles have established logistics hubs at Larapinta.

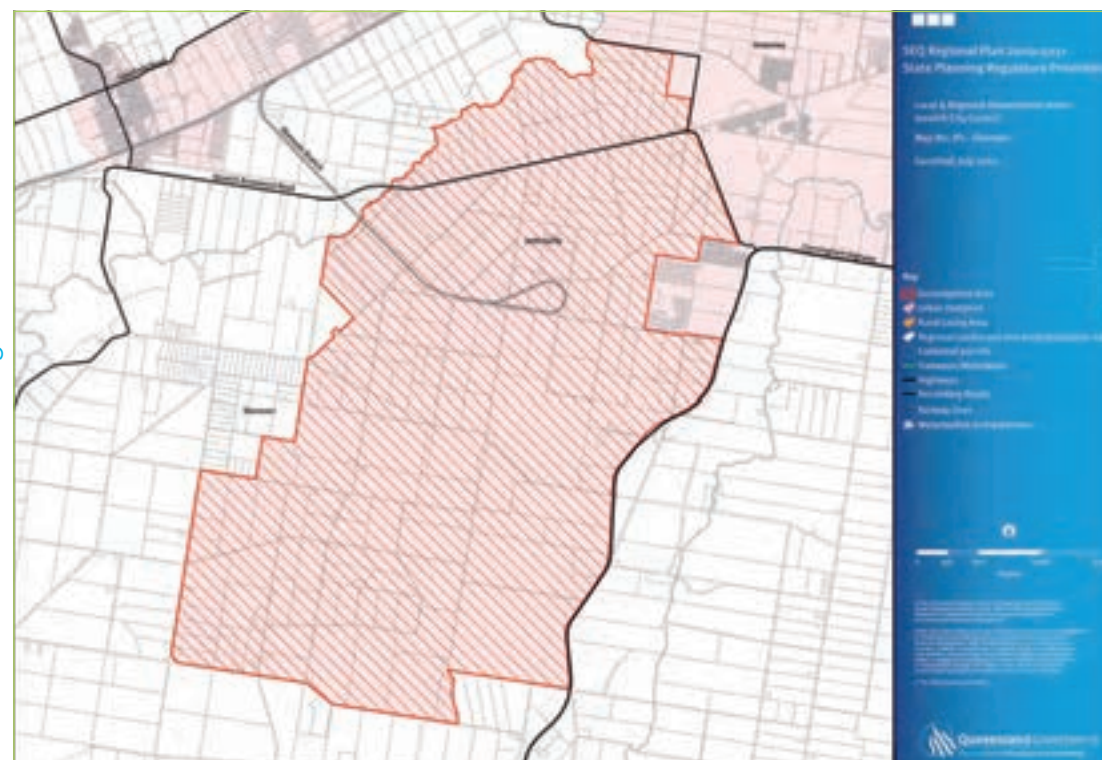
The Department of State Development, Manufacturing, Infrastructure and Planning are undertaking studies into the needs and preferred locations for these types of industrial areas in the subregion.

Other identified sites include:

- ◆ The Gatton West Industry Zone (GWIZ), located on the Warrego Highway. It is well placed to service its surrounding area but requires an overpass to be built to facilitate safe access for road freight from both directions
- ◆ The Brisbane Valley Protein Precinct at Coominya, an existing meatworks, combined with increasing demand for chicken meat – poultry a “difficult to locate” industry – means this location is well suited for development
- ◆ Economic Development Queensland is studying the Ebenezer area near Ipswich

References Department of State Development, Manufacturing, Infrastructure and Planning.

Ebenezer Regional Industrial Area



Brisbane Valley Protein Precinct



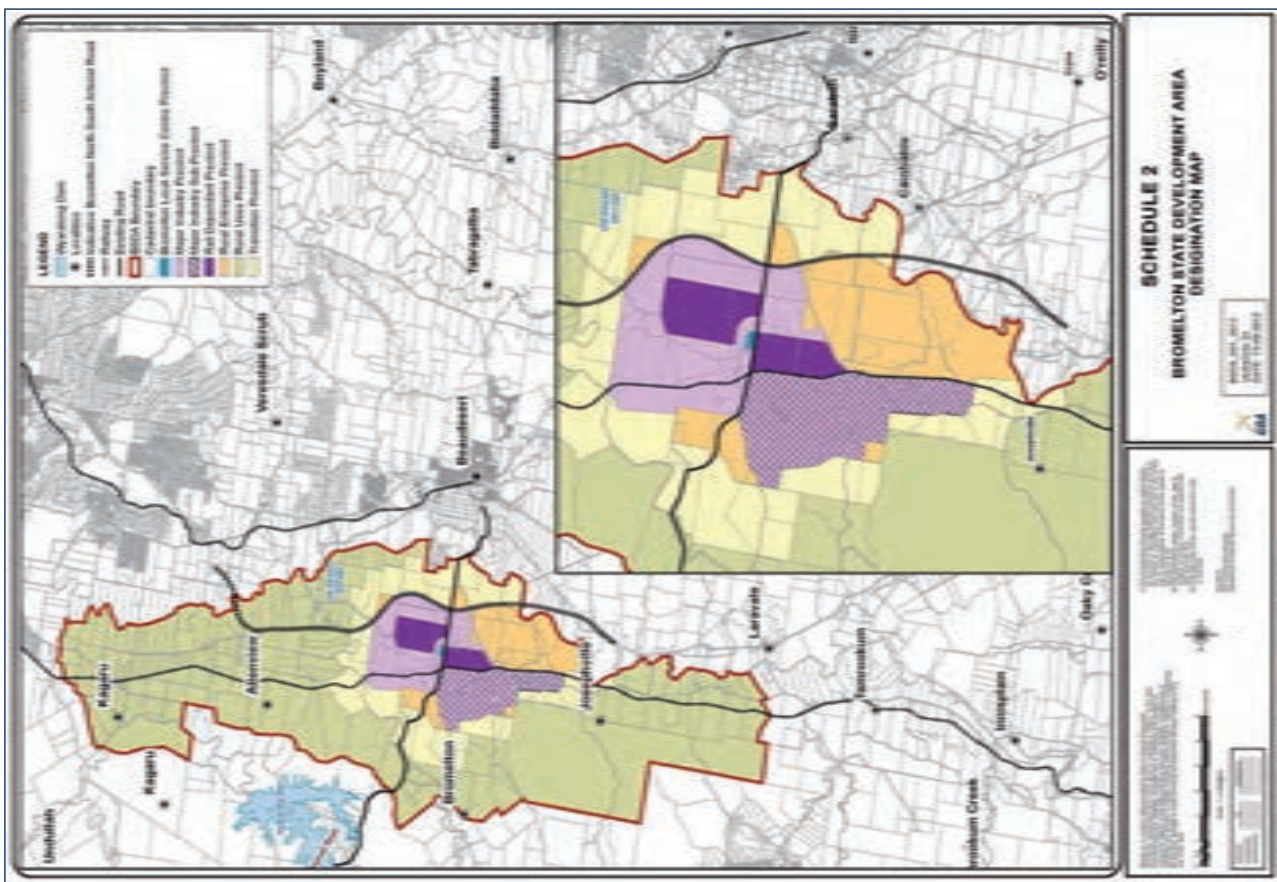


Bromelton State Development Area (SDA)

The Bromelton SDA, gazetted by the State Government in 2007, is located 6km west of Beaudesert and comprises a 15,000 hectare footprint, with approximately 1,800 hectares dedicated to rail dependent industry, primary industry and sub-industry precincts. The State Government, in partnership with the Scenic Rim Regional Council, made a significant investment in the provision of critical infrastructure to support industrial development within the SDA, including the construction of the Beaudesert Town Centre Bypass and trunk water main connecting the Bromelton precinct to Beaudesert.

The Commonwealth Government has committed \$8.4 billion to deliver the Inland Rail project, providing enhanced connectivity between Brisbane and Melbourne, which will intersect the present interstate rail line at the northern end of the SDA, placing Bromelton at the crossroads of coastal and inland rail.

Over the long term, Bromelton is expected to generate more than 15,000 jobs within the warehousing, logistics, freight, building, manufacturing and business by 2035. The Australian Rail Track Corporation (ARTC) purchased nearly 850 hectares of land in the Bromelton SDA. This investment represents confidence in the growth of rail and associated industries in the Beaudesert Region over the future.



Reference regionaldevelopment@lvr.c.qld.gov.au & Department of State Development, Manufacturing, Infrastructure and Planning.

ROAD NETWORK

The study region is fortunate in already having a good network of trunk roads to facilitate relatively efficient transport of products out of, and supplies and inputs into, the area.

The Department of Transport and Main Roads has the prime responsibility for planning and implementing transport infrastructure through its QTRIP and subordinate planning mechanisms.

The current QTRIP for the Metropolitan and Southern subregions outlines some projects already underway including:

- ◆ Planning on the Cunningham Highway
- ◆ Warrego-Cunningham Connection
- ◆ Some safety upgrades on the Mt Lindesay Highway within the study area (and planning work outside the study area)
- ◆ Beaudesert Town Centre Bypass
- ◆ Construction of the Toowoomba Second Range Crossing
- ◆ Safety improvements on the D'Aguilar Highway

Various organisations identified the following choke points:

- ◆ Cunningham Highway at the Yamanto – Ebenezer intersection
- ◆ Mt Lindesay Highway
- ◆ Brisbane Highway needs additional overtaking lanes
- ◆ Boonah to Beaudesert Road
- ◆ Western Ipswich Bypass

There was most agreement about the Cunningham Highway intersection, with nearly all those interviewed, identified the project as a priority.

Ongoing investment in Bromelton has capacity implications for the Mt Lindesay Highway, noting that Bromelton has the potential to service south of the Queensland/NSW border.

In this respect, a 'wildcard' option for improving road freight linkages to southern markets is via the Summerland Way through Mt Lindesay, Kyogle and Grafton to Sydney, rather than the more western route via Toowoomba and Warwick and inland NSW.

Intuitively this looks to be a more direct and therefore efficient route, although substantial upgrades would need to be made, along with agreement and support from both the NSW and Federal Governments.





Reference ShapingSEQ – South East Queensland Regional Plan 2017, p.72 – Map 4b Connect – Strategic road and freight system 2041.

TRAFFIC DATA

Map of Roads

The Ipswich & West Moreton region is abundant with new projects, initiatives and development opportunities. Whilst our overall population and regional tourism continues to steadily grow, so do our daily traffic counts and the number of motorists using our major roads.

According to recent Queensland Traffic Census data: Annual Average Daily Traffic, the RDAIWM recognises that more than 126,500 motor vehicles make use of the Ipswich Motorway alone based off point-to-point figures.

References – Regional traffic count data for the Ipswich & West Moreton region are sourced from Google Earth Queensland Major Roads Traffic Census data and then averaged within the Ipswich & West Moreton Local Government Areas by point to point formulae which is the two furthest counters on each roadway.

BRISBANE VALLEY HIGHWAY	AADT	
Brisbane Valley Hwy North of Lovers Lane	9713	
42A - 50m North of Beeston Dr	8596	
42A - 3.5km South of Hay Rd	3590	
42A - 500m South of Steelys Rd	2974	
42A - 230m South of Esk - Hampton Rd	4782	
42A - 200m North of Esk - Crows Nest Rd	4456	
42A - 110m South of Old Mount Beppo Rd	3798	
42A - AT Jimmy Gully Bridge	2835	
	Total AADT	40744
	AVG. AADT	5093
	P2P AADT	6274

WARREGO HIGHWAY	AADT	
WiM Site Bremer River	50525	
West of Kholo Rd overpass	42055	
1Klm West of Brisbane Valley Highway	27726	
West of Seminary Road	27248	
18A-300m West of Plainlands Overpass (P)	21047	
18A-WiM Site Gatton bypass Td 57.7km (P)	14783	
Approx 1.1km West of Postman's Ridge Rd	19546	
	Total AADT	202930
	AVG. AADT	28990
	P2P AADT	35036

