



## Inland Queensland Roads Action Project

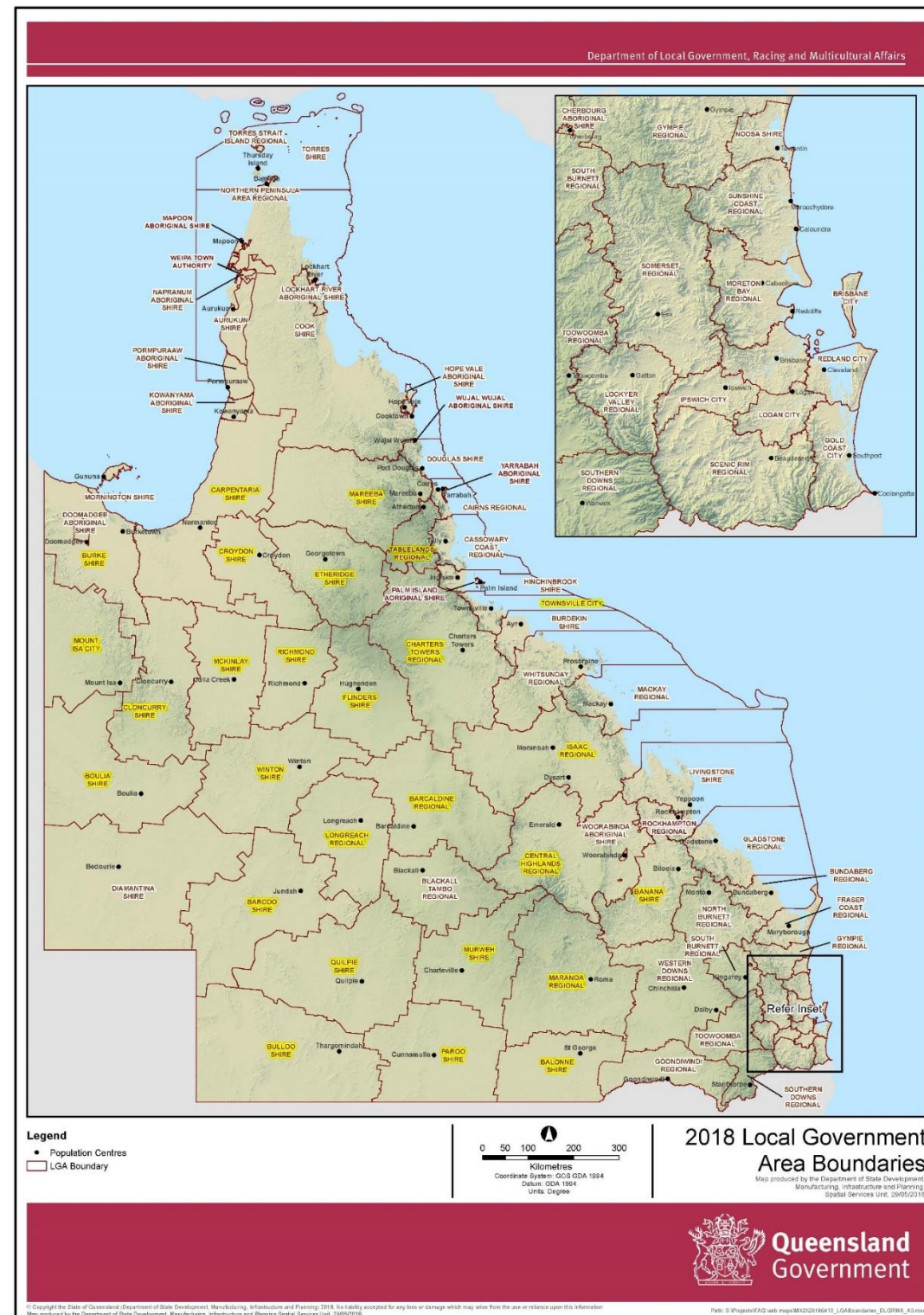
*Driving Productivity, Economic  
Development and Safety*

# STRATEGIC CORRIDORS & CONNECTORS IDENTIFIED IN THE INLAND QUEENSLAND ROAD NETWORK STRATEGY (IQRNS)

October 2018



THIS DOCUMENT HAS BEEN PREPARED BY THE IQ-RAP WORKING GROUP ON BEHALF OF ALL 28 LOCAL GOVERNMENTS, 5 RDAS and RACQ PARTNERS AND THEIR COMMUNITIES



Local governments participating in the Inland Queensland Roads Action Project are highlighted

## PEOPLE

- **442,012 people** (2017; 9% of QLD)
- **32,199 Indigenous people** (not including 2,220 in Doomadgee and Woorabinda who are in the IQ-RAP area and will have potential to benefit but have not contributed to the project)
- 627,362 in 2036
- 16,117 unemployed (March 2018)
- Unemployment 7.2% vs Qld 6.0% (March 2018)
- 35% and 35.4% in lowest 2 socio-economic quintiles

## LAND

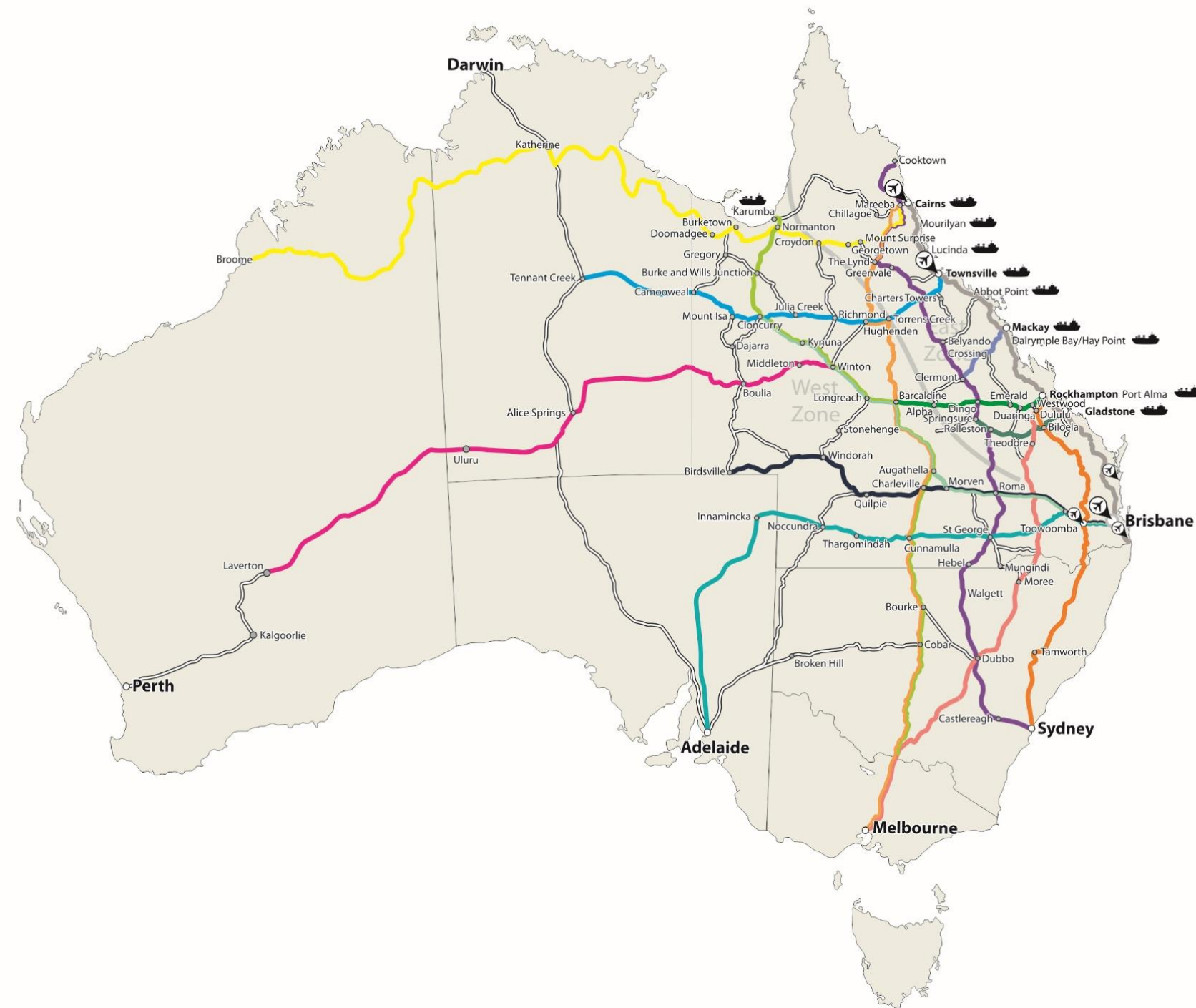
- 1.26 million km<sup>2</sup>
- 73% of QLD i.e. 18x Tasmania
- 16% of Australia

## INDUSTRY

- **\$43.5 billion GRP (2015/16)**, compared to:
  - \$26 billion GSP in Tasmania
  - \$21 billion GSP in the NT
- Agriculture – cattle, grain, horticulture; mining – coal, gold, copper, lead, zinc, silver, rare earths; energy – coal, gas, renewables; tourism; construction; manufacturing

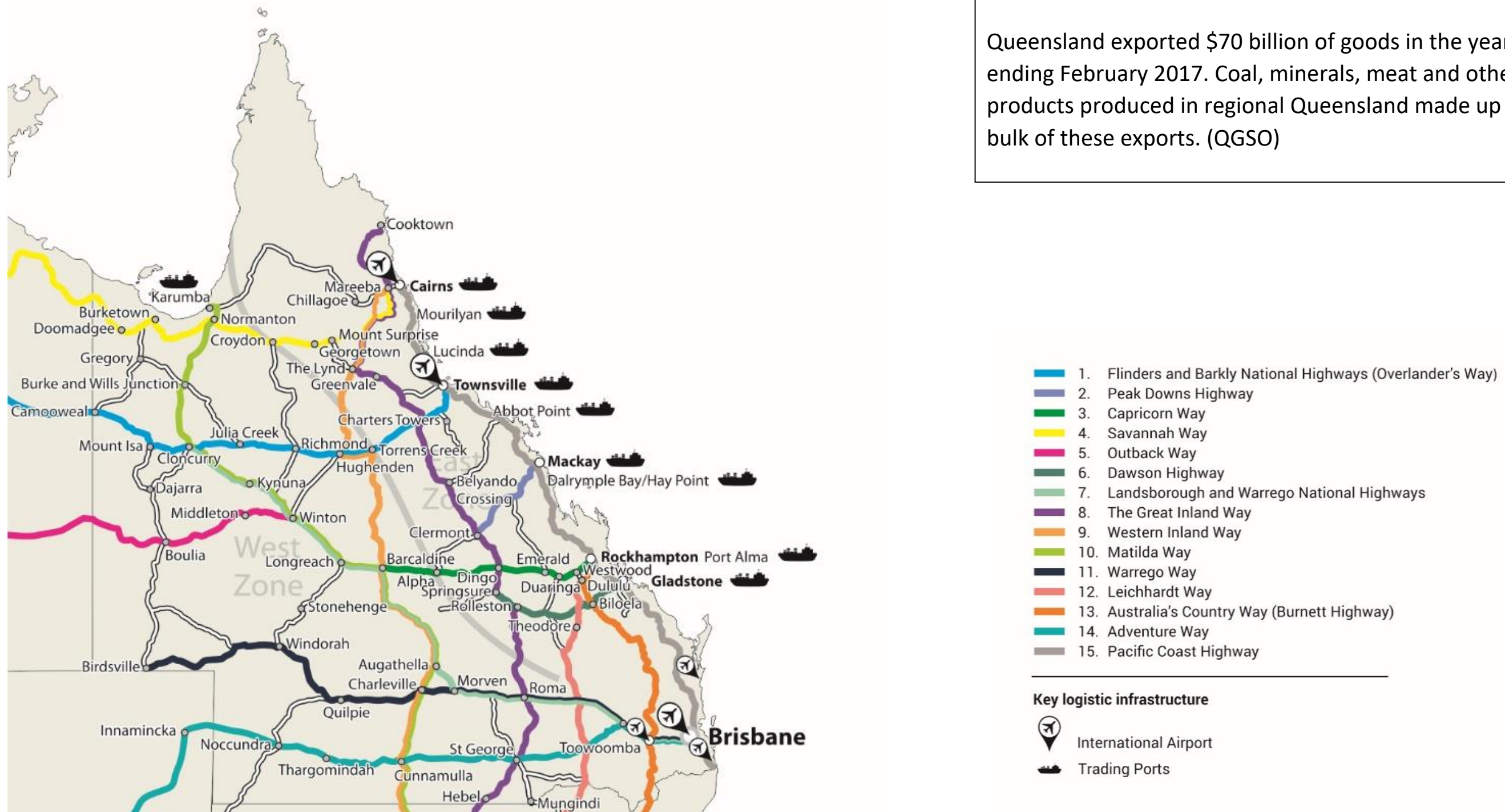


THE INLAND QUEENSLAND ROAD NETWORK CONNECTS REGIONS, STATES AND THEIR INDUSTRIES, EXPORTERS, MARKETS, COMMUNITIES AND TOURISTS.

