Port of Bundaberg
POSITIONED FOR SUCCESS

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Providing a vital link for the Bundaberg region’s industry for over a century, the Port of Bundaberg has essentially been a small river port with throughput mainly focused on sugar products.

This is all about to change.

Since the Port of Bundaberg was transferred to Gladstone Ports Corporation (GPC) in November 2009, GPC has been working to develop the port’s potential in line with the Corporation’s mission to responsibly manage, develop and operate port facilities and services for the sustainable economic growth and social prosperity of our region, Queensland and Australia.

The GPC Board sees that the Port of Bundaberg can play an important role in the future prosperity of the Wide Bay Burnett region and the State of Queensland through future development in three key areas:

- Port Industry;
- Marine Industry and;
- Marina, residential and recreational facilities.

While the main focus of this document is on port trade and related industry, it is promising to note the potential developments in marine industry and marina, residential and recreational facilities which are likely to commence construction in 2017.

The current construction of a large plasterboard manufacturing plant at the Port of Bundaberg by world-leading German manufacturer, Knauf, is a strong indication of the bright future of the port. Knauf recognised the potential of the Port of Bundaberg with its availability of competitively-priced, developable port industry land with excellent access to under-utilised, quality, port infrastructure. Knauf seized the opportunity and are now developing a $70M facility in the Port of Bundaberg to expand its business into Queensland.

Others are now taking Knauf’s lead with Altus Renewables establishing bulk storage facilities for the export of its wood pellets and Earth Commodities establishing bulk storage facilities for the export of its silica sand.

The development of a major manufacturing plant by Knauf at the port, which is expected to be operational by mid-2017, has led to a significant investment in infrastructure, with a new gas pipeline being constructed to bring industrial gas supply capacity to the port, as well as upgrades to electricity, water, sewerage and port road infrastructure.

New bulk handling equipment to be used for the unloading of bulk gypsum, will also be available for other suitable dry bulk import products.
The GPC Board of Directors is seeking to build on these successes and is heartened by the announcement in February 2017 by the Queensland Government of a new State Development Area in the Bundaberg region with its major focus on the Port of Bundaberg. The declaration of the Bundaberg State Development Area will assist in highlighting the competitive advantages that the Wide Bay Burnett region, and in particular the Bundaberg region and Port of Bundaberg have to offer.

GPC will continue to work closely with the Queensland Government to attract sustainable industry to the State Development Area and the Port of Bundaberg, promoting business activity, economic and employment opportunities within the region.

GPC will also continue to review conceptual plans for a Port of Bundaberg Outer Harbour and progress the development of these plans should future major industry or major mineral exportation opportunities present themselves.

Leo Zussino
Chairman Gladstone Ports Corporation
Message of support from Bundaberg Regional Council

Bundaberg Regional Council has long held views that the Port of Bundaberg has the potential to become a dynamic economic force for the creation of industry and employment locally and within the Wide Bay Burnett Region and as a major value adding source for the State of Queensland.

The announcement in February 2017 of a 6,000 hectare State Development Area (SDA) at the Port of Bundaberg confirms the great potential of the port and is a game changer for the Bundaberg Region. This announcement is an incredible opportunity for job creation for the Bundaberg Region. With so much already underway at the Port of Bundaberg this latest announcement emphatically supports the investment being made by Knauf Plasterboard and the development of the gas pipeline.

In recent years the dynamics surrounding the port and the project movements within its precincts, the general conversation relating to the importance of its strategic location, and the vastly underutilised nature of the facility, is providing the required dialogue for substantial change.

The Wide Bay Burnett Regional Organisation of Councils (WBBROC) including Bundaberg Regional Council are fully supportive of Gladstone Ports Corporation and the State Government as willing participants in the visionary plans relating to the development and investment potential of the Port of Bundaberg. In fact, WBBROC consider the development of the Bundaberg Port as their No 1 Project of Regional Significance which demonstrates how important this project is to the broader Wide Bay Burnett Region of Queensland.