IPSWICH BOONAH ROAD	AADT	
Ipswich-Boonah 1 km South of Hughes Rd	7080	
90m Sth of Washpool Rd & Schossow Rd Int	2862	
100m North of Old Rifle Range Rd, Boonah	4175	
	Total AADT	14117
	AVG. AADT	4706
	P2P AADT	5628

CENTENARY MOTORWAY	AADT	
Sandy Ck Bridge	32157	
Centenary Hwy Ext East of Bundamba Ck	6614	
Centenary Hwy Ext East of Deebing Ck	4522	
	Total AADT	43293
	AVG. AADT	14431
	P2P AADT	18340

AVG. AADT – Average Annual Average Daily Traffic
P2P AADT – Point to Point Annual Average Daily Traffic

MOUNT LINDESAY HIGHWAY	AADT	
2.08km South of Boonah-Rathdowey Rd	719	
440m North of Tamrookum Church Rd	1914	
450m North of Cryna Rd	5289	
Between Birnam St & Tubber St	15039	
WiM Site Cyrus Creek	7844	
	Total AADT	30805
	AVG. AADT	6161
	P2P AADT	4282

IPSWICH MOTORWAY	AADT	
17A Ipswich Motorway East of Warrego HWY	127614	
17A At Mine Street Redbank	116200	
17A West of Church Street Ramps Goodna	125577	
	Total AADT	369391
	AVG. AADT	123130
	P2P AADT	126596

CUNNINGHAM HIGHWAY	AADT	
600m South of Boonah-Fassifern Rd	5730	
1.77km North of Kalbar Connection Road	5097	
460m North of Charles Chauvel Dr	5023	
West of Champions Way, Willowbank	5675	
Warrill Creek	16959	
0.8km West of Ripley Road	17504	
100m North of Swanbank Road	28596	
17B South of Barclay St Overpass PTC	35712	
	Total AADT	120296
	AVG. AADT	15037
	P2P AADT	20721

D'AGUILAR HIGHWAY	AADT	
40B - PTC 1km Nth of Brisbane Valley HWY	3420	
40B - 450m East of Brisbane Valley Highway	3602	
40B - 150m East of Mt Pineview Rd	3485	
40B - 250m West of Esk Kilcoy Rd	3656	
40A - Abut "B" Kilcoy Creek	7081	
	Total AADT	21244
	AVG. AADT	4249
	P2P AADT	5250

BEAUDESERT BOONAH ROAD	AADT	
1.4km West of Sandy Creek Rd, Beaudesert	2835	
	Total AADT	2835
	AVG. AADT	2835
	P2P AADT	2835

Map of Roads

5,250
D'AGUILAR HIGHWAY

6,274
BRISBANE VALLEY HIGHWAY

35,036
WARREGO HIGHWAY

126,596
IPSWICH MOTORWAY

18,340
CENTENARY HWY

5,628
IPSWICH BOONAH RD

2,835
BEAUSERT BOONAH RD

20,721
CUNNINGHAM HIGHWAY

4,282
MOUNT LINDESAY HIGHWAY



This icon is representative of total motor vehicle use including but not restricted to passenger vehicles, campervans, light commercial, trucks, buses and also motorcycles.

NOTABLE STATISTICS

- ◆ Beaudesert Boonah Road, West of Sandy Creek Road checkpoint had an AADT count of 2,835 motorists
- ◆ Brisbane Valley Highway, North of Lovers Lane checkpoint had an AADT count of 9,713 motorists
- ◆ Centenary Highway, Sandy Creek Bridge checkpoint had an AADT count of 32,157 motorists
- ◆ Cunningham Highway, South of Barclay Street Overpass checkpoint had an AADT count of 35,712 motorists
- ◆ D'Aguliar Highway, Kilcoy Creek checkpoint had an AADT count of 7,081 motorists
- ◆ Ipswich Boonah Road, South of Hughes Road checkpoint had an AADT count of 7,080 motorists
- ◆ Ipswich Motorway, East of Warrego Highway checkpoint had an AADT count of 127,614 motorists
- ◆ Mount Lindesay Highway, Birnam Street & Tubber Street checkpoint had an AADT count of 15,039 motorists
- ◆ Warrego Highway, Bremer River area checkpoint had an AADT count of 50,525 motorists

RAIL

The Inland Rail

Inland Rail is a once-in-a-generation project connecting regional Australia to domestic and international markets, transforming the way we move freight around the country. It will complete the 'spine' of the national freight network between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

This new 1,700 km line is the largest freight rail infrastructure project in Australia. Early works started in 2017, and based on the 10-year delivery schedule developed in 2015, the first train is expected to operate in 2024-25.

The Australian Government, through the Australian Rail Track Corporation (ARTC), is delivering the multi-billion dollar infrastructure in partnership with the private sector. The Government has committed \$8.4 billion to deliver Inland Rail, on top of the previously funded \$900 million.

The dedicated freight network will transform the way we move goods between Melbourne and Brisbane, connecting our farms, mines, cities and ports to global markets. It will support Australia's four richest farming regions; provide supply chain benefits and substantial cost savings for producers.¹

This transformational rail project will bring lower costs and greater efficiencies to freight customers and will ultimately deliver more produce and goods to consumers along the eastern seaboard, create long-term jobs, boost regional economies, and help businesses grow.

Key features:

- ◆ Inland Rail is 1,700 km long, from Tottenham in Victoria to Acacia Ridge in Queensland.
- ◆ Trains travelling on the Inland Rail track will be able to travel at speeds of up to 115 km/h.
- ◆ The track will enable the use of double-stacked, 1,800 m long trains with a 21 tonne axle load at a maximum speed of 115 km/h, allowing for the transit of greater freight volumes. Each train could carry the equivalent freight volume as 110 B-double trucks.
- ◆ The new rail route will be up to 10 hours faster than the existing coastal rail network via Sydney.
- ◆ Shorter transit times will reduce supply chain costs by \$10 per tonne for intercapital freight travelling between Melbourne and Brisbane, which will mean greater savings for consumers.
- ◆ Inland Rail will help reduce congestion on our highways and allow for increased passenger rail services in the busy Sydney network.
- ◆ Inland Rail will connect our regions to our ports.
- ◆ Thousands of jobs will be created over the 10-year construction period, and once it's operational.

¹ Australian Bureau of Statistics (ABS).

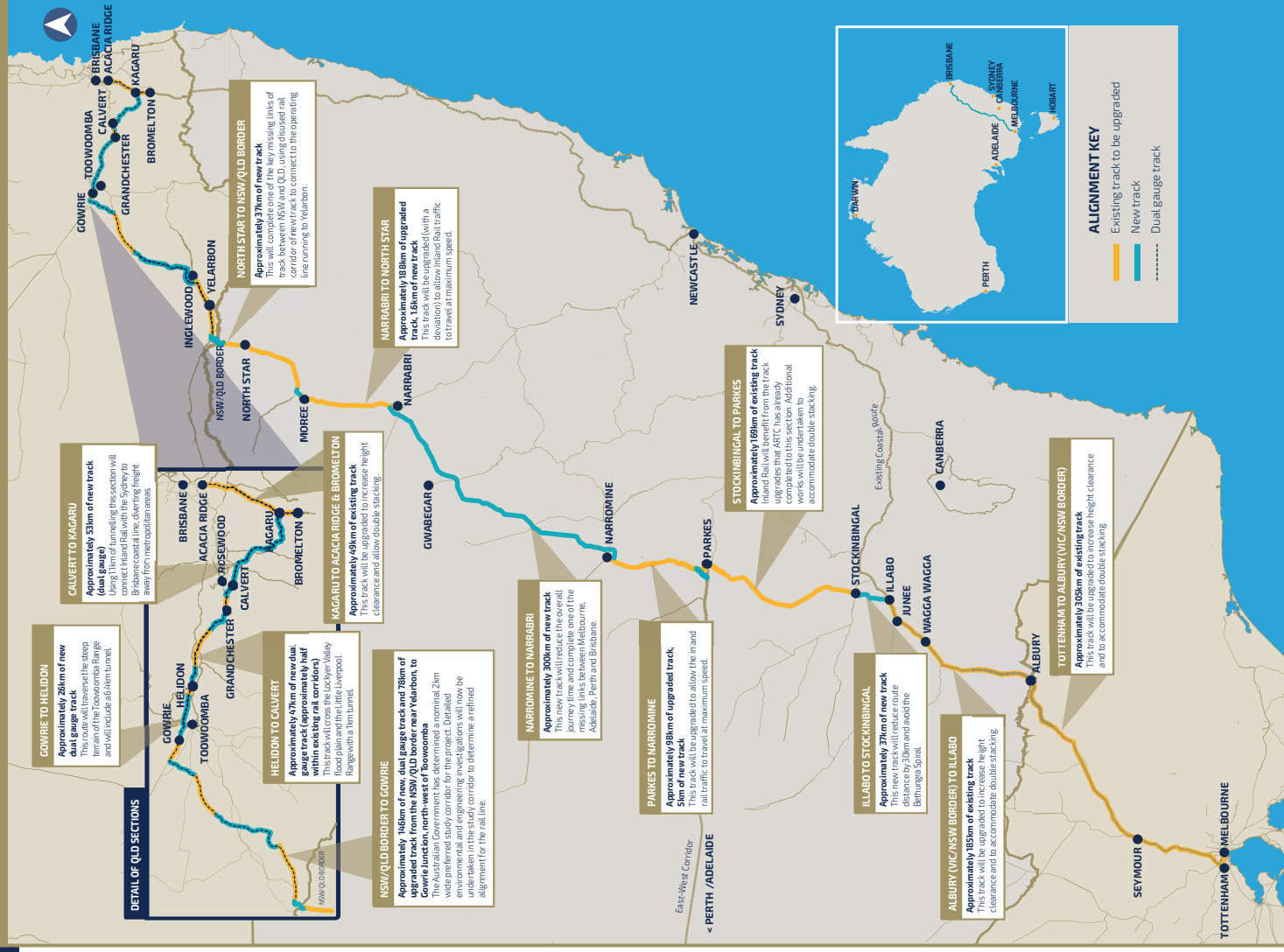


Australian Government

BUILDING OUR FUTURE

ARTC InlandRail

INLAND RAIL ALIGNMENT



inlandrail.com.au

1800 732 761

MARCH 2018

SUMMARY

The extensive schedule of consultations undertaken for this report (see Appendix) did not yield the level of agreement on significant infrastructure impediments that might have been expected.

While no single cause for this outcome can be identified, many contributing factors are likely:

- ◆ The study area's proximity to Greater Brisbane, with associated benefits regarding access to services
- ◆ The area's already high level of agricultural and horticultural productivity based on high-quality soils and adequate water to date
- ◆ Existing transport infrastructure, particularly the freight road network, has been sufficient to date
- ◆ Food and Agribusiness Collaboration

However, the round of consultations did highlight some areas for action where there was a reasonable level of agreement. These actions are listed at right.

The recommendations outline possible paths to reaching an agreement to prioritise these proposals.

Food & Agribusiness Collaboration 2018/2019

RDAIWM is proud to collaborate with Food Innovation Australia Limited (FIAL), the Department of State Development, Infrastructure and Planning as well as four RDA organisations to produce a series of workshops designed to boost the competitiveness and innovation of businesses in the food and agribusiness sector.

Meet the Buyers

An event open to SEQ regional food producers and manufacturers to showcase to buyers the vast array of unique products our region has to offer.

Win-Win Negotiations

Focusing on domestic and international buyers, this workshop will equip attendees with the skills to negotiate deals, product placement and pricing.

Export Essentials Forum

A one-day event will be jam-packed with experts to help businesses successfully navigate their export journey.

e-Commerce Readiness

A forum designed specifically for the food and beverage industry, incorporating feedback and insights from e-commerce platform buyers and suppliers.

Meet the e-Commerce Platform

An event to create an understanding of how to tap into the world's largest e-commerce market and access China's rapidly emerging middle-class consumer base to create significant opportunities for Australian businesses.

Retail Readiness and Private Labelling

A workshop specifically designed to give small companies the skills and confidence to compete more effectively in retail, especially in supermarkets, but also into other commercially-based channels to markets that may be attractive as part of your growth strategy.

Meet the Retailer & Network with Team

A forum to provide an interactive opportunity for businesses to engage with buyers and suppliers such as Coles, Woolworths and independent supermarkets.

Market Diversification & Intelligence

A half-day workshop to focus on discovering domestic opportunities that will deliver growth and reduce risk while also assisting businesses with current customers (improved customer, channel planning and execution) and expanding on current customer base (new customers and channels).

APPENDIX

List of organisations and individuals consulted:

- ◆ Ipswich City Council
 - ◆ Somerset Regional Council
 - ◆ Lockyer Valley Regional Council
 - ◆ Scenic Rim Regional Council
 - ◆ SEQ Council of Mayors

 - ◆ ARTC Inland Rail
 - ◆ Queensland State Department of Infrastructure and Local Government
 - ◆ Coordinator-General
 - ◆ Lockyer Valley Growers
 - ◆ Queensland Urban Utilities
 - ◆ Queensland Farmers Federation
 - ◆ Lockyer Water Users

 - ◆ Federal Member for Wright
 - ◆ Federal Member for Oxley
 - ◆ Federal Member for Blair
 - ◆ Queensland State Member for Nanango
 - ◆ Queensland State Member for Lockyer
 - ◆ Queensland State Member for Beaudesert
 - ◆ Queensland State Member for Ipswich
 - ◆ Queensland State Member for Ipswich West
- ◆ Queensland Minister for Agriculture and Fisheries
 - ◆ Queensland State Department of Agriculture and Fisheries
 - ◆ Queensland State Department of Transport and Main Roads
 - ◆ Queensland State Department of Mines and Natural Resources

 - ◆ Healthy Land and Water
 - ◆ Rugby Farms
 - ◆ Qualipac
 - ◆ Nolan's Transport
 - ◆ Buckley and Vann
 - ◆ Stanbroke
 - ◆ A & M Civil

 - ◆ Department of Environment and Water Security
 - ◆ Department of Agriculture (Forestry)
 - ◆ RDA Ipswich & West Moreton committee

 - ◆ University of Southern Queensland
 - ◆ University of Queensland (Gatton)
 - ◆ TAFE Queensland

Images appearing otherwise without caption or attribution in this document:

COVER – Clockwise from top: Somerset – Wivenhoe Dam with one open gate. Ipswich – View of Ipswich. Scenic Rim – Evening sun over the stables near Lake Maroon. Lockyer – Aerial view of agricultural fields in the Lockyer Valley.

Page 7: Courtesy of Kev Russell – Lockyer.

Page 10: Bauer Organic Farm – Lockyer.

Page 16: Gatton Dairy Cows – Lockyer.

Page 18: Onions – Lockyer.

Page 19: Courtesy of Robyn Hills – Lockyer.

Page 20: Picnic – Ipswich.

Page 21: View of Ipswich – Ipswich.

Page 22: Courtesy of Robyn Hills – Lockyer.

Page 22: Courtesy of voicephotography.com – Lockyer.

Page 23: Laidley – Lockyer.

Page 24: Carr's Lookout overlooking the mountains and fields – Scenic Rim.

Page 24: Courtesy of ARTC – Inland Rail development site, Calvert to Kagaru.

Page 25: Mt Razorback in Beaudesert, Lost World Valley – Scenic Rim.

Page 26: Esk Timber Mill – Somerset.

Page 26: Esk South Steer and View – Somerset.

Page 27: Wivenhoe Dam with one open gate – Somerset.

Page 35: Gatton Uni Foundation Building – Lockyer.

Page 36: Courtesy of Cathy Finch photography – Lockyer.

Page 37: Swanbank Power Station – Ipswich.

Page 39: Lake Wivenhoe – Somerset.

Page 42: Sunrise view of Mount Greville from Lake Moogerah – Scenic Rim.

Page 48: Gatton Fields Fuel Tanker Warrego Hwy – Lockyer.

Back Cover: Courtesy of Melanie Douglas – Scenic Rim.

Copyright is held by the respective owners for all images contained herein and which are used here with permission.



RDA Ipswich & West Moreton Inc.

P 07 3812 4144

E project@rdaiwm.org.au

W www.rdaiwm.org.au