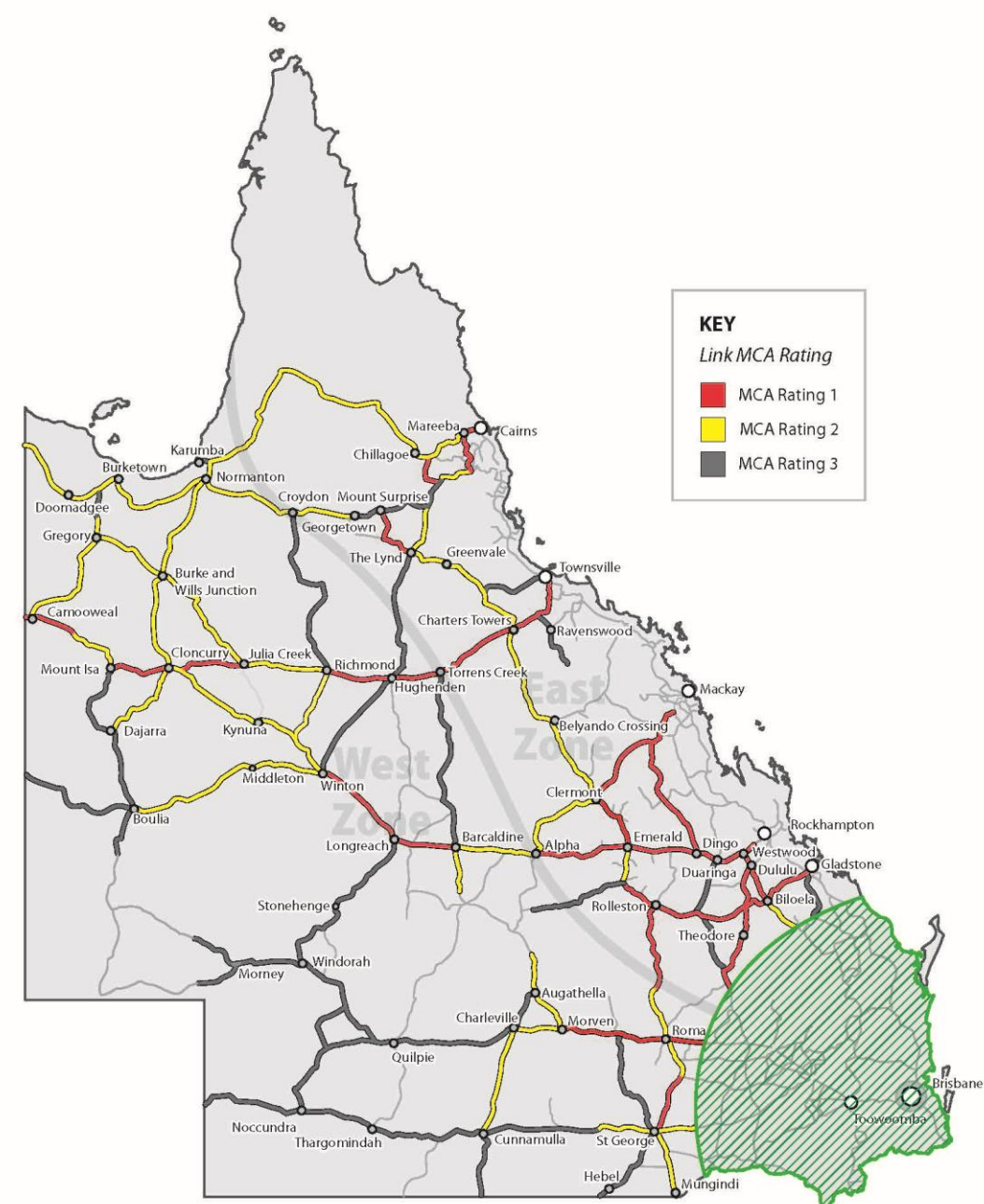


## THE FOLLOWING ARE THE KEY CORRIDORS AND CONNECTORS THAT SUPPORT ECONOMIC SUPPLY CHAINS ACROSS QUEENSLAND

Queensland exported \$70 billion of goods in the year ending February 2017. Coal, minerals, meat and other food products produced in regional Queensland made up the bulk of these exports. (QGSO)



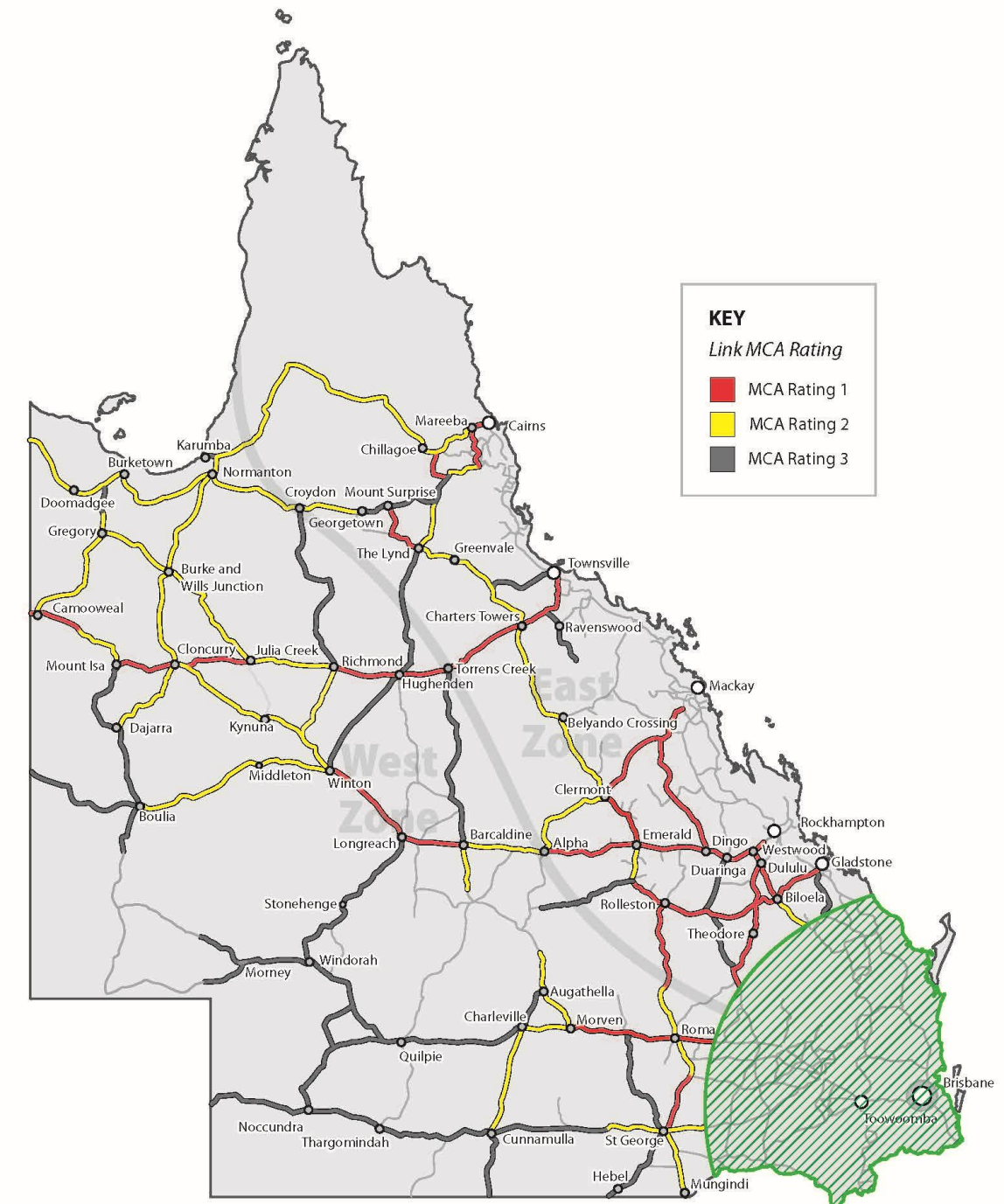




THE INLAND QUEENSLAND ROAD NETWORK STRATEGY PROPOSES INVESTMENT TO ACHIEVE FIT-FOR-PURPOSE STANDARDS ON 3,000 KM AND 300 BRIDGES THAT REQUIRE UPGRADING. THERE IS NO GOLD-PLATING, NO BLUE SKY.

RRTG	Strategic estimate \$m	Future investment \$m			
		1-4yrs	5-10yrs	11-15yrs	15+yrs
Bowen Basin	1,252	82	500	670	
Far North	862	46	254	374	188
Gladstone	61		17	44	
North Queensland	334	32	140	162	
<b>East Zone sub-total</b>	<b>2,509</b>	<b>160</b>	<b>911</b>	<b>1,250</b>	<b>188</b>
North West	1,008	93	369	423	123
Outback	797	69	281	404	43
South West	833	78	326	344	85
<b>West Zone sub-total</b>	<b>2,638</b>	<b>240</b>	<b>976</b>	<b>1,171</b>	<b>251</b>
<b>Total Proposed Investment</b>	<b>5,147</b>	<b>400</b>	<b>1,887</b>	<b>2,421</b>	<b>439</b>

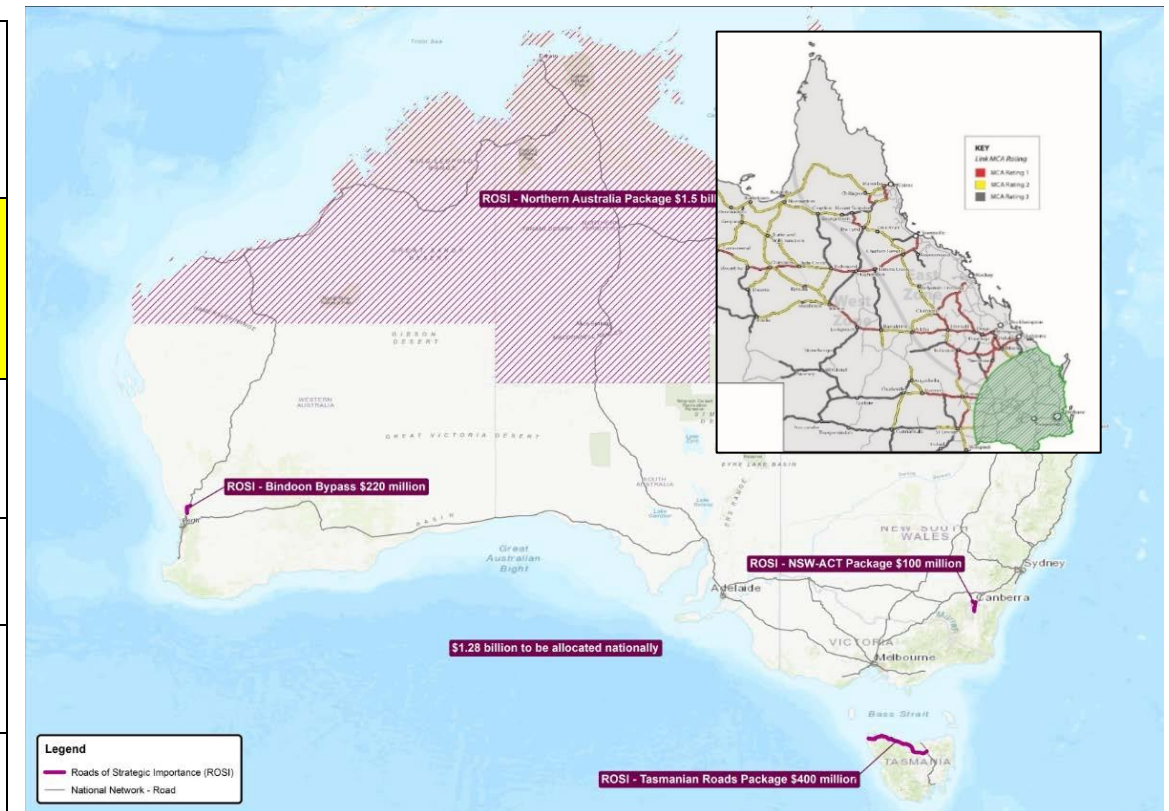
Note that these costs are all in \$2018. No allowance for discounting of future costs has been made in these figures and all are indicative estimates subject to planning and design considerations.





## THE IQRNS COMPARES FAVOURABLY WITH OTHER ROAD PROJECTS TO DEMONSTRATE VALUE FOR MONEY

Project <sup>1</sup>	Project Cost to the Australian Government <sup>2</sup>	Annual Gross Regional Product (GRP) within the local governments' areas <sup>3</sup>	Cost of project to Aus Gov over 10 yrs in % terms of GRP	Area <sup>4</sup> Km <sup>2</sup>	No. of local governments in the project area	Population <sup>5</sup>	Indigenous population 2016 <sup>6</sup>	No. of people unemployed <sup>7</sup>
<b>IQRNS (Addressing priorities over first 10 years for a total cost of \$2,287 million)</b>	<b>\$1,830 million</b>	<b>\$43,464 million</b>	<b>0.4%</b>	<b>1,260,080</b>	<b>28</b>	<b>462,000</b>	<b>32,200</b>	<b>16,100</b>
Tasmanian Road Package (ROSI) <sup>8</sup>	\$400 million	\$5,855 million	0.7%	12,794	8	191,800	10,288	6,385
Bindoon Bypass (ROSI)	\$220 million	\$307 million	7.2%	1,220	1	5,300	124	161
NSW/ACT Package (ROSI)	\$100 million	\$692 million	1.5%	4,247	5	233,200	3,679	6,473
Cape York Peninsula Development Road Package (2014-19)  Total cost of \$260.5 million	\$208.4 million	\$220 million	18.9% over 5 year life of project 1.9% over 10 years	21,591	8	8,300	7,145	723



IQ-RAP partners are seeking Inland Queensland's equitable share of ROSI and other funding programs to drive productivity in a \$43.5 billion regional economy, create jobs, diversify local economies, build more resilient connectivity and ensure better safety outcomes. This can be achieved through the following investments.

- **\$294 m to fund the highest priorities in IQRNS over 4 years 2018/19 – 2022/23** (\$106 million has already been committed towards the \$400 million required)
  - That is an Australian Government investment of 0.17% of the region's GRP over 4 years
  - Or potentially on an 80/20 split with the state government \$235 m/ \$59 m, it would be an Australian Government investment of 0.14% of the region's GRP over 4 years
- **\$1,887 m over the following 5 years from 2023/24 to 2028/29**
  - That is an Australian Government investment of 0.87% of the region's GRP over 5 years
  - Or potentially on an 80/20 split with the state government \$1,510 m/ \$377 m, it would be an Australian Government investment of 0.69% of the region's GRP

<sup>1</sup> Australian and Queensland Government websites for the ROSI and CYPDRP: [http://investment.infrastructure.gov.au/files/budget/Roads\\_of\\_Strategic\\_Importance\\_Factsheet\\_June\\_2018.pdf](http://investment.infrastructure.gov.au/files/budget/Roads_of_Strategic_Importance_Factsheet_June_2018.pdf)  
<https://www.tmr.qld.gov.au/Projects/Name/C/Cape-York-Region-Package-Peninsula-Developmental-Road>

<sup>2</sup> As above

<sup>3</sup> .id consulting pty ltd, National economic Indicators by local government, 2015/16 (This does not include the GRP of surrounding areas that will also benefit from the investment.)

<sup>4</sup> Australian Bureau of Statistics

<sup>5</sup> .id consulting pty ltd, National economic Indicators by local government, 2015/16

<sup>6</sup> Queensland Government Statistician's Office for Queensland projects; Australian Bureau of Statistics for other projects

<sup>7</sup> Queensland Government Statistician's Office for Queensland projects; Australian Bureau of Statistics for other projects

<sup>8</sup> ROSI – Australian Government Roads of Strategic Importance Initiative, a new 10 year regional roads program announced in May 2018

## THE IQRNS MAKES A CONVINCING ECONOMIC AND SOCIAL BENEFIT CASE FOR INVESTMENT

The IQRNS will deliver improved access to regional Queensland for freight, tourists and other road users, improved safety, reduced ongoing maintenance costs, improved community infrastructure, employment, training and business development opportunities for Indigenous and non-Indigenous people.

Based on expenditure of \$2,287 million over 10 years, the following economic and job impacts can be achieved.

### TOTAL IMPACT OVER 10 YEARS

	Output (\$M)	GRP (\$M)	Income (\$M)	Employment (FTE)
Direct Impact	\$2,287	\$887	\$275	2,782
Indirect Impact (Type I)	\$1,339	\$616	\$367	4,213
Indirect Impact (Type II)	\$1,903	\$1,063	\$482	6,773
<b>Total Impact</b>	<b>\$5,529</b>	<b>\$2,566</b>	<b>\$1,124</b>	<b>13,768</b>

### AVERAGE ANNUAL IMPACT

	Output (\$M)	GRP (\$M)	Income (\$M)	Employment (FTE)
Direct Impact	\$229	\$89	\$28	278
Indirect Impact (Type I)	\$134	\$62	\$37	421
Indirect Impact (Type II)	\$190	\$106	\$48	677
<b>Total Impact</b>	<b>\$553</b>	<b>\$257</b>	<b>\$112</b>	<b>1,377</b>