In its Economic Development Strategy – Bundaberg Region; A Better Climate for Business – Bundaberg Regional Council has identified that the development of the Port of Bundaberg precinct into a major transport and logistic hub would be a key economic driver for the region and State.

Council has recently undertaken the installation of essential community infrastructure into residential areas of the Port of Bundaberg which will also service new industry with water and sewerage connections. The State Government funded gas pipeline to the port also offers a second energy choice.
Our Council has a demonstrated appetite for appropriate sustainable development.

As a Council we are key enablers of the current investment and development being undertaken at the Port and across our region. The $70 million Knauf Plasterboard factory being established at the port is a forerunner of, and a pointer to, potential projects that may have a symbiotic relationship with the factory or seek a Greenfield site to establish new ventures.

With our current Open for Development policy initiative, Bundaberg Regional Council is offering infrastructure incentive discounts ranging between 50 and 100 per cent for eligible projects. There has never been a better time to advance a project or to invest in the Bundaberg Region.

The Bundaberg Region has a diverse economic base with a strong focus on manufacturing, agriculture, tourism, medical facilities and general retail opportunities as well as having some of the best sporting venues and facilities outside of metropolitan Brisbane.

Our region is representative of a prosperous Queensland regional area with a population approaching 100,000. Modern medical, education and financial sectors continue to keep pace with developing community expectation.

Bundaberg has a very long and strong Sister City relationship with Nanning, China and this union has resulted in significant trade opportunities that include formalised port to port relationships.

Council is committed to working with Gladstone Ports Corporation in a collaborative manner to canvas any potential for development that can further reinforce our view that the Bundaberg Region is the ideal place to Live, Work, Play and Invest.

CR Jack Dempsey
Mayor, Bundaberg Regional Council
Port of Bundaberg

On 1 November 2009 the Port of Bundaberg was transferred to GPC and now operates as a business unit of GPC, trading under the business name Port of Bundaberg.

The Port of Bundaberg is centrally located on the eastern seaboard of Australia (approximately half-way between Sydney and Cairns) with easy access by sea to Northern Australia via the inshore shipping channel and Southern Australia, the South Pacific, Asia and the rest of the world via the outer shipping channel.\(^1\)

Within 14 days sailing of all major ports in Asia, the Port of Bundaberg is well situated to trade in both import and export bulk and break bulk commodities in these large and emerging markets.

The Port of Bundaberg is well connected by road and rail to the key South-East Queensland consumer markets and the mining and agricultural sectors within South-West and Central Queensland.

The port is located south of the Great Barrier Reef Marine Park and has no direct impact.
Bundaberg Region

The Port of Bundaberg is located within the Bundaberg Regional Council Local Government area, 16km from the Bundaberg City centre. Bundaberg City is the economic centre of the region and 356km North of Queensland’s capital, Brisbane. There are approximately 95,000 people living in the Bundaberg region which is serviced by shopping centres, sporting facilities, three hospitals, public and private health facilities and services and a full range of educational institutions.\(^2\)

Bundaberg boasts one of the world’s most temperate climates and with its beautiful coastline and beaches, affordable cost of living and excellent social and community infrastructure and services, Bundaberg rates as one of Australia’s most liveable cities.

The Greater Wide Bay Burnett Region

The Bundaberg Regional Council area is located within the Wide Bay Burnett Region which is rapidly emerging as the food bowl of Queensland, is capitalising on the diversification of traditional manufacturing and food processing industries and is now recognised as the gateway to the Southern Great Barrier Reef.\(^3\)

The Wide Bay Burnett Region includes the local governments of Bundaberg, Cherbourg, Fraser Coast, Gympie, North Burnett and South Burnett.

The wealth of the Wide Bay Burnett region has historically been created through sugar, agriculture, timber, heavy manufacturing, mining, and fishing. This has been supplemented in more recent years by growth in horticulture, tourism, aviation, advanced manufacturing, aquaculture, food processing, marine, construction and service industries.

The Wide Bay Burnett Region is perfectly placed to take advantage of the considerable economic development opportunities emanating from global and national markets including the increasing economic power of emerging Asian markets.

\(^1\) Major Shipping Tracks ReefVTS, Maritime Safety Queensland, www.msq.qld.gov.au  
\(^2\) Wide Bay Burnett Economic Profile www.wbbroc.org.au/The-Region/Regional-Profile  
\(^3\) Please visit the Wide Bay Burnett Region’s website for more details on the diverse opportunities to invest at www.widebayburnett.qld.gov.au
With the Wide Bay Burnett Region’s proximity to the:

- State’s major population centre of South East Queensland
- Mining and agricultural sectors within the South West and Central Queensland (which complement these sectors already well established within the Wide Bay Burnett Region)
- Industrial hub of Gladstone
- Brisbane and Brisbane West Wellcamp Airports.

The Wide Bay Burnett region is well placed to expand into the areas of value added agriculture, mining and enhanced tourism products and potentially new medium scale manufacturing to support supply chains in these sectors. The region is also positioned to take advantage of ‘overflow’ opportunities from adjoining regions and ports.

**KEY FACTS**

**BUNDABERG & WIDE BAY BURNETT REGIONS**

<table>
<thead>
<tr>
<th></th>
<th>Bundaberg</th>
<th>Wide Bay Burnett</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key Industries</strong></td>
<td>Agriculture, forestry, fisheries, construction, rental, hiring &amp; real estate services, tourism</td>
<td></td>
</tr>
<tr>
<td><strong>Average Age</strong></td>
<td>41.9 years</td>
<td>45.1 years</td>
</tr>
</tbody>
</table>

The Bundaberg Harbour was established on 3 December 1895 and operated out of the Town Reach of the Burnett River and facilitated the trade of timber, general cargo, and bagged sugar.

In 1958, the port was moved from the Town Reach to the river mouth at Burnett Heads to support the export trade requirements of the burgeoning sugar industry. Significant construction of rock training walls and dredging was undertaken by the Harbour Board to accommodate larger vessels up to 180m and a large sugar terminal (initial capacity of 100,000t, growing to 330,000t).

The Bundaberg Port Authority was established on 1 July 1987.

In June 2001 the Capital Deepening Project commenced. The project was finally completed in April 2002 at a cost of $9.6M with Navigation Aids refurbishment costing $1.6M. Approximately 1.8M cubic metres of material was removed, leaving an approach channel depth of -9.5m LAT (previously 8.3m), swing basin of -8.0m LAT, and a sugar berth depth of -11.0m LAT. The length of the approach channel was extended from 6.5km to 10km, and the width from 76m to 103m. Vessels of up to 200m length overall LOA, with a beam up to 33m and a GRT of up to 50,000t could be accommodated.

On 1 October 2007 the Bundaberg Port Authority merged with the Port of Brisbane Corporation as a wholly owned subsidiary of the Port of Brisbane Corporation Limited. In 2009 the Queensland Government undertook strategic asset sales, which included the sale of the Port of Brisbane. On 1 November 2009 the Port of Bundaberg was transferred to Gladstone Ports Corporation Limited.
PORT OF BUNDABERG
Poised for Growth & Success

The Port of Bundaberg represents a golden opportunity for businesses to develop port-related industry and trade.

The Port Industry Precinct is strategically positioned, well-serviced and ideally located for industrial port-related development with key elements including:

- Ease of access to Asian and South Pacific markets for potential export trades, see figure opposite
- Proximity to key domestic consumer markets (notably South East Queensland) for potential import trades
- Proximity to the mining areas of the Surat Basin, North Burnett and Wide Bay
- Located within 2km of the mouth of the Burnett River, offering ease of access for vessels
- Outside the Great Barrier Reef Marine Park
- No significant congestion issues within Port waterways
- Substantial existing Port/Marine Infrastructure, such as terminals, wharves and moorings
- Around 80ha of developable area (including existing facilities) for port and general industries
- Highly competitive land values
- Significant vegetated areas and wetlands which provide good buffers to local residential areas
- Industrial gas supply for energy intensive industries
- GPC is responsible for managing its own planning processes on Strategic Port Land.
- GPC has a clear strategic direction for developing the Port of Bundaberg which is supported by Bundaberg Regional Council, the Wide Bay Burnett Regional Organisation of Councils and the Queensland Government
- Future industry and investment opportunities within the recently announced State Development Area (SDA) which includes a land area of approximately 6,000ha, the current Port of Bundaberg, as well as land on the western side of the Burnett River
- Ideal, affordable city and regional setting
- Employee retention rates typically high in Bundaberg due to the quality of life in the region, with wage rates very competitive compared to other major cities and regional centres
- Recently upgraded jet compliant airport.

The Port of Bundaberg represents a golden opportunity for businesses to develop port-related industry and trade.
QUEENSLAND

PAPUA NEW GUINEA 4 DAYS
MALAYSIA 10 DAYS
JAPAN 9 DAYS
HONG KONG 10 DAYS
SINGAPORE 9 DAYS
NORTH CHINA 14 DAYS
SOUTH KOREA 12 DAYS

CANADA US EAST COAST 25 DAYS
US WEST COAST 28 DAYS

DIRECT SAILING DAYS (EX-BUNDABERG)

NEW ZEALAND 3 DAYS
UK 28 DAYS

POSITIONED FOR SUCCESS
Port Precincts

Possible Land Uses

Port Industry Precinct
- Import/export industries
- Berths
- Port operations
- Marine industry
- Lay down areas

Future Port Industry Precinct
- Stockpiles
- Wharves, barges and shipping infrastructure
- Rail and road connectivity
- Conveyor / loading systems

Marina Precinct
- Marinas
- Chanderies
- Ship lifts
- Trawlers
- Dry boat storage
- Small scale public facilities such as restaurant, info centre etc.
- Marine services industry
- Educational facilities
- Seafood industry
- Light marine industry

Mixed Use Precinct
- Residential
- Recreational spaces
- Public space
- Commercial, retail facilities

Boat Harbour Precinct
- Residential units and houses
- Boat harbour
- Parks and recreation
- Small scale retail
- Public facilities
- Waterfront units
- Hotel and conference facilities
- Tourist facilities

Environmental Precinct
- Conservation areas
- Educational walks and trails
- Bird hides
- Information boards
Port Precinct Designations
Bundaberg State Development Area

The Bundaberg State Development Area (SDA) was declared in February 2017 in response to the growing demand for land for port-related and industrial activities around the Port of Bundaberg. The Bundaberg SDA is approximately 6,076ha in size and includes land around the existing Port of Bundaberg on the eastern side of the Burnett River, as well as agricultural and rural land on the western side of the Burnett River.

The SDA will assist in making Bundaberg an attractive destination for new and existing business and industry looking to expand and invest. While future development in the SDA will be driven by market demand, the SDA is expected to accommodate regionally significant industry and infrastructure development, as well as port-related uses. The SDA also includes areas of environmental and community value which will be managed appropriately.

Following the declaration of the Bundaberg SDA, the Coordinator-General will prepare a development scheme to guide development within the area. A SDA development scheme is a planning instrument used by the Coordinator-General to assess and decide SDA applications for development within an SDA. SDA development schemes function in a similar manner to a local government planning scheme and outline the types of development which are regulated and the criteria which development is assessed against.

Further information on the Bundaberg SDA is available at www.statedevelopment.qld.gov.au/bundabergsda
## Summary of existing infrastructure and services

### Port and Wharf Infrastructure

<table>
<thead>
<tr>
<th>Facility</th>
<th>Function</th>
<th>Ownership</th>
<th>Key characteristics</th>
<th>Current Utilisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Channel</td>
<td>Safe navigation of commercial shipping.</td>
<td>GPC</td>
<td>Design depