



PROGRAM TO UPGRADE STRATEGIC ROAD LINKS

**MUNDUBBERA TO
JANDOWAE ROADS
AUGUST 2018**



MESSAGE FROM THE CHAIR

**GEORGIE SOMERSET
WORKING GROUP CHAIR**

Roads are a critical lifeline in inland Australia, and the Mundubbera Jandowae Roads Working Group (MJRWG) reflects the high priority these Inland Burnett Communities place upon this section of road infrastructure.

For many years local government, industry groups, community representatives and individuals have lobbied for increased funding. In 2017 these groups came together, recognising the benefit of collaboration and cooperation.

MJRWG represents the communities reliant on reliable transport – and these communities represent a diverse set of needs – health, education, communication, primary industries - including beef, horticulture, grain, cotton, timber and more; disaster management, manufacturing, tourism, and personal and family travel.

By joining together, this group has harnessed the capacity of its communities, identified the need and remained focused on the end goal – a reliable and effective transport route for the Inland Burnett.

The 'Top 3' immediate needs identified by the MJRWG are:

- Replacement of the John Peterson Bridge over the Boyne River,
- Upgrade of the single lane section of the Mundubbera Durong Road directly south of the North Burnett Regional Council boundary, and
- Rehabilitation of uneven areas of the Mundubbera Durong Road near Durong and the Chinchilla Wondai Road west of Durong towards the Western Downs Regional Council boundary.

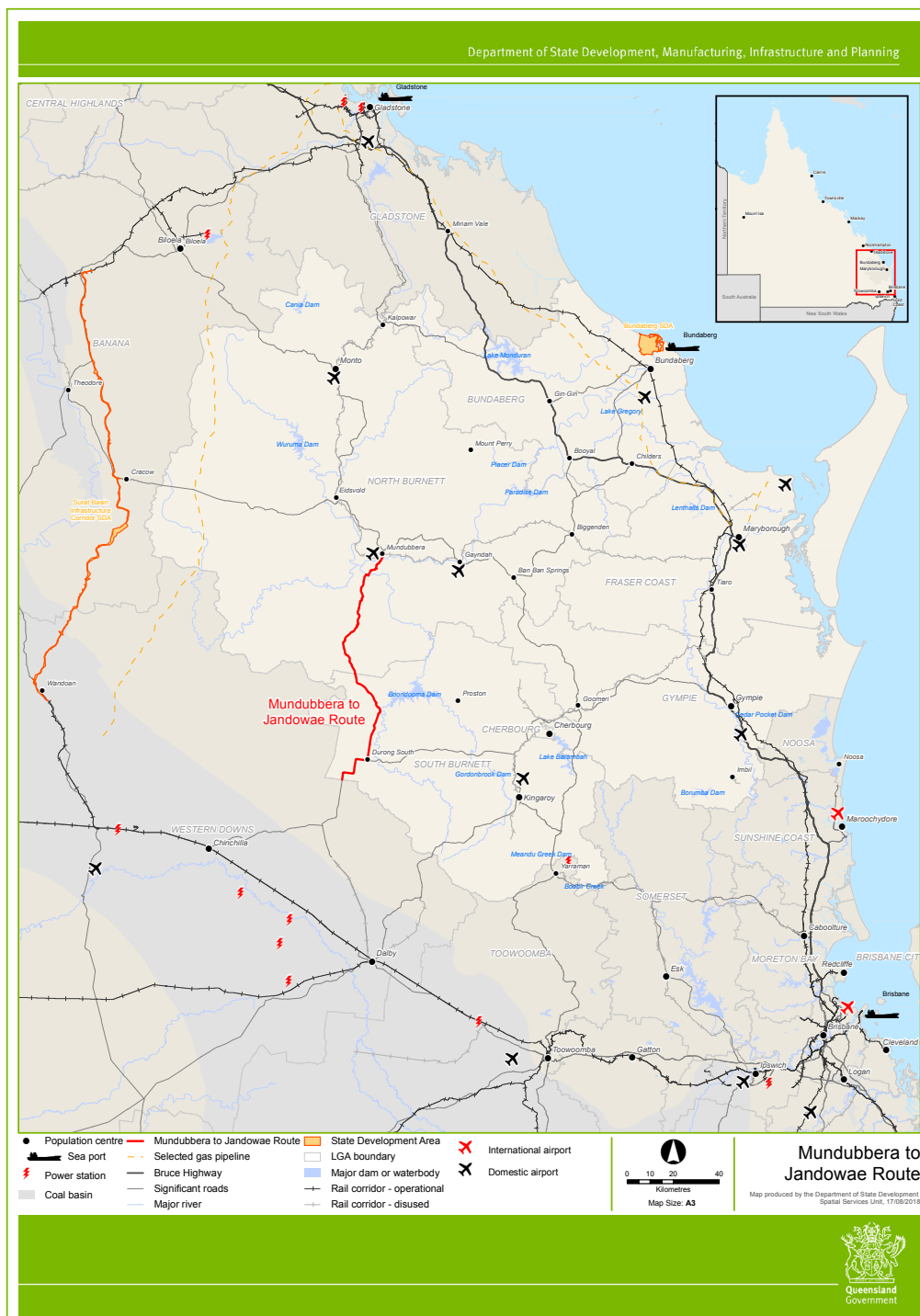
This document captures the research, data and supporting evidence gathered by MJRWG over the past six months, providing an insight into the essential nature of these roads; industry and community reliance on them; and the productivity lost through the lack of effective long term funding for critical upgrades as well as realistic maintenance budgets into the future.

MJRWG looks forward to remaining focused on the achievable solutions for these sections of road that provide critical infrastructure linkages for the Inland Burnett.

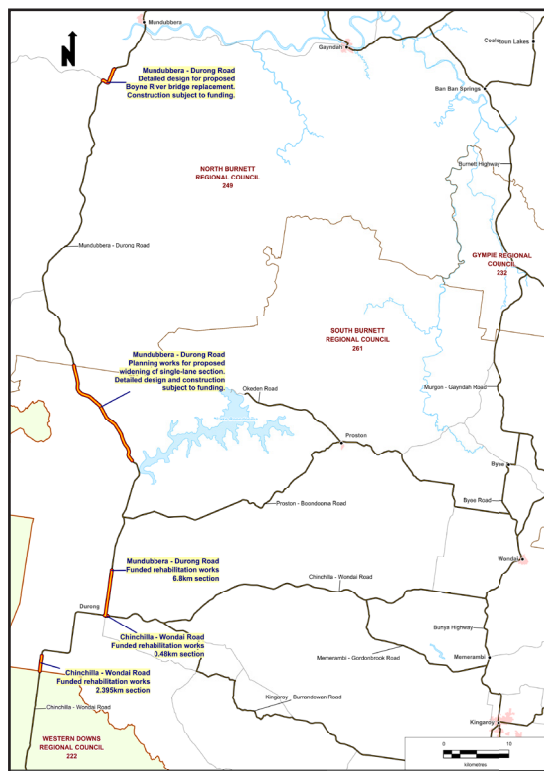
Georgie Somerset
Chair
Mundubbera Jandowae Roads Working Group

TIME FOR ACTION ON INLAND CONNECTION ROADS

The Wide Bay Burnett (WBB) accounts for approximately 11 per cent of Queensland's total agricultural production, with a diverse agribusiness base. Significant activities include timber production and processing, beef, pork and poultry production, sugar cane production, tree crops, fruit and vegetable production and seafood harvesting. Wide Bay Burnett boasts the largest population outside of the south-east and is perfectly placed to take advantage of the opportunities emanating from global and national markets. The Wide Bay Burnett is also strategically located adjacent to the state's major population centre, the industrial hub of Gladstone and within proximity to the export airport in Toowoomba. The proximity to growing markets presents 'overflow' opportunities from adjoining regions and the Wide Bay Burnett region has the potential to introduce new medium scale manufacturing opportunities to support supply chains across several sectors.



TIME FOR ACTION ON INLAND CONNECTION ROADS



For two decades residents, industry and local government representatives have been calling for upgrades to crucial connecting road infrastructure that links Central Queensland to the Darling Downs to help unlock these opportunities. These state-controlled roads, particularly Mundubbera-Durong Road and Chinchilla-Wondai Road, continue to carry increasing volumes of traffic and are crucial to the economic prosperity of several associated regions. For the agribusiness sector to thrive in Australia, the ability to freight input onto farms and production out is critical to growing the nation's agricultural capacity.

While it is widely acknowledged there is no 'quick-fix' solution, a range of kindred stakeholders have united to provide evidence-based information to demand funding to improve efficiency, safety of these inland connecting roads. The Mundubbera to Jandowae Roads Working Group include representatives from local Government, AgForce Qld, Toowoomba Surat Basin Enterprise Food Leaders Australia, Regional Development Australia (RDA) Wide Bay Burnett and the Burnett Inland Economic Development Organisation.

The group has identified potential business development and growth improvements and what opportunities are being lost as

well as undertaking a petition of users to determine future volumes and current limitations.

Mundubbera-Durong Road is a main thoroughfare that carries thousands of heavy vehicles laden with cattle, timber and grain on a weekly basis. The road is the main inland thoroughfare connecting the Western Downs with Rockhampton. The clay substrate under a large portion of the road has buckled leaving large depressions while the single lane sections are worn away with drop-offs on either shoulder. It also carries beef cattle in from the west and grain from the south up to feed lots and cattle farms in north.

The group is calling on the Palaszczuk State Government to complete the design work on key areas of concern such as the John Peterson Bridge and the single-lane section of the Mundubbera Durong Road (south of the North Burnett Regional Council boundary).

It further calls for replacement of the John Peterson Bridge over the Boyne River which is a flood and safety risk and inhibitor to efficiency of freight during natural disasters and widening of the single-lane section of road to dual carriageway to address safety concerns. Additionally, a commitment to a program ensuring the ongoing maintenance of this important inland linkage into the future is also requested.

This document highlights the need for immediate action to rectify and rehabilitate sections of these inland routes and for forward planning to ensure opportunities for increased agricultural production and employment are not lost through inadequate or unsafe infrastructure.

Letters of support from a wide range of stakeholders, including local, state and federal politicians, freight and logistics companies and industry bodies present a clear and defining case for action to be immediate.



TAKING A LOOK

In order to gain a current understanding of the challenges and opportunities facing those using the Mundubbera to Jandowae road network, the Roads Working Group conducted a survey to hear first-hand from the road users themselves. Valuable insights were received from more than 80 respondents expressing concern for the state of the roads currently and a desire to see upgrades and maintenance.

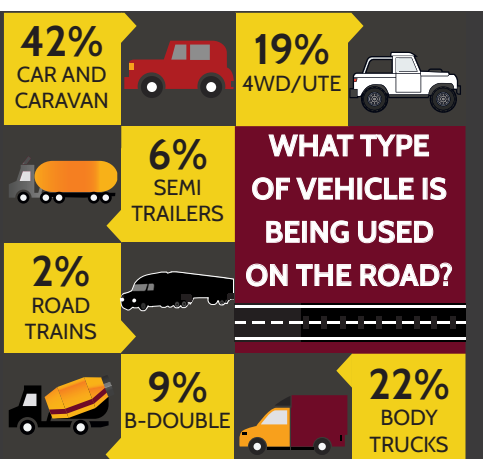
Information including reasons for using the road, types of vehicles used and issues and damage experienced by users were reported. Additionally, and of great concern to the Roads Working Group, the survey revealed freight companies avoid using the Mundubbera Durong Road and Chinchilla Wondai Road due to damage caused to equipment and animal welfare concerns related to the condition of the roads. This should raise alarms for governments at all levels.

The cost to business, community and ultimately our economy is reflected in comments such as those made by a survey respondent who operates a commercial beef cattle enterprise and utilises the Mundubbera to Jandowae roads to access southern markets,

“This road has damaged our trailers carting grain (cracked grain bins and blown airbags, broken windscreen in prime mover). We get a lot more bruising in our cattle when transported over this road, as a result of cattle moving around and thrown side to side on rough bitumen.”

Another business owner who has doesn't have access to any alternative routes for transport of livestock comments on the cost to their business from using the Mundubbera to Jandowae roads,

“The impact is less cents per kilo (as well as being an animal welfare issue) because the cattle arrive at the saleyards in a less presentable condition after being tossed from side to side trying to maintain their footing to stop them from going down in the truck and being bruised or badly injured.”



What are people saying about the road?

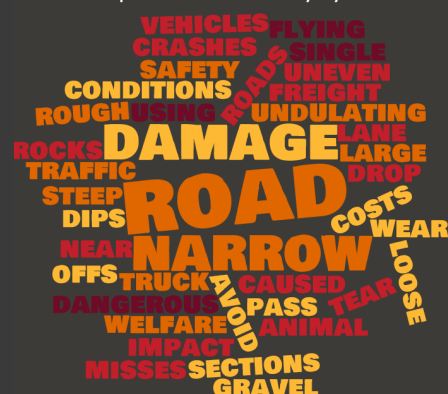
“Trucks use the road as a last resort”

“Meeting trucks and caravans on narrow and undulating parts of the road is dangerous. It's one of the worst bitumen roads I have travelled on in Australia**”**

“A decent road would provide an opening to more markets which subsequently could provide increased returns for businesses and the region.**”**

MAJOR ISSUES WITH THE ROAD

What did respondents most commonly say about the road?



TAKING A LOOK

When asked if improvements to this route would enable business to realise increased financial returns, productivity, business growth or employment, one survey respondent replied,


“Our business would increase financial return as it is a shorter route to southern abattoirs and is less hilly so our costs would be less.

We buy about 6000 tonnes of grain annually and would love to source it from the Jandowae area but this road is too bad as it is, so we go north where it costs more in freight.

We are looking to expand our feedlot and this road upgrade is very important to us in keeping costs down. Costs down = profits up.”

IMPACT TO BUSINESS

The biggest impact to businesses and individuals as a result of the condition of the road.

-  Wear and tear to vehicles
-  Maintenance costs increased
-  Reduction of stock being transported
-  Loss of local economic opportunities
-  More fuel used travelling the road
-  More hours used via alternative route

While agricultural producers and freight operators responded strongly to the request for information, survey data was received highlighting other important uses of the Mundubbera to Jandowae roads including access to educational facilities, medical and health care services and business and family trips. This inland route clearly contributes to the liveability and accessibility of inland Burnett communities.

OPPORTUNITIES FOR GROWTH

The positive impact users say investment will have for them as users

-  Productivity gains
-  Improved animal welfare
-  Reduction in freight costs
-  Better safety when travelling
-  Enhanced market reputation
-  Opening up of market opportunities

In addition to the survey information being collected, Mr Peter Seiler, owner and proprietor of Darr Creek Oasis Rural Supplies and Service Station located directly on the route in question, has also been measuring the level of interest from motorists for improvements to this inland road network. Through a petition on the counter at his business,

Peter has gathered more than 2000 signatures from road users in support of positive change to the Mundubbera Durong Road and Chinchilla Wondai Road (between Durong and the Western Downs Regional Council boundary). Peter has now handed the petition to the Mundubbera to Jandowae Roads Working Group to further reinforce the work of the group in raising the standard of these roads and maintaining them over the long term.

The information provided by road users through the survey and response to the petition has further strengthened our long-held belief and resolve to see significant and immediate improvements to this crucial inland road network.

The economic stability and growth of associated regions depends on the ability of our business community to access domestic and export markets. The Mundubbera to Jandowae road network is a critical linkage in ensuring that opportunity into the future.

“The road quality through Durong to Chinchilla is rough, uneven, narrow, and there are large wave like dips and steep drop-offs on the sides.”

“The horrendous condition of the road reduces the number of stock able to be loaded on each trip, therefore greatly increasing our cost to market expenditure and reduces our efficiencies.”

“Less damage to product increases profits and enhances market reputation”

THE ECONOMIC CASE FOR THE UPGRADE OF THE MUNDUBBERA TO JANDOWAE ROAD



Gross value of Agricultural production in Australia for the 2016/17 year was \$60.8 billion, with 304,200 people employed by 86,681 agricultural businesses in May 2017, and across the supply chain agriculture providing 16 million jobs (AgForce 2018). Agriculture is vital to the economy of the country and between 30-40% of the input costs for a farm business are attributable to transport.

Australian agricultural businesses are price takers, exposed to international markets and pricing, with our traditional markets heavily subsidised (share of farm gross income from Government support in 2005 show USA 16%, EU 31% and Australia 5% [Australia's is mainly in the form of natural disaster relief] – ABARE, 2006).

In addition, Australia suffers from the “tyranny of distance”, both within the country and to most international markets, so efficient and affordable road, rail, air and sea transport is vital to sustainability. The total cost of transport per commodity is shown in the table from the CSIRO TRANSIT model.

TABLE 1. TOTAL COST OF TRANSPORT (ANNUAL AVERAGE) FOR EACH COMMODITY. THIS REPRESENTS THE TOTAL TRANSPORT COSTS ACROSS THE SUPPLY CHAIN FROM PADDOCK TO DOMESTIC MARKET (EXECPT FOR GRAIN) OR PORT.

| | ROAD | RAIL | ROAD CO ₂ (TONNELS) |
|--------------------------|------------------------|----------------------|--------------------------------|
| BEEF (INCLUDING BUFFALO) | \$572,438,780 | \$31,656,477 | 244,082 |
| GRAIN | \$2,149,790,452 | \$487,280,313 | 862,184 |
| PIGS | \$29,012,052 | | 11,156 |
| RICE | \$134,177,281 | | 55,437 |
| DAIRY | \$881,736,430 | | 337,294 |
| SUGAR | \$52,245,332 | \$9,951,700 | 16,174 |
| SHEEP/GOATS | \$221,773,671 | | 85,883 |
| COTTON | \$76,914,483 | \$13,259,573 | 36,385 |
| HORTICULTURE | \$617,806,580 | | 256,295 |
| POST PROCESSING* | \$249,680,948 | | 98,080 |
| MIXED (DC TO MARKET) ^ | \$284,535,545 | | 109,157 |
| POULTRY | \$28,196,377 | | 8,766 |
| TOTAL | \$5,298,307,931 | \$542,148,063 | \$2,120,893 |

*includes boxed beef, chicken, lamb, pork to domestic markets and port

^ mixture of horticulture and post processed commodities between DC's and supermarkets

THE ECONOMIC CASE

The upgrade of this road is essential to enable the extensive infrastructure “hub” currently under construction in the Toowoomba/Wellcamp area (total cost of \$11.8 billion) to reach its full potential.

It will provide access for north, central and southern Queensland to the Wellcamp interchange of the inland rail from Melbourne to Brisbane, to the Wellcamp airport (providing interstate and international air freight access) and to the Toowoomba Range Second Crossing bypass to Brisbane which will provide an easy alternative transport route to the Bruce Highway. The Inland Rail Infrastructure is a \$10 billion project, the Toowoomba Second Range crossing is a \$1.6 billion infrastructure project and Wellcamp Airport (a privately funded project) was estimated to be a \$200 million project.

Just in the Burnett region alone tonnes of cattle, grain, citrus, pigs, peanuts and cotton etc are transported on a daily basis on this road, in addition to produce from Central Queensland and the Darling Downs, being a critical connector to and from feedlots, cotton gins and processing plants.

There is also considerable movement of general freight along the whole route. Every dollar in the reduction of transport costs for producers, including these local producers, flows back into the community. Using the multiplier effect of say 2.5 this indicates that for every \$1 reduction in transport costs the economic benefit is approximately \$2.50.

This road provides a direct link between the Capricorn Highway (Westwood Turn off) and the Warrego Highway (Dalby) which is 103 kilometres shorter than the alternative route via Goomeri and Kingaroy (the latter route passing through 11 towns or townships, the former through just 2) and 123 kilometres shorter between the Capricorn Highway and Warrego Highway (Chinchilla) than the alternative via Goomeri and Durong. Mundubbera to Chinchilla via the Auburn Road is only 7 km longer than via Durong (116 km shorter than via Goomeri) however this road is not fully sealed and is currently not suitable for B Doubles or Road Trains over its whole length (identified as a road of importance at the North Burnett Ag Network meeting 26 June 2018).

The CSIRO TransIT model provides a modeled cost (\$/KM) per travel speed and the additional maintenance costs (\$/KM) for roads in various conditions (Higgins AJ, McFallan S, McKeown A, Bruce C, Marinoni O, Chilcott C, Stone P, Laredo L, Beaty M (2017) TransIT: Unlocking options for efficient logistics infrastructure in Australian agriculture. CSIRO, Australia).

TABLE 9. SAMPLE OF THE VEHICLE TRANSPORT COSTS

| PBS SCHEME | MODELLED COST (\$/KM) PER TRAVEL SPEED | | | ADDITIONAL MAINTENANCE COSTS (\$/KM) | | |
|-----------------------|--|---------|---------|--------------------------------------|---------------|-------------------|
| | 100 KM/H | 60 KM/H | 20 KM/H | GOOD UNSEALED | POOR UNSEALED | IDLE COST (\$/HR) |
| LEVEL 1 (SEMITRAILER) | 1.91 | 2.58 | 6.11 | 0.09 | 0.26 | 199 |
| LEVEL 2A (B-DOUBLE) | 2.35 | 3.13 | 7.36 | 0.13 | 0.39 | 141 |
| LEVEL 3A (TYPE 1) | 2.71 | 3.54 | 6.81 | 0.16 | 0.49 | 169 |
| LEVEL 4A (TYPE 2) | 3.43 | 4.36 | 8.22 | 0.24 | 0.72 | 177 |

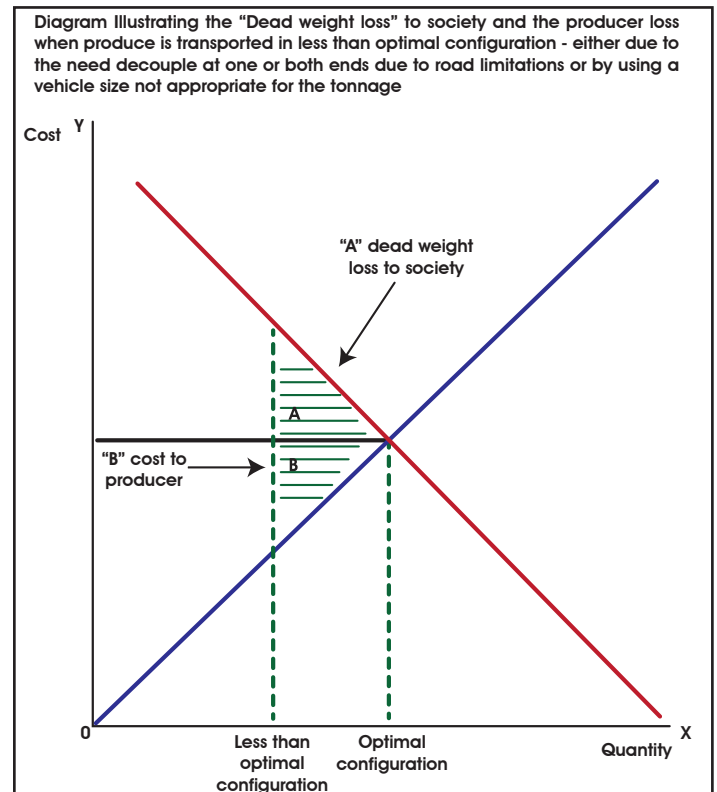
The section of the transport route in this submission is rated for B Doubles (25 meters long). Using the National Heavy Vehicle Regulator (NHVR) calculation of maximum regulatory Mass (in tonnes) the cost per tonne for a B Double at 100 km per hour is \$2.35 per kilometre for a 59 tonne load.

Using the Mundubbera to Jandowae Road this represents a saving of \$242.05 per vehicle per trip than using the alternative route via Goomeri and Kingaroy.

If the Mundubbera to Jandowae road was upgraded to a Type 1 Road Train and using the same calculation as above the cost per tonne at 100 km per hour is \$2.71 per km for a 79 tonne load. Using this route would represent a saving of \$279.13 per vehicle per trip. Similarly if this road was upgraded even further to accommodate Type 2 Road Trains the saving would be \$353.29 per vehicle per trip. Using the multiplier effect of 2.5 this would indicate that for each B Double trip the economy would benefit \$605.13, for each Type 1 Road Train the economic benefit is \$697.83 and for a Type 2 Road Train the economic benefit would be \$883.23.

Another important issue raised by the TraNSIT model is the cost of decoupling when the entire trip is not able to be completed with the optimum configuration for the particular consignment due to road restrictions. If the optimum configuration has to be broken down for the “first mile” and/or the “last mile” there is a deadweight loss created for the economy due to the cost of using a less than optimal configuration (decoupling at either or both ends of the trip).

One feedlot in the North Burnett region has estimated that if the Mundubbera to Jandowae Road was upgraded to Road Train standard their cost savings on moving 6,000 tonnes of grain per year would be \$5 per tonne or \$30,000 per year. Without the need to decouple the labour savings alone for the driver of 3 loads versus 4.3 loads by B Double would save \$210 per trip or \$6,300 per year. This feedlot is looking to expand and the estimated cost would double these figures on grain alone. An upgrade of the section of the road towards Durong and Darr Creek would enable better access to the southern abattoirs through less fuel use and less driver fatigue - this road is not being utilised at the moment as it is too rough and causes cattle bruising and extra maintenance on trucks.



Another feedlot in the region has expanded into another region due to the cost of access to and from their property. A succession plan for yet another cattle enterprise, which has a registered feedlot not currently run commercially, is unable to proceed due to the problem of access in and out for cattle and grain. For the cattle enterprise to support both generations it is considered necessary to revive the feedlot to its full potential.

Anecdotal evidence suggests that the additional transport cost to a cotton producer in the region due to being unable to move round bales on a truck and trailer is **\$30,000 per season**.

These examples of productivity loss when multiplied through the economy for just the two producers cited above add up to an economic cost to society of approximately \$170,000. There are a number registered feedlots (16) and piggeries (65) in the Burnett inland region and it can be assumed that some of these would have significant savings in transport as well.

An additional benefit of the upgrade of this road to allow the safe use of larger transport configurations would be through a reduction in fuel use resulting in reduced emissions into the atmosphere. While fuel consumption varies depending on the terrain and age of trucks the difference is approximately 0.01 litres per tonne (1.45 km/litre in a B Double with 36 tonnes of bullocks and 1.35 km/litre with a Road Train or B Triple). This may not sound like much but when multiplied per tonne of freight moved annually on this road is significant.

The upgrade of the Mundubbera to Jandowae road will provide a “Triple Bottom Line” benefit to society through: financial benefit, social (economic and animal welfare) benefit and environmental benefit (from less air pollution).

COMMUNITY IS CALLING FOR ACTION

SOUTH BURNETT TIMES

Burnett's road to ruin

13th Dec 2014 6:00AM



BORDER LINE: At the boundary between the North and South Burnett Mundubbera-Durong Rd changes from a two lane highway to a goat track. Photo Michael Nolan / South Burnett Times.

Michael Nolan

By Kate Darvall

DRIVERS navigating the South Burnett Regional Council Mundubbera-Durong stretch are battling flying rocks and smashed windows.

Aid locals fear it's only a matter of time before someone is seriously hurt.

Guse Transport Service's Mick Guse said the road became dangerous at the point where the two lanes became one. "We have to drop one wheel off into the dirt, which means we're throwing rocks at oncoming traffic," Mr Guse said.

"Cars beep the horn and think our trucks are hogging the road.

"We've seen rocks hitting windows, car windows smashed, and cars pulling off the road and sliding out of control.

"The biggest concern when navigating the Mundubbera-Durong one-lane road is the danger."

But that's not the only issue.

The road's poor condition means Guse Transport Services and local motorists are facing higher costs to maintain their vehicles.

"We are paying around \$1500 in maintenance per week," Mr Guse said.

"We are paying around \$1500 in maintenance per week," Mr Guse said.

"On top of the usual costs we face, we're looking at almost double because of the poor state of the road."

He said this wasn't just an issue for his company and other trucking companies, but for local drivers as well.

"It puts everyone on the road in real danger," Mr Guse said.

"We pay \$125,000 in registration that's supposed to go into the funding of these roads, but we don't get a say in what they do with that money."

South Burnett Regional Council Mayor Wayne Kratzmann said Mundubbera-Durong Rd was a priority and he was in "full support" of any upgrades.

"It's a State Government-controlled road and we rely on state funding to do upgrades," he said.

Mr Kratzmann said the road was the traffic route from North Burnett down to the new airport and would now be under even more stress.

"It's becoming even more important now with the opening of the new Brisbane West Wellcamp Airport," he said.

More than \$2.2 million in state funding has been allocated to upgrading the South Burnett section of the Mundubbera-Durong Rd and is due to be finished before the end of the 2015 financial year, although no detailed construction schedule has been released.

North Burnett council's general manager of engineering and environmental services Brendan Pearce said his council made a decision to upgrade its side of the road six years ago.

"The North Burnett was able to convince the Bundaberg region of the need to upgrade the road, but the south wasn't as successful," Mr Pearce said.

He said the North Burnett lay within the Bundaberg region, but the South Burnett was separate and needed to convince the Toowoomba region of the need to upgrade.

North Burnett Regional Council received \$110million from the Natural Disaster and Relief Federal fund following the floods, but this funding only allowed "like for like" repairs, Mr Pearce said.

This meant the South Burnett didn't have the option to upgrade its side of the Mundubbera-Durong Rd," Mr Pearce said.

"It's up to the South Burnett to make a conscious decision to upgrade its side of the Mundubbera-Durong Rd," Mr Pearce said.

"I do travel 12km along the remaining single lane and it's dangerous when passing oncoming traffic.

"I don't like travelling on it."

QUEENSLAND Country Life

Locals lobby to have Mundubbera to Darr Creek road fixed

Lucy Kinbacher

@lucykinbacher

6 Dec 2017, 1 p.m.



Disgruntled local and Darr Creek Oasis owner Peter Seiler has launched a petition to have the Mundubbera to Durong and Durong to Darr Creek sections of the road fixed.

MORE than 1400 people have signed a petition to fix a horror stretch of road between Mundubbera and Chinchilla which locals claim is damaging vehicles and forcing trucking companies onto alternative routes.

Darr Creek Oasis service station owner Peter Seiler began collecting signatures from his shop front along the damaged road on October 13 and intends to submit the petition to the Queensland Parliament.

His endeavours to have 'bumpy' and single lane sections of the road properly fixed and maintained is backed by the newly formed Mundubbera-to-Jandowae Roads Working Group which is chaired by AgForce South East Queensland regional director George Somerset.

Mr Seiler's shop mainly offers food and fuel but he is regularly forced to weld broken trailers and vehicles damaged on the road.

He said it had been decades since he could remember it being smooth and safe.

While some roadworks have been done, lack of area knowledge and water movements meant it lasted less than three months in some sections, Mr Seiler said.

"I know it's difficult country this brigalow clay country but they do not put foundations underneath," he said.

"Because it is molten hole country, you can't see where (water) is going to block up unless you are a local and you know that knowledge."

Mr Seiler spoke to a member of a Hunter Valley fishing group who drive an extra 200 to 300km to avoid the road.

Lindsay Transport in Mundubbera also bypass the area and send their trucks down the inland road through Esk.

Mundubbera Depot Assistant Manager 21C Stephen Meyer said they liked to keep their drivers within phone range in case of a breakdown, which was limited on the affected road.

With Mundubbera a large horticulture region and feedlots in the area, the road could be a major connection to the Bundaberg port and Wellcamp airport.

The Roads Working Group is hoping to collect data surrounding the loss of profitability the road has caused local businesses via an online survey.

Historically, lobbying was done to have the road sealed due to it being a significant cattle road but group chair George Somerset said there was now cattle and produce reliant on the north to south route.

She said AgForce also prioritised the affected road as one of five significant routes that needed funding across Queensland.

"Where the road is located means it is competing in priority with roads like Bunya Highway in terms of how funds are allocated," she said.

"It affects this part of the community but unless you're working inland, Burnett people haven't noticed the issue.

"The difference with this Road Working Group is up until now council have taken it on their own, we have seen an need for councils to work together."

The Queensland Country Life contacted the South Burnett Council but they did not respond before our deadline.

SOUTH BURNETT TIMES

Pressure to fix road

12th Oct 2017 1:24PM



DRK DEMAND: Peter Seiler is calling for major upgrades to the Mundubbera-Durong Rd.

herine Kokkonen

DU'VE driven along the Mundubbera-Durong Rd lately you'd know it's a mess, and Peter Seiler from the Darr Creek Oasis truck stop is preparing a petition to pressure the South Burnett Regional Council and the State Government for significant improvements.

"It's a mess, basically from the south side of the (South Burnett) right up to the northern end," Mr Seiler said.

The amount of gear that gets smashed on trucks is not funny."

Despite being a main thoroughfare that carries thousands of heavy vehicles laden with cattle and grain the road has fallen into disrepair.

The clay country under a good portion of the road has buckled leaving large depressions while the single lane sections are worn away with dropoffs on either shoulder.

is the main thoroughfare connecting the Western Downs with Rockhampton.

peef cattle in from the west and grain from the south up to feed lots and cattle on the road.

road responsibility to fix it falls on the State Government and the Department of Transport but Mr Seiler said the council should do more to pester state politicians.

it, the western edge of the shire, since amalgamation, doesn't get looked at on the council and I know it is difficult.

Mundubbera got funding for their section of the road they had to hound the council and I think Kingaroy has been remiss in hounding them.

Send a request every week if they have to."

Post the petition at his fuel station and he reckons it will get plenty of attention.

ould have 100 or more vehicle stops in a day, everyone will say "Yippee" he said.



AUSTRALIAN BAUXITE LIMITED

REGIONAL DEVELOPMENT AUSTRALIA WIDE BAY BURNETT

NORTH BURNETT REGIONAL COUNCIL

SOUTH BURNETT REGIONAL COUNCIL

WESTERN DOWNS REGIONAL COUNCIL

DEB FRECKLINGTON MP

DAVID LITTLEPROUD MP

COLIN BOYCE MP

KEN O'DOWD MP

SWICKERS KINGAROY

ABH LIVESTOCK TRANSPORT

BURNETT INLAND ECONOMIC DEVELOPMENT ORGANISATION

BOONDOOMA MUSEUM & HERITAGE ASSOCIATION INC.

PARKSIDE GROUP



AUSTRALIAN BAUXITE LIMITED
ASX:ABX

14th August 2018

Scott Rowe

Director of Regional Development Australia - Wide Bay Burnett
Level 1, Suite 8 107 Boat Harbour Drive, Pialba QLD 4655
PO Box 43, Hervey Bay, QLD 4655

per email: scott@rdawidebayburnett.org.au

**SUPPORT FOR UPGRADING JOHN PETERSEN BRIDGE & MUNDUBBERA-DURONG ROAD
WIDE BAY BURNETT REGION, QLD**

Australian Bauxite Limited operates in many regions of eastern Australia. We are undertaking a feasibility study for the development of the Binjour Bauxite project on the Binjour Plateau between Gayndah and Mundubbera, in the Wide Bay Burnett district.

We believe there is a compelling logic for a significant upgrading of the “Transport Spine” of the Wide Bay Burnett district extending from Bundaberg Port via the Isis Highway (52), the Burnett Highway (A3) and the Mundubbera-Durong Road (71) through to Dalby and the Wellcamp airport west of Toowoomba (see Figure 1).

We see 3 strategically important projects requiring funds in the near future:

1. Replace the poorly-aligned old single-lane wooden John Petersen Bridge over the Boyne Creek south of Mundubbera to provide all-weather access and safe heavy truck transport;
2. Build a new bridge or a heavy-duty level crossing by-pass around the old, low-tonnage Biggenden Bridge at Biggenden to remove a bottle-neck for safe heavy mass limit truck transport; and,
3. Widen the single-lane road pavement in the southern parts of the Mundubbera-Durong Road to allow high-value agricultural products to be delivered efficiently to Wellcamp airport for export.

BENEFITS

1. **Safety.** This region is growing significantly and its developing industries need to transport goods to domestic and export markets, which means more transport movements by larger vehicles to minimise costs. Better bridges and roads are essential for public safety.
2. **Emergency access.** The old John Petersen Bridge over the Boyne Creek has flooded at least twice in the last 7 years and people have been cut-off for weeks. This is unacceptable.
3. **Economics.** Improved bridge and road conditions result in decreased operating costs and therefore improved profitability to all enterprises. This is crucial when new products from this region (eg. agricultural produce and mining products) are just beginning their entry into new markets.
4. **Regional product reputation.** Efficient routes to markets means goods arrive on time and in better condition. The resulting improved reputation for quality and reliability will increase profitability and greater returns to the community.
5. **Job Creation.** This district has a high unemployment rate, especially for the younger age groups. Emerging new industries have high job-multipliers in such areas and studies of mining economics in other states have shown that for each additional mine job created, as many as 3.5 to 4 additional jobs are created in the district.

AUSTRALIAN BAUXITE LIMITED
www.australianbauxite.com.au
e: corporate@australianbauxite.com.au

ABN 14 139 494 885
ASX : ABX

Level 2 131 Macquarie St
Sydney NSW 2000 Australia
P: +61 2 9251 7177 F: +61 2 9251 7500

This means new industrial growth stimulated by the proposed transport upgrades will undoubtedly lead to greater employment and lower unemployment rates as overall economic wealth grows and the region achieves self-sustainability.

6. **Synergies.** Important infrastructure always leads to unexpected future developments in the region. This is much more than the old adage; “build it and they will come”. It more commonly arises from new technologies and new businesses seeing start-up opportunities because the transport logistics are already in place.
7. **Mineral Province Opportunity (medium-term).** The Binjour Bauxite Project located between Gayndah and Munduberra is the northern end of a bauxite mineral province containing bauxite deposits with special attributes that will be increasingly needed as the global aluminium and electronics industries require increasing purity in alumina and aluminium metal.

The Munduberra-Durong Road runs down the spine of this new bauxite province which has been under-explored because of the existing poor transport logistics setting - see Figure 1.

We are happy to provide more information at anytime. My contacts are:

Mobile: 0407 189 122

Email: ilevy@australianbauxite.com.au

Yours respectfully,

Australian Bauxite Limited

Ian Levy
CEO & MD

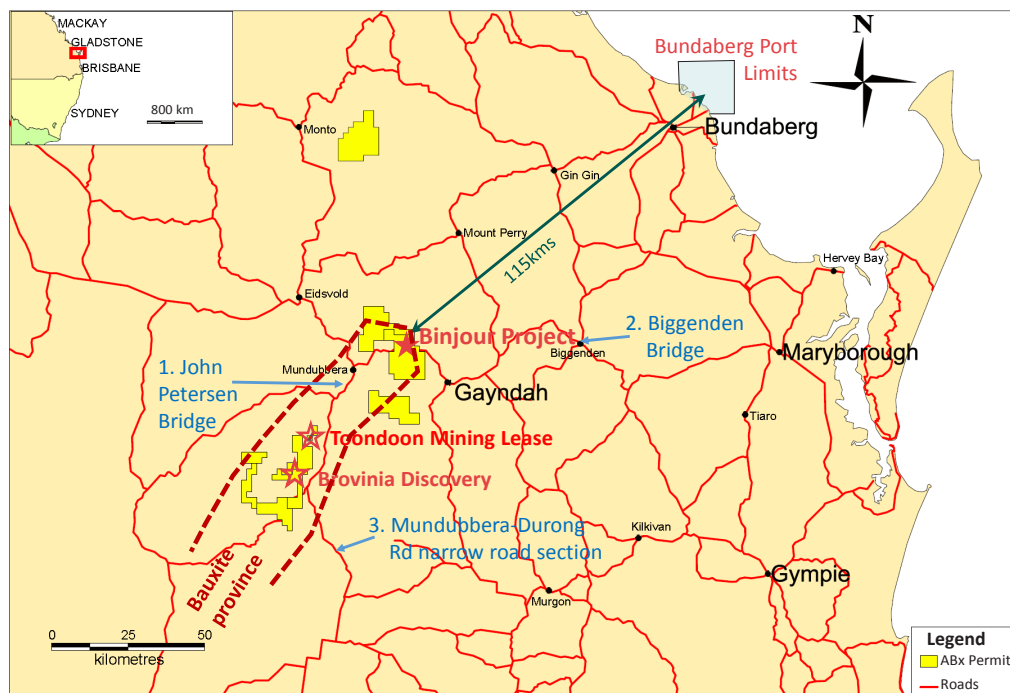


Figure 1

Locations of the 3 Strategically Important Infrastructure Projects & Bauxite Province

27 March 2018

Ms Kristy Frahm
Chief Executive Officer
Burnett Inland Economic Development Organisation
PO Box 115
MURGON QLD 4605
Email: ceo@biedo.org.au

Dear Ms Frahm,

LETTER OF SUPPORT – MUNDUBBERA TO JANDOWAE ROADS WORKING GROUP

On behalf of the Regional Development Australia (RDA) Wide Bay Burnett Committee I offer full support to the Mundubbera to Jandowae Roads Working Group in their efforts to seek funding to upgrade strategic road links connecting Central Queensland to the Darling Downs.