Source: AECGroup; 26.6.18<sup>9</sup>

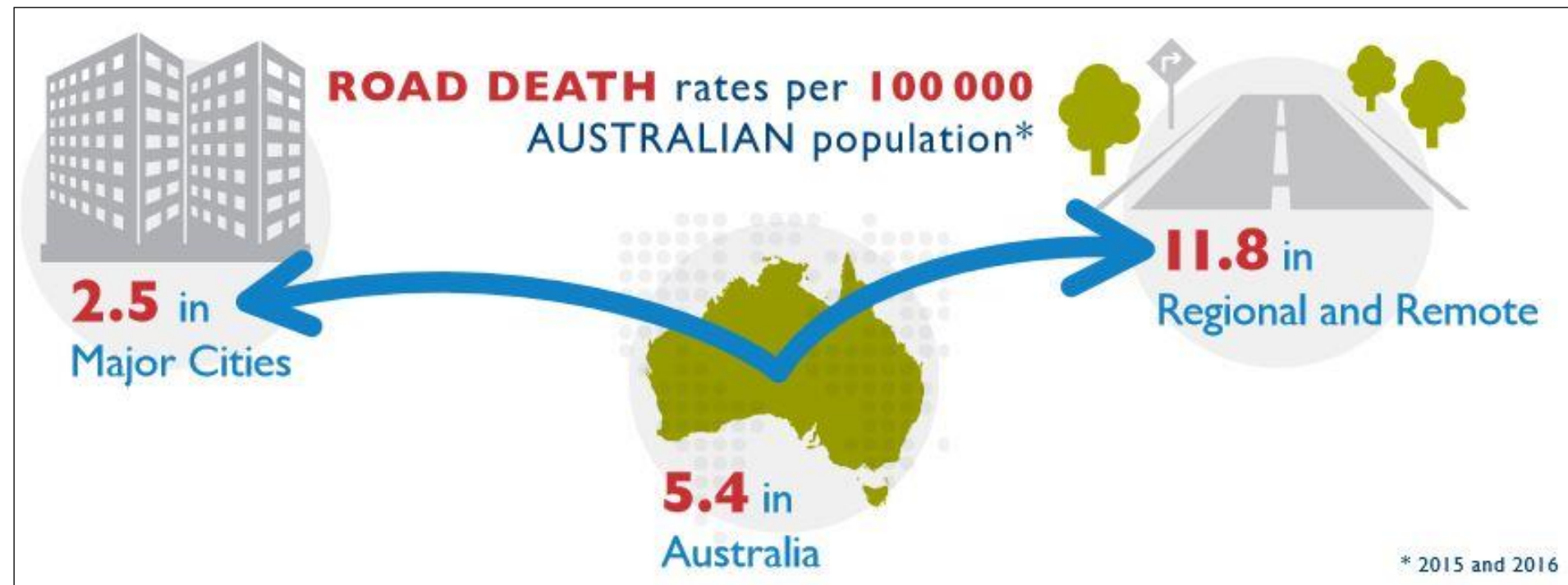
### EXAMPLES OF BENEFITS

1. **Productivity** improvements in the agricultural sector through shorter travel times with improvements in road quality, and a reduction on wear and tear on vehicles and associated maintenance costs.
2. A reduction in the amount of weight loss of **cattle** due to stress on poor quality, and in particular unsealed roads, leading to **higher return on investment**.
3. A reduction in **horticultural** wastage caused by poor road conditions, leading to higher return on investment.
4. **Mining** companies will be able to move their **over-mass sized equipment** from ports to mine sites with greater efficiency and safety.
5. **Better roads will lead to greater efficiency and productivity for grain, horticultural, beef, mining and other exporters competing globally.**
6. **Jobs** through planning, design, construction and maintenance of roads, particularly in Outback Queensland area where there is extremely high youth and Indigenous unemployment.
7. **Increased business opportunities** for suppliers to road projects and increases to their employment, including Indigenous businesses and employment.
8. Opening up of new **tourism** opportunities associated with the sealing and widening of sealed roads to provide safer and more comfortable routes for tourists. This will lead to more tourism industry investment and the spread of tourist expenditure across regions.
9. **More resilient connectivity** for the movement of goods and people, and delivery of emergency and other services in times of severe weather events, reducing the impacts and economic losses.
10. **A reduction in dust** and its impact on crops, cattle, visibility, amenity and safety.
11. **More sustainable local governments and rural and remote towns through road works programs to create local jobs and reduce the decline in population.**

<sup>9</sup> Disclaimer: Whilst all care and diligence have been exercised in the preparation of this report, AEC Group Pty Ltd does not warrant the accuracy of the information contained within and accepts no liability for any loss or damage that may be suffered as a result of reliance on this information.



INVESTMENT INTO THE INLAND QUEENSLAND ROAD NETWORK WILL ALSO MAKE A POSITIVE IMPACT ON SAFETY AND ROAD TRAUMA STATISTICS



Road deaths per 100,000 persons in major cities vs regional and remote Australia (BITRE)

**Inland Queensland Roads Action Project (IQ-RAP) partner councils that have invested in the Inland Queensland Road Network Strategy (IQRNS), and their towns, are highlighted in bold red.** In accordance with Roads of Strategic Importance (ROSI) funding being allocated separately into northern and southern Australia, this document identifies key corridors and critical connectors for industries, communities and tourists in the north and south and the corridors that connect southern and northern Australia. Costings are approximate and there is some duplication where corridors cover the same section of the network.

# on map	North or south of the Tropic of Capricorn	Key corridors/ supply chains of national, state or regional significance	National/ State/ Local Network (For more details see IQRNS appendices)	Passes through Federal Electorates:	GRP in the IQRNS local government areas on the corridors/ approx. investment over 10 years	IQRNS local governments on the key corridors	IQRNS key corridor towns  Other connecting towns in black	Refer to IQRNS RRTG appendices	IQRNS critical connectors (that are not already on a key corridor)	Refer to IQRNS RRTG appendices	Linking with ports/ QLD airports with Regular Public Transport (RPT)	Industries and freight	Tourism drive routes
1	North	<b>Flinders and Barkly National Highways</b>  Approx 1,094 km from Townsville to Camooweal	National  Routes: A6 A2	<ul style="list-style-type: none"> <li>Herbert</li> <li>Kennedy</li> </ul>	GRP: \$18,633 million          Investment required: \$246 million	<ul style="list-style-type: none"> <li>Townsville</li> <li>Charters Towers</li> <li>Flinders</li> <li>Richmond</li> <li>McKinlay</li> <li>Cloncurry</li> <li>Mount Isa</li> </ul>	<ul style="list-style-type: none"> <li>Townsville</li> <li>Charters Towers/ Crimea</li> <li>Torrens Creek</li> <li>Hughenden</li> <li>Richmond</li> <li>Julia Creek</li> <li>Cloncurry</li> <li>Mount Isa</li> <li>Camooweal</li> <li>Tennant Creek</li> <li>Darwin</li> </ul>	North - P29  North West – P33, 34	<ul style="list-style-type: none"> <li>Townsville - Battery</li> <li>Crimea - Burdekin Falls Dam</li> <li>Hughenden - Winton</li> <li>Richmond - Croydon</li> <li>Richmond - Winton</li> <li>Julia Creek - Burketown</li> <li>Cloncurry – Dajarra</li> <li>Mount Isa – Dajarra, Boulia</li> <li>Camooweal - Gregory Downs</li> </ul>	North – P29  North West – P33, 34  Outback- P37, 38  Far North – P24	<b>Ports:</b> <ul style="list-style-type: none"> <li>Townsville</li> <li>Darwin</li> <li>Karumba (via Cloncurry)</li> </ul> <b>RPT Airports:</b> <ul style="list-style-type: none"> <li>Townsville</li> <li>Hughenden</li> <li>Richmond</li> <li>Julia Creek</li> <li>Cloncurry</li> <li>Mount Isa</li> <li>Darwin</li> </ul>	<ul style="list-style-type: none"> <li>Mining product</li> <li>Supplies to the mining and energy sectors</li> <li>Cattle</li> <li>Horticultural produce</li> <li>Fuel</li> <li>Business, government, household supplies</li> </ul>	<b>Overlander's Way</b> - Townsville to Tennant Creek
2	North	<b>Peak Downs Highway</b>  Approx 124 km from Moranbah to Clermont	State  Route: S70	<ul style="list-style-type: none"> <li>Capricornia</li> <li>Flynn</li> </ul>	GRP: \$7,353 Million          Investment required: \$46 million	<ul style="list-style-type: none"> <li>Isaac</li> </ul>	<ul style="list-style-type: none"> <li>Mackay</li> <li>Moranbah</li> <li>Nebo</li> <li>Clermont</li> </ul>	Bowen Basin – P20, 21	<ul style="list-style-type: none"> <li>Clermont - Alpha</li> </ul>	Bowen Basin – P20, 21	<b>Ports:</b> <ul style="list-style-type: none"> <li>Mackay</li> <li>Hay Point</li> </ul> <b>RPT Airports:</b> <ul style="list-style-type: none"> <li>Mackay</li> <li>Moranbah</li> </ul>	<ul style="list-style-type: none"> <li>Cattle</li> <li>Grain</li> <li>Horticultural produce</li> <li>Supplies to the mining and energy sectors</li> <li>Fuel</li> <li>Business, government, household supplies</li> </ul>	This is not a recognised drive tourism route but tourists do use the route for regional travel.



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3	North	<b>Capricorn Way</b>  Capricorn Highway  Approx 530 km from Westwood to Barcaldine	State  Route: A4	<ul style="list-style-type: none"> <li>Flynn</li> <li>Maranoa</li> </ul>	<b>GRP: \$5,022 million</b>          <b>Investment required: \$169 million</b>	<ul style="list-style-type: none"> <li>Banana</li> <li>Central Highlands</li> <li>Barcaldine</li> </ul>	<ul style="list-style-type: none"> <li>Rockhampton</li> <li>Gracemere</li> <li>Stanwell</li> <li>Westwood</li> <li>Duaringa</li> <li>Dingo</li> <li>Blackwater</li> <li>Emerald</li> <li>Alpha</li> <li>Barcaldine</li> </ul>	Bowen Basin – P20, 21  Outback - P37, 38	<ul style="list-style-type: none"> <li>Westwood - Taroom</li> <li>Duaringa - Bauhinia</li> <li>Dingo - Mt Flora</li> <li>Alpha - Clermont</li> </ul>	Bowen Basin – P20, 21  Outback - P37, 38	<b>Ports:</b> <ul style="list-style-type: none"> <li>Port Alma</li> <li>Gladstone (via Biloela)</li> <li>CQ Inland Port</li> </ul> <b>RPT Airports:</b> <ul style="list-style-type: none"> <li>Emerald</li> <li>Barcaldine</li> </ul>	<ul style="list-style-type: none"> <li>Cattle</li> <li>Grain</li> <li>Horticultural produce</li> <li>Supplies to the mining and energy sectors</li> <li>Fuel</li> <li>Business, government, household supplies</li> </ul>	<b>Capricorn Way</b> – Rockhampton to Barcaldine
4	North	<b>Savannah Way</b>  <ul style="list-style-type: none"> <li>Kennedy Highway</li> <li>Gulf Developmental Road</li> </ul> Approx 1,476 km from Kuranda to the NT border	State/ local  Routes: A1	<ul style="list-style-type: none"> <li>Kennedy</li> </ul>	<b>GRP: \$2,009 million</b>          <b>Investment required: \$152 million</b>	<ul style="list-style-type: none"> <li>Tablelands</li> <li>Croydon</li> <li>Etheridge</li> <li>Carpentaria</li> <li>Burke</li> </ul>	<ul style="list-style-type: none"> <li>Cairns</li> <li>Kuranda</li> <li>Mareeba</li> <li>Atherton</li> <li>Ravenshoe</li> <li>Mount Garnet</li> <li>Georgetown</li> <li>Croydon</li> <li>Normanton</li> <li>Burketown</li> <li>Doomadgee</li> <li>NT</li> <li>WA</li> </ul>	Far North – P24  North West – P34	<ul style="list-style-type: none"> <li>Croydon - Richmond</li> <li>Normanton - Dimbulah</li> </ul>	Far North – P24  North West – P33, 34	<b>Ports:</b> <ul style="list-style-type: none"> <li>Cairns</li> <li>Karumba (via Normanton)</li> </ul> <b>RPT Airports:</b> <ul style="list-style-type: none"> <li>Cairns</li> <li>Normanton</li> <li>Burketown</li> </ul>	<ul style="list-style-type: none"> <li>Cattle</li> <li>Horticultural produce</li> <li>Supplies to the mining and energy sectors</li> <li>Fuel</li> <li>Business, government, household supplies</li> </ul>	<b>Savannah Way</b> – Cairns to Broome
5	North	<b>Outback Way</b>  Kennedy Developmental Road  Donohue Highway  Approx 602 km from Winton to the NT border	State/ local  Route: S62	<ul style="list-style-type: none"> <li>Kennedy</li> </ul>	<b>GRP: \$121 million</b>          <b>Investment required: \$75 million</b>	<ul style="list-style-type: none"> <li>Winton</li> <li>Boulia</li> </ul>	<ul style="list-style-type: none"> <li>Winton</li> <li>Boulia</li> <li>Alice Springs/ NT</li> <li>Laverton/ WA</li> </ul>	Outback - P38	<ul style="list-style-type: none"> <li>Boulia – Bedourie</li> <li>Boulia – Dajarra, Mount Isa</li> <li>Winton – Hughenden</li> <li>Winton – Richmond</li> </ul>	Outback - P37, 38	<b>RPT Airports:</b> <ul style="list-style-type: none"> <li>Winton</li> <li>Boulia</li> <li>Alice Springs</li> <li>Laverton</li> </ul>	<ul style="list-style-type: none"> <li>Cattle</li> <li>Supplies to the mining and energy sectors</li> <li>Fuel</li> <li>Business, government, household supplies</li> </ul>	<b>Outback Way</b> – Winton to Laverton, WA

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6	North	<b>Dawson Highway</b>  Approx 407 km from Gladstone to Springsure	State  Routes: S60 A7	• Flynn	GRP: \$11,662 million  Investment required: \$96 million	• Gladstone • Banana • Central Highlands	• Gladstone • Biloela • Banana • Moura • Bauhinia • Rolleston • Springsure	Gladstone – P2  Bowen Basin – P21	• Gladstone - Monto • Bauhinia – Taroom • Springsure – Tambo	Bowen Basin – P20, 21	<b>Ports:</b> • Gladstone  <b>RPT Airports:</b> • Gladstone	• Cattle • Grain • Horticultural produce • Supplies to the mining and energy sectors • Fuel • Business, government, household supplies	This is not a recognised drive tourism route but tourists do use the route for regional travel.
7	North and south	<b>Landsborough, Warrego, National Highways</b>  Approx 1,227 km from Roma to Cloncurry	National  Route: A2	• Maranoa • Kennedy	GRP: \$7,279 million  Investment required: \$176 million	• Murweh • Maranoa • Barcaldine • Longreach • Winton • Cloncurry • Mount Isa	• Brisbane/ SEQ • Toowoomba • Dalby • Miles • Roma • Mitchell • Morven • Augathella • Barcaldine • Longreach • Winton • Kynuna • McKinlay • Cloncurry	South West – P41, 42  Outback - P37  North West – P33	• Longreach – Jundah • Winton – Richmond • Winton – Hughenden • Cloncurry - Dajarra	South West – P41, 42  Outback - P37, 38  North West – P33, 34	<b>Ports:</b> • Brisbane • Darwin • Gladstone, Port Alma (via Barcaldine)  <b>RPT Airports:</b> • Brisbane • Toowoomba • Roma • Barcaldine • Longreach • Winton • Cloncurry • Darwin	• Cattle • Horticultural produce • Supplies to the mining and energy sectors • Fuel • Business, government, household supplies	This route incorporates sections of the drive tourism routes of the <b>Warrego Way, Matilda Way, Overlander's Way</b>



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8	North and south	<p><b>The Great Inland Way</b></p> <p>(the eastern alternate to the Bruce Highway and the fastest route connecting Sydney/ NSW with North and Far North Queensland)</p> <ul style="list-style-type: none"> <li>• Castlereagh Highway</li> <li>• Carnarvon Highway</li> <li>• Dawson Highway</li> <li>• Springsure – Emerald Road</li> <li>• Gregory Developmental Road</li> <li>• Kennedy Developmental Road</li> </ul> <p>Approx 1,182 km from Hebel to Kuranda</p>	<p>State</p> <p>Routes: A55 A7 S63 S62 1</p>	<ul style="list-style-type: none"> <li>• Maranoa</li> <li>• Flynn</li> <li>• Capricornia</li> <li>• Kennedy</li> <li>• Leichhardt</li> </ul>	<p>GRP: \$15,200 million</p> <p>Investment required: \$271 million</p>	<ul style="list-style-type: none"> <li>• Maranoa</li> <li>• Central Highlands</li> <li>• Isaac</li> <li>• Charters Towers</li> <li>• Tablelands</li> <li>• Mareeba</li> </ul>	<ul style="list-style-type: none"> <li>• Sydney/NSW</li> <li>• Hebel or Mungindi</li> <li>• Dirranbandi</li> <li>• St George</li> <li>• Surat</li> <li>• Roma</li> <li>• Injune</li> <li>• Rolleston</li> <li>• Springsure</li> <li>• Emerald</li> <li>• Clermont</li> <li>• Belyando Crossing</li> <li>• Charters Towers</li> <li>• Greenvale</li> <li>• The Lynd</li> <li>• Mt Garnet</li> <li>• Atherton</li> <li>• Mareeba</li> <li>• Kuranda</li> <li>• Cairns</li> <li>• Cooktown</li> </ul>	<p>South West – P41, 42</p> <p>Bowen Basin – P20, 21</p> <p>North - P29</p> <p>Far North – P24</p>	<ul style="list-style-type: none"> <li>• Clermont – Alpha</li> <li>• The Lynd – Quartz Blow Creek</li> </ul>	<p>South West – P41, 42</p> <p>Bowen Basin – P20, 21</p>	<p><b>Ports:</b></p> <ul style="list-style-type: none"> <li>• Sydney</li> <li>• Brisbane</li> <li>• Gladstone (via Rolleston)</li> <li>• Port Alma (via Emerald)</li> <li>• Mackay and Hay Point (via Clermont)</li> <li>• Townsville (via Charters Towers)</li> <li>• Cairns</li> </ul> <p><b>QLD RPT Airports:</b></p> <ul style="list-style-type: none"> <li>• St George</li> <li>• Roma</li> <li>• Emerald</li> <li>• Cairns</li> <li>• Cooktown</li> </ul>	<ul style="list-style-type: none"> <li>• Cattle</li> <li>• Horticultural produce</li> <li>• Supplies to the mining and energy sectors</li> <li>• Fuel</li> <li>• Business, government, household supplies</li> <li>• Central QLD Inland Port</li> </ul>	<p><b>Great Inland Way</b> - Sydney to Cooktown</p>

# on map	North or south of the Tropic of Capricorn	Key corridors/ supply chains of national, state or regional significance	National/ State/ Local Network (For more details see IQRNS appendices)	Passes through Federal Electorates:	GRP in the IQRNS local government areas on the corridors/ approx. investment over 10 years	IQRNS local governments on the key corridors	IQRNS key corridor towns  Other connecting towns in black	Refer to IQRNS RRTG appendices	IQRNS critical connectors (that are not already on a key corridor)	Refer to IQRNS RRTG appendices	Linking with ports/ QLD airports with Regular Public Transport (RPT)	Industries and freight	Tourism drive routes
9	North and south	<b>Western Inland Way</b>  (the western alternative to the Bruce Highway and the most direct route from Melbourne/ VIC to Far North, Cape York, North, Central West and South West Queensland)  <ul style="list-style-type: none"> <li>Kidman Way</li> <li>Mitchell Highway</li> <li>Landsborough</li> <li>Barcaldine - Aramac – Torrens Creek Road</li> <li>Flinders Highway</li> <li>Hann Highway (on the Kennedy Developmental Road)</li> </ul> Approx 1,830 km from Barrington to Kuranda	National/ state  Routes: A71 A2 19 18 A6 62 1	<ul style="list-style-type: none"> <li>Maranoa</li> <li>Kennedy</li> </ul>	<b>GRP: \$5,359 million</b>  <b>Investment required: \$179 million</b>	<ul style="list-style-type: none"> <li>Paroo</li> <li>Murweh</li> <li>Barcaldine</li> <li>Flinders</li> <li>Atherton</li> <li>Mareeba</li> </ul>	<ul style="list-style-type: none"> <li>Melbourne</li> <li>Shepparton</li> <li>Cobar</li> <li>Griffith</li> <li>Bourke</li> <li>Barrington</li> <li>Cunnamulla</li> <li>Charleville</li> <li>Augathella</li> <li>Barcaldine</li> <li>Muttaburra</li> <li>Torrens Creek</li> <li>Hughenden</li> <li>The Lynd</li> <li>Almaden</li> <li>Dimbulah</li> <li>Mareeba</li> <li>Kuranda</li> <li>Cairns</li> </ul>	South West – P41, 42  Outback - P37, 38  North West - – P33, 34  Far North – P24	<ul style="list-style-type: none"> <li>The Lynd – Quartz Blow Creek</li> </ul>	South West – P41, 42  Far North – P24	<b>Ports:</b> <ul style="list-style-type: none"> <li>Melbourne</li> <li>Gladstone</li> <li>Port Alma (via Barcaldine)</li> <li>Townsville (via Torrens Creek)</li> <li>Cairns</li> </ul> <b>RPT Airports:</b> <ul style="list-style-type: none"> <li>Cunnamulla</li> <li>Charleville</li> <li>Barcaldine</li> <li>Hughenden</li> </ul>	<ul style="list-style-type: none"> <li>Cattle</li> <li>Horticultural produce</li> <li>Supplies to the mining and energy sectors</li> <li>Fuel</li> <li>Business, government, household supplies</li> </ul>	From Barrington to Barcaldine is a section of the drive tourism route the <b>Matilda Way</b> .



# on map	North or south of the Tropic of Capricorn	Key corridors/ supply chains of national, state or regional significance	National/ State/ Local Network (For more details see IQRNS appendices)	Passes through Federal Electorates:	GRP in the IQRNS local government areas on the corridors/ approx. investment over 10 years	IQRNS local governments on the key corridors	IQRNS key corridor towns  Other connecting towns in black	Refer to IQRNS RRTG appendices	IQRNS critical connectors (that are not already on a key corridor)	Refer to IQRNS RRTG appendices	Linking with ports/ QLD airports with Regular Public Transport (RPT)	Industries and freight	Tourism drive routes
10	North and south	<b>Matilda Way</b>  (the most direct route from Melbourne/ VIC to the North West and the southern Gulf region)  <ul style="list-style-type: none"><li>Kidman Way</li><li>Mitchell Highway</li><li>Landsborough</li><li>Burke Developmental Road</li></ul> Approx 1,806 km from Barringun to Karumba	National/ state  Routes:	<ul style="list-style-type: none"><li>Maranoa</li><li>Kennedy</li></ul>	<b>GRP: \$2,360 million</b>  <b>Investment required: \$104 million</b>	<ul style="list-style-type: none"><li>Paroo</li><li>Murweh</li><li>Barcaldine</li><li>Longreach</li><li>Winton</li><li>Cloncurry</li><li>Carpentaria</li></ul>	<ul style="list-style-type: none"><li>Melbourne</li><li>Shepparton</li><li>Cobar</li><li>Griffith</li><li>Bourke</li><li>Barringun</li><li>Cunnamulla</li><li>Charleville</li><li>Augathella</li><li>Barcaldine</li><li>Longreach</li><li>Winton</li><li>Cloncurry</li><li>Burke and Wills Junction</li><li>Normanton</li><li>Karumba</li></ul>	South West – P41, 42  Outback - P37, 38  North West – P33, 34		South West – P41, 42  <b>Ports:</b> <ul style="list-style-type: none"><li>Melbourne</li><li>Cairns</li><li>Karumba</li><li>Gladstone, Port Alma (via Barcaldine)</li></ul> <b>RPT Airports:</b> <ul style="list-style-type: none"><li>Cunnamulla</li><li>Charleville</li><li>Barcaldine</li><li>Longreach</li><li>Winton</li><li>Cloncurry</li><li>Normanton</li></ul>	<ul style="list-style-type: none"><li>Cattle</li><li>Horticultural produce</li><li>Supplies to the mining and energy sectors</li><li>Fuel</li><li>Business, government, household supplies</li></ul>	<b>Matilda Way – Melbourne to Karumba</b>	
11	South	<b>Warrego Way</b>  <ul style="list-style-type: none"><li>Warrego Highway</li><li>Diamantina Developmental Road</li></ul> Approx 850 km from Roma to Morney	National/ state  Routes: A2 State 49	<ul style="list-style-type: none"><li>Maranoa</li><li>Kennedy</li></ul>	<b>GRP: \$1,670 million</b>  <b>Investment required: \$119 million</b>	<ul style="list-style-type: none"><li>Maranoa</li><li>Murweh</li><li>Quilpie</li><li>Barcoo</li></ul>	<ul style="list-style-type: none"><li>Brisbane/ SEQ</li><li>Roma</li><li>Mitchell</li><li>Morven</li><li>Charleville</li><li>Quilpie</li><li>Thylungra</li><li>Windorah</li><li>Morney</li><li>Birdsville</li></ul>	South West – P41, 42  Outback - P37, 38	<ul style="list-style-type: none"><li>Quilpie – Bundeena</li><li>Thylungra – Eromanga</li><li>Windorah – Bedourie</li><li>Windorah - Jundah</li></ul>	South West – P41, 42  Outback - P37, 38	Ports: <ul style="list-style-type: none"><li>Brisbane</li></ul> <b>RPT Airports:</b> <ul style="list-style-type: none"><li>Roma</li><li>Charleville</li><li>Quilpie</li><li>Windorah</li><li>Birdsville</li></ul>	<ul style="list-style-type: none"><li>Cattle</li><li>Horticultural produce</li><li>Supplies to the energy sector</li><li>Fuel</li><li>Business, government, household supplies</li></ul>	<b>Warrego Way – Brisbane to Birdsville</b>

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12	South	<b>Leichhardt Way</b> <ul style="list-style-type: none"> <li>Leichhardt Highway</li> </ul> <p>Approx 265 km from Taroom to Westwood</p>	State  Routes: A5 A4	<ul style="list-style-type: none"> <li>Maranoa</li> <li>Flynn</li> </ul>	<b>GRP: \$1,890 million</b>  <b>Investment required: \$60 million</b>	<ul style="list-style-type: none"> <li><b>Banana</b></li> </ul>	<ul style="list-style-type: none"> <li>Melbourne (via the Newell)</li> <li>Forbes</li> <li>Dubbo</li> <li>Narrabri</li> <li>Moree</li> <li>Miles</li> <li><b>Taroom</b></li> <li><b>Theodore</b></li> <li><b>Banana</b></li> <li><b>Dululu</b></li> <li><b>Westwood</b></li> <li>Rockhampton</li> </ul>	Bowen Basin – P20, 21		Bowen Basin – P20, 21	<b>Ports:</b> <ul style="list-style-type: none"> <li>Brisbane</li> </ul> <b>RPT Airports:</b> <ul style="list-style-type: none"> <li>Brisbane</li> <li>Rockhampton</li> </ul>	<ul style="list-style-type: none"> <li>Cattle</li> <li>Grain</li> <li>Horticultural produce</li> <li>Supplies to the mining and energy sectors</li> <li>Fuel</li> <li>Business, government, household supplies</li> </ul>	<b>Leichhardt Way</b> – Melbourne to Goondiwindi to Rockhampton
13	South	<b>Burnett Highway/ Australia's Country Way</b> <p>Approx 74 km from Biloela to Dululu</p>	State  Route: A3	<ul style="list-style-type: none"> <li>Maranoa</li> <li>Flynn</li> </ul>	<b>GRP: \$1,890 million</b>  <b>Investment required: \$52 million</b>	<ul style="list-style-type: none"> <li><b>Banana</b></li> </ul>	<ul style="list-style-type: none"> <li>Brisbane/ SEQ</li> <li>Nanango</li> <li>Goomeri</li> <li>Eidsvold</li> <li>Monto</li> <li><b>Biloela</b></li> <li><b>Dululu</b></li> <li>Rockhampton</li> </ul>	Bowen Basin – P20, 21		Bowen Basin – P20, 21	<b>Ports:</b> <ul style="list-style-type: none"> <li>Brisbane</li> <li><b>Gladstone (via Biloela)</b></li> </ul> <b>RPT Airports:</b> <ul style="list-style-type: none"> <li>Brisbane</li> <li>Rockhampton</li> </ul>	<ul style="list-style-type: none"> <li>Cattle</li> <li>Grain</li> <li>Horticultural produce</li> <li>Supplies to the mining and energy sectors</li> <li>Fuel</li> <li>Business, government, household supplies</li> </ul>	Part of this highway is on the drive tourism route known as <b>Australia's Country Way</b> from Sydney to Rockhampton.



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14	South	<b>Adventure Way</b> <ul style="list-style-type: none"> <li>• Moonie Highway</li> <li>• Balonne Highway</li> <li>• Bulloo Developmental Road</li> </ul> <p>Approx 880 km from St George to the SA border</p>	State  Route: S49	<ul style="list-style-type: none"> <li>• Maranoa</li> </ul>	<b>GRP: \$482 million</b>  <b>Investment required: \$81 million</b>	<ul style="list-style-type: none"> <li>• Balonne</li> <li>• Paroo</li> <li>• Bulloo</li> </ul>	<ul style="list-style-type: none"> <li>• Brisbane/SEQ</li> <li>• Dalby</li> <li>• St George</li> <li>• Bollon</li> <li>• Cunnamulla</li> <li>• Thargomindah</li> <li>• Nockatunda</li> <li>• Innamincka</li> <li>• Adelaide</li> </ul>	South West – P41, 42	<ul style="list-style-type: none"> <li>• St George – Mungindi</li> <li>• St George - Mitchell</li> <li>• Thargomindah - Bundeena</li> </ul>	South West – P41, 42	<b>Ports:</b> <ul style="list-style-type: none"> <li>• Brisbane</li> <li>• Adelaide</li> </ul> <b>RPT Airports:</b> <ul style="list-style-type: none"> <li>• St George</li> <li>• Cunnamulla</li> <li>• Thargomindah</li> </ul>	<ul style="list-style-type: none"> <li>• Cattle</li> <li>• Horticultural produce</li> <li>• Supplies to the energy sector</li> <li>• Fuel</li> <li>• Business, government, household supplies</li> </ul>	<b>Adventure Way</b> – Brisbane to Adelaide

## INVESTMENT INTO THE INLAND QUEENSLAND ROAD NETWORK STRATEGY WILL DRIVE MORE EQUITABLE OUTCOMES FOR REGIONAL QUEENSLAND

IQ-RAP partners, and their industry supporters, are seeking Inland Queensland's equitable share of ROSI and other funding programs to drive productivity in a \$43.5 billion regional economy, create jobs, diversify local economies, build more resilient connectivity and ensure better safety outcomes. This can be achieved through the following investments.

- **\$294 m to fund the highest priorities in IQRNS over 4 years 2018/19 – 2022/23** (\$106 million has already been committed towards the \$400 million required)
  - That is an Australian Government investment of 0.17% of the region's GRP over 4 years
  - Or potentially on an 80/20 split with the state government \$235 m/ \$59 m, it would be an Australian Government investment of 0.14% of the region's GRP over 4 years
- **\$1,887 m over the following 5 years from 2023/24 to 2028/29**
  - That is an Australian Government investment of 0.87% of the region's GRP over 5 years
  - Or potentially on an 80/20 split with the state government \$1,510 m/ \$377 m, it would be an Australian Government investment of 0.69% of the region's GRP

### IQ-RAP PARTNERS



### INDUSTRY SUPPORTERS