The Mundubbera to Jandowae Roads are critical connecting routes that support economic activity across three Local Governments and major thoroughfares for the horticulture, pork and beef industries linking to southern markets and major export points.

Individual users and Local Government representatives have been lobbying for these improvements for more than a decade, however these roads remain inadequate to efficiently cope with growing demand.

RDA Wide Bay Burnett is proud to be part of a group of key industry stakeholders uniting to lead the advocacy.

The Roads Working Group acknowledges and welcomes the State Government's recent commitment of \$8 million to rehabilitate a 6.8- kilometre section of Chinchilla-Wondai Road and a 480-metre section of Mundubbera-Durong Road, however there remains a need for greater resourcing and commitment to complete the future of this vital inland linkage.

The Wide Bay Burnett accounts for approximately 10 per cent of Queensland's agricultural production, with a diverse agricultural and agribusiness base. The region is a major "food bowl" of the state with a variety of livestock, sugar, fruit, nuts, vegetables, timber, seafood and specialty products grown and processed.

In terms of gross value added, employment and business numbers, the Wide Bay Burnett region has a much greater reliance on agriculture (approx. 13%) than Queensland as a whole (approx. 3.4%). This reliance on agribusiness means that any negative on a landholders' ability to generate and market the crops and products they produce has a much greater impact on our community than in other parts of Queensland.



An Australian Government Initiative

Queensland's future economic growth will be built on the ability to move freight to support the resources, agriculture, construction and tourism sectors. An efficient freight system will provide the backbone for facilitating this growth.

The State Government's vision for freight is, "to ensure the freight system is continually receptive and responsive to customers' needs, changing industry requirements and growing economic activity".

Funding the widening and safety upgrades to the single-lane section of Mundubbera–Durong Road (between the North/South Burnett Regional Council boundary and Proston–Boondooma Road turnoff) and funding to replace the John Peterson Bridge over the Boyne River near Mundubbera, in addition to ongoing maintenance of the route, is paramount for future the region and its economy.

Should the you require any further information, please contact me directly on 0429 881 697 or via email at scott@rdawidebayburnett.org.au

Yours Sincerely,

A handwritten signature in dark ink, appearing to read 'Scott Rowe', with a stylized, cursive script.

Scott Rowe
Executive Officer
Regional Development Australia Wide Bay Burnett



Mailing Address: PO Box 390, Gayndah Qld 4625
Street Address: 34-36 Capper Street, Gayndah Qld 4625
Telephone: 1300 696 272
Facsimile: (07) 4161 1425
Email: admin@northburnett.qld.gov.au
Web: northburnett.qld.gov.au
ABN: 23 439 388 197

21 March 2018

Kristy Frahm (Coordinator)
Mundubbera to Jandowae Roads Working Group
PO Box 115
MURGON QLD 4606

ceo@biedo.org.au

Dear Kristy,

RE: LETTER OF SUPPORT – UPGRADE TO STRATEGIC ROADS

It is with great enthusiasm that I write this letter in support of the upgrade of Queensland strategic roads (Mundubbera Durong Road and Chinchilla Wondai Road west of Durong) linking Central Queensland to the Darling Downs and beyond.

With the Wide Bay accounting for approximately 10 percent of Queensland's agricultural production, North Burnett Regional Council acknowledges that our road network forms part of a connecting route that support economic activity across three Local Government areas.

Council strongly advocates the request of State Government funding to widen and upgrade the single lane section of the Mundubbera–Durong Road (between the North/South Burnett Regional Council boundary and Proston–Boondooma Road turnoff) and funding to replace the John Peterson Bridge over the Boyne River near Mundubbera, in addition to ongoing maintenance of the route.

On behalf of the North Burnett Regional Council, I have no hesitations in supporting the Mundubbera to Jandowae Roads Working Group to request the State Government implement and fund a program of upgrades to ensure this strategic inland route serves the community and industry now and into the future. Should you require any further information, please do not hesitate to contact Council on 1300 696 272.

Yours sincerely

Cr Rachel Chambers
Mayor

Address all correspondence to the Chief Executive Officer



Mayor Keith Campbell

☎ (07) 4189 9155

☎ (07) 4162 4806

✉ mayor@southburnett.qld.gov.au

🌐 www.southburnett.qld.gov.au

IR 2480831 KC:BB

26 March 2018



South Burnett Regional Council

ABN 89 972 463 351

PO Box 336

Kingaroy QLD 4610

☎ 1300 789 279 or (07) 4189 9100

☎ (07) 4162 4806

✉ info@southburnett.qld.gov.au

🌐 www.southburnett.qld.gov.au

OFFICE OF THE MAYOR

Letter of Support

The South Burnett Regional Council is pleased to support the funding application being made by the Mundubbera to Jandowae Roads Working Group for the upgrade of Mundubbera Durong Road and Chinchilla Wondai Road west of Durong.

These are strategic roads linking Central Queensland to the Darling Downs and beyond. The Mundubbera to Jandowae Roads are connecting routes that support economic activity across three (3) Local Government areas and are major thoroughfares for the horticulture, pork and beef industries linking to southern markets and major ports for export.

Council acknowledges and welcomes the State Government's recent commitment to rehabilitate a 6.8 kilometre section of Chinchilla-Wondai Road, a 480 metre section of Mundubbera-Durong Road and a 2.395 kilometre section near Darr Creek, but there remains a need for greater resourcing and commitment for the future of this vital inland linkage.

The Wide Bay Burnett accounts for approximately 10% of Queensland's agricultural production, with a diverse agricultural and agribusiness base. Queensland's future economic growth will rely on the ability to move freight to support the resource, agriculture, construction and tourism sectors. An efficient freight system will provide the backbone for facilitating this growth.

Brisbane West Wellcamp Airport in Toowoomba provides interstate, intrastate and international connectivity for the region. The Mundubbera to Jandowae route provides a freight linkage to Wellcamp and other key markets.

Some freight operators have admitted (through a survey conducted by the Mundubbera to Jandowae Roads Working Group) to avoiding these routes where possible due to safety issues, loss of productivity and regular damage to their trucks and trailers.

I trust that this application by the Mundubbera to Jandowae Roads Working Group receives favourable consideration.

Yours faithfully

**Keith Campbell
MAYOR**

Customer Service Centres

- ☐ Blackbutt 69 Hart Street
- ☐ Kingaroy 45 Glendon Street
- ☐ Nanango 48 Drayton Street

- ☐ Murgon 42 Stephens Street West
- ☐ Wondai Cnr Scott & Mackenzie Streets

ENQUIRIES TO:
Emma Hooke
P 1300 268 624
P 07 4679 4000 (interstate)

FILE REF:
AD1.1.1

PM:EH

21 January 2018

Mundubbera to Jandowae Roads Working Group
Care Kristy Frahm
'Beido'
Po Box 115
MURGON QLD 4605

Dear Kristy,

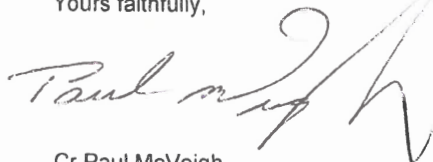
**RE: LETTER OF SUPPORT MUNDUBERRA TO JANDOWAE ROADS WORKING GROUP -
REQUEST STATE FUNDING TO UPGRADE ROADS**

On behalf of the Western Downs Regional Council I would like to offer a letter of support to the Mundubbera to Jandowae Roads Working Group in their request to the State Government to implement and fund a program for upgrades to roads.

The regional areas which are impacted by the disrepair of this road are accountable for a large portion of Queensland's agriculture production and its economic stability, and as you can appreciate, rely heavily on a safe and productive freight system which connects inland hubs to key areas such as Brisbane West Wellcamp Airport.

I strongly encourage supporting the Mundubbera to Jandowae Roads Working Groups request to widen and repair road sections as specified along the Munduberra-Durong road, and the replacement of the John Peterson Bridge over the Boyne River. I believe this is not only critical to ensuring an effective and safe inland freight system to Wellcamp Airport, but will also have a great impact on the economic growth of the region and strengthen community liveability in these regional areas.

Yours faithfully,



Cr Paul McVeigh
MAYOR

Deb Frecklington MP

Member for Nanango



19 March 2018

Ms Kristy Frahm
CEO, BIEDO
On behalf of Mundubbera to Jandowae Roads Working Group
PO Box 115
Murgon QLD 4605

Dear Ms Frahm,

Thank-you for your correspondence of 28th February in regards to a letter of support for the *Mundubbera to Jandowae Roads Working Group*.

As you are aware, the northern area of the South Burnett Regional Council area was re-aligned into the Nanango Electorate. Through this process, the Mundubbera-Durong Road now lies within the Nanango Electorate and I appreciate your group keeping me aware of the work you are undertaking to lobby for upgrades to this strategic inland road.

I understand the importance of the Mundubbera-Durong Road to the economic prosperity of our region, in particular for our primary producers and transport companies. I have driven this road and in particular, personally inspected the 11km single lane section south of the North Burnett/South Burnett LGA boundary, along with the Boyne River Bridge.

Feedback through my constituent surveys, face-to-face conversations and written correspondence points to the 11km single lane section as being the most urgent part of the road needing funding, along with complete replacement and realignment of the Boyne River Bridge. It is widely known that this is the most dangerous part of this important connection road and priority must be given to this section.

I provide my full support for the work of the *Mundubbera to Jandowae Roads Working Group* and will at every opportunity highlight the need for this important road infrastructure to be upgraded.

Yours sincerely,

Deb Frecklington
Member for Nanango





DAVID LITTLEPROUD MP
FEDERAL MEMBER FOR MARANOA

DLP:hcr

Kristy Frahm
Coordinator
Mundubbera to Jandowae Roads Working Group
C/- BIEDO, PO Box 115
MURGON QLD 4605

Dear Ms Frahm,

I am writing in support of the *Mundubbera to Jandowae Roads Working Group's* endeavours to upgrade strategic roads (Mundubbera Durong Road and Chinchilla Wondai Road west of Durong) linking Central Queensland to the Darling Downs and beyond.

The Roads Working Group is advocating for government funding to widen and upgrade the single lane section of the Mundubbera–Durong Road (between the North/South Burnett Regional Council boundary and Proston–Boondooma Road turnoff) and funding to replace the John Peterson Bridge over the Boyne River near Mundubbera. This is in addition to ongoing maintenance to adequately cope with current and future demand of the route.

The Mundubbera to Jandowae route provides a vital freight linkage to Toowoomba Wellcamp Airport and other key markets. The Mundubbera to Jandowae roads are major connecting routes and access points that support economic activity across the region for key agricultural sectors, including horticulture, pork and beef industries linking to southern markets and major ports for export. The upgrades of these roads will ensure the ability to move freight to support the resource, agriculture, construction and tourism sectors for Queensland's future economic growth. These upgrades will also add value to our regional freight system alongside the current upgrades to the Warrego Highway, ensuring access from our western producers and landholders.

The region is home to diverse production, including livestock, sugar, fruit, nuts, vegetables, timber, seafood, and specialty products. The Burnett region accounts for 10% of Queensland's agricultural production and is a major "food bowl". The current condition of these roads is hindering the ability and connectivity of producers, business and landholders in getting to market.

I strongly support the *Mundubbera to Jandowae Roads Working Group's* advocacy in seeking financial support for this upgrade.

Yours sincerely,

DAVID LITTLEPROUD MP
17 April 2018

PARLIAMENT HOUSE: R1.82, Parliament House, Canberra ACT 2600 P 02 6277 2276
DALBY ELECTORATE OFFICE: PO Box 641, Dalby QLD 4405 P 07 4662 2715
ROMA ELECTORATE OFFICE: PO Box 115, Roma QLD 4455 P 07 4622 7166
WWW.DAVIDLITTLEPROUD.COM.AU

Focused On Maranoa's Future



COLIN BOYCE MP
MEMBER FOR CALLIDE

Electorate office:
64 Callide Street, Biloela
Postal Address:
PO Box 559
BILOELA QLD 4715

Email address:
callide@parliament.qld.gov.au

Phone: (07) 4845 1100
Fax: (07) 4845 1109

Freecall:
1800 812 119

Our ref: 180321/LOS/Roads Working Group/K

Wednesday, 21 March 2018

TO WHOM IT MAY CONCERN

I am writing in support of the application by the Mundubbera to Jandowae Roads Working Group to request the State Government implement and fund a program of upgrades.

I have previously raised these issues in meetings with Transport and Main Roads. These roads have been highlighted as major access roads for southern markets and to the Brisbane West Wellcamp Airport, Toowoomba and internal markets.

I support their request for the State Government to fund and implement these upgrades to ensure that this strategic inland route serves the community and industry now and into the future.

Should you require any further information in relation to this letter of support, please contact my Electorate Office staff on (07) 4845 1100.

Yours sincerely

Colin Boyce MP
Member for Callide

Proudly representing the Shire and Regional Councils of Banana, Bundaberg (part of), Gladstone (part of), North Burnett and Western Downs (part of)



Ken O'Dowd MP

Federal Member for Flynn

6th March, 2018

Ref: KOWD:LHB

C/- Kristy Frahm
BIEDO
PO Box 115
MURGON Q 4605

To Whom It May Concern

**Letter of Support
Mundubbera to Jandowae Roads Working Group**

I have long been a supporter of the upgrade of the road between Mundubbera to Jandowae.

This is a vital road linking North and South Burnett to the Southern Markets. The narrow bitumen and deep shoulders on the road make it very hazardous for trucks and passenger vehicles to use most sections of the road.

As this is a Queensland State Government road I have no hesitation in recommending the upgrade and I call on the State Government to urgently scope, design and cost the works to enable trucks and vehicles to again be able to safely use this stretch of road.

Yours sincerely

Ken O'Dowd MP
Federal Member for Flynn

Gladstone Office: 76 Goondoon Street, Gladstone Qld 4680; Ph: 07 4972 5465; Fax: 07 4972 0888
Emerald: 2/115 Egerton Street, PO Box 432, Emerald Qld 4720; Ph: 07 4982 4266; Fax: 07 4982 4025
Toll free: 1300 131 690; **Email:** ken.o'dowd.mp@aph.gov.au;
Website: www.kenodowd.com.au; **Facebook:** www.facebook.com/ken.odowdmp



Swickers Kingaroy Bacon Factory Pty Ltd
ABN 35 009 678 693

Kingaroy
206 Kingaroy Barkers Creek Road
PO Box 151 Kingaroy Q 4610 Australia
T +61 7 4164 9500 F +61 7 4162 2943
www.swickers.com.au

8 March 2018

Ms Kirsty Frame
Mundubbera to Jandowae Roads Working Group
PO Box 115
MURGON QLD 4605

Dear Kirsty,

I refer to your letter to me dated 28 February 2018 in relation to the Mundubbera to Jandowae Roads Working Group which is seeking State Government funding to upgrade strategic roads, namely the Mundubbera Durong Road and Chinchilla Wondai Road west of Durong.

Swickers Kingaroy Bacon Factory Pty Ltd (Swickers), would like to voice our strong support of the upgrade of these very important roads in our local area. Swickers, as the operator of the largest export pig abattoir in Queensland, as well as being the largest employer in the South Burnett area, believes it is vitally important that these particular roads receive State Government funding to widen and upgrade the single lane section of the Mundubbera-Durong Road (between the North/South Burnett Regional Council boundary and Preston-Boondooma Road turnoff).

Included in this funding we advocate for the replacement of the John Peterson Bridge over the Boyne River near Mundubbera, in addition to ongoing maintenance of the route.

These roads are vitally important to enable the continuous transport of pigs to our abattoir in Kingaroy. We, and our employees, need these roads to be safe not only for the driver of the pig transport, but for all other users of these roads.

We provide this letter as strong support to the Mundubbera to Jandowae Roads Working Group to continue to lobby the State Government to implement and fund a program of upgrades to these roads to ensure this strategic inland route serves the communities and industries that support the Queensland economy, in that area.

Yours faithfully

Linchon Hawks
General Manager of Operations
Swickers Kingaroy Bacon Factory Pty Ltd



ABH LIVESTOCK TRANSPORT
PO Box 61
TAROOM QLD 4420

Adam: 0427275224 Benita: 0427968849
E: abh111@bigpond.com
ABN: 85 067 010 286

20th March 2018

To Mundubbera to Jandowae Roads Working Group.

I am writing this letter in support of upgrading the Mundubbera Durong and Chinchilla Wondai Roads.

We own and operate a transport business based in the Taroom/Wandoan area and are frequent users of the Chinchilla to Wondai Road. On a daily basis, we have three b-double trucks travelling from Parkside Sawmill in Wandoan To Parkside Sawmill in Wondai carrying timber. Our livestock trucks also use this section of road, and the Mundubbera Durong road on a frequent basis.

We believe the section of the roads mentioned above require urgent upgrades for safety reasons. The Chinchilla to Wondai road is dangerously narrow in places and has steep drop offs on the roads edges. These issues have contributed to two of our timber trucks been involved in serious accidents within the past twelve months. These accidents would not have occurred if the roads were in a safer condition. We would altogether avoid using the above-mentioned routes, if there were alternative routes, as they damage our trucks and trailers, costing our business thousands of dollars each year.

When we are transporting livestock across this section of road, animals often go down due to the roads roughness and our drivers are required to pull over to get the animal up on their feet. This poses animal welfare issues with the cattle having fallen down, and also a traffic hazard to other road users with our heavy vehicles pulling up on the side of the road.

Widening this section of the road would significantly reduce the number of cattle that fall down, therefore improving the welfare of the animals we transport and eliminating the traffic hazard of trucks having to pull up.

Thanks

Adam & Benita Hay
ABH Livestock Transport

19 April 2018

Mundubbera to Jandowae Roads Working Group
PO Box 115
Murgon 4605

To Whom It May Concern

The Burnett Inland Economic Development Organisation (BIEDO) unequivocally supports the upgrade and ongoing maintenance of the Mundubbera Durong Road and Chinchilla Wondai Road (west of Durong). This road network is part of a crucial inland linkage between Central Queensland, the North Burnett and the Darling Downs and major centres of Toowoomba and Brisbane to the south.

The Mundubbera to Jandowae route is relied upon by users for a range of purposes including tourism, business, health care, medical appointments, access to schools and educational facilities and transport for industry. An array of agricultural products are grown, produced and processed in both the North and South Burnett and the ability to transport this produce to and from transport hubs, processing plants and markets both within the region and beyond, in a timely, safe and cost effective manner is critical to the economy of the Burnett inland region.

Given the current state of this road networks and areas causing concern to users, we strongly support:

- The replacement of the John Peterson Bridge over the Boyne River near Mundubbera,
- Upgrade of approximately 11km of single lane section of the Mundubbera Durong Road just south of the North Burnett Regional Council boundary,
- Rehabilitation of the uneven areas of the Mundubbera Durong Road near Durong and the Chinchilla Wondai Road west of Durong towards the Western Downs Regional Council boundary,

along with an ongoing program of maintenance to ensure the road network is continually maintained to a high standard.

It is with great pleasure that BIEDO continues to support the work of the Mundubbera to Jandowae Roads Working Group and we look forward to favourable funding outcomes for upgrades and improvements of the Mundubbera to Jandowae Roads in the future.

Yours faithfully



Kristy Frahm
Chief Executive Officer

Boondooma Museum & Heritage Association Inc.

8262 Mundubbera-Durong Road, Boondooma 4613 Qld.

Ph/Fax 07 4168 0168 Caretaker 07 4168 0159

Email: info@boondoomahomestead.org.au

Web site: www.boondoomahomestead.org.au

1st March, 2018

The Coordinator
Mundubbera to Jandowae Roads Working Group
BIEDO
PO Box 115,
MURGON, Q 4605

Dear Kristy

Thank you for your letter dated 28 February 2018. It gives me much pleasure to provide this letter of support to the Mundubbera to Jandowae Roads Working Group.

The Boondooma Homestead Complex is a major tourist attraction in the South Burnett Region. The people who visit Boondooma Homestead come via these roads and many are able to recount many bad experiences travelling these roads. The unfortunate part for our region is that many of these people would leave the South Burnett Region and make negative comments about the roads. Many of our visitors are towing caravans and trailers or travelling in quite large recreational vehicles. In spite of the road conditions, visitors hear the positives about the tourist attractions and decide that the bad road experiences are worth it.

Boondooma Homestead is open to the public seven days a week and is open from 9.00 am to 4.00 pm each day. The complex is now a registered caravan park and it is our intention to attract caravaners and other tourists to spend time at Boondooma and experience the attractions in both the South Burnett and the North Burnett. Visitors to Boondooma Homestead come from all over Australia and the experiences at Boondooma homestead are spread far and wide.

Boondooma Museum & Heritage Association Inc hosts two major events a year: The Spirit of the Bush beginning on Anzac Day this year and Scots in the Bush on the third weekend in August. These events each bring up to 500 recreational vehicles to the events. Day visitors come from the local towns and also from other accommodation facilities in the regions. In excess of 1000 people attend each of these events. The Homestead also hosts community events such as an annual Anzac Service, Australia Day celebration and a Remembrance day service. The homestead also provides a community venue for local South Burnett events.

On two previous occasions, Boondooma Museum & Heritage Association Inc have collected signatures for a petition to have the Mundubbera-Durong Road upgraded. These petitions were submitted to the State Government but did not result in improvement. These petitions were put in place because of complaints coming from visitors to the complex.

What happens at Boondooma makes a very significant contribution to the economy of the South Burnett Region. The complex and its activities are attracting visitors from all states and territories of Australia. If upgrades were made, particularly to the Mundubbera-Durong road, more visitors would choose this route instead of other bi-passes.

On behalf of the Boondooma Museum & Heritage Association Inc, I support the efforts of the Mundubbera to Jandowae Roads Working Group to request that the State Government implement and fund a program of upgrades to ensure this strategic inland route serves the community and industry now and into the future.

The upgrades being sought must be a priority for the State Government. It is important to note that recreational vehicles are competing with cattle trucks, grain trucks and timber trucks on all of these roads. It is particularly dangerous on the single-lane section of the Mundubbera-Durong Road.

Kind regards

A handwritten signature in black ink, appearing to read 'Buddy Thomson', with a stylized, flowing script.

Buddy Thomson

Chairman

Boondooma Museum & Heritage Association Inc



PARKSIDE GROUP OF COMPANIES
34 Margaret Street, AYR Qld 4807
P.O. Box 967, Ayr Qld 4807
Phone: (07) 4783 2399 Fax: (07) 4783 4544

Parkside Holdings Pty Ltd and Associated Entities ABN 54 009 827 365

20 March, 2018

Dear Sir/Madam,

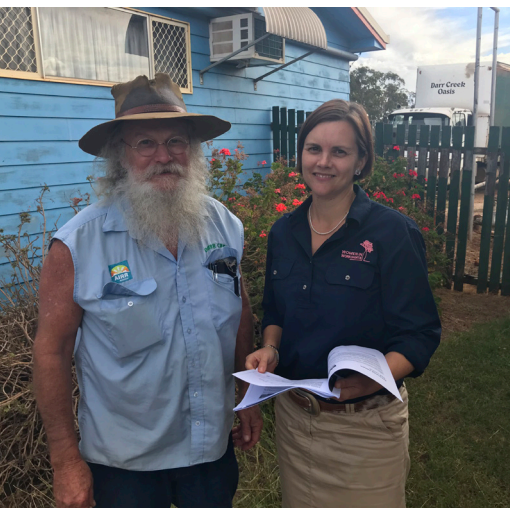
I am writing on behalf of the Parkside Group, Dry Timber Mill in Wondai to lend our full support behind the Mundubbera to Jandowae Road Working Group. Our business uses the road network in the Wide Bay Burnett Region on a daily basis to transport stock to and from our Mill here in Wondai.

This Road network has been notorious for many incidents involving both cars & heaving vehicles, with even one of our trucks being involved in a rollover due to the narrowness of the road, which caused significant delay to our business and closed the road while the timber was cleared. After investigations concluded it was considered that this was due to the poor state of the road & shoulder.

We do acknowledge the support given by the various Councils within our Region but duly note that more needs to be done to make this a safe road network for our community and industry, now and into the future.

Yours Faithfully

Allan Giles
Wondai Green Mill Manager
Parkside Group – Timber Division





PROGRAM TO UPGRADE STRATEGIC ROAD LINKS

MUNDUBBERA TO JANDOWAE ROADS

AUGUST 2018

MUNDUBBERA TO JANDOWAE ROADS WORKING GROUP

C/- Kristy Frahm, BIEDO, PO Box 115, Murgon Qld 4605

Email: ceo@biedo.org.au Phone: 0400 695 456

The Working Group is a collaborative of:

South Burnett Regional Council, North Burnett Regional Council, Western Downs Regional Council,
TSBE Food Leaders Australia (TSBE FLA), Regional Development Australia Wide Bay Burnett,
AgForce Queensland and Burnett Inland Economic Development Organisation (BIEDO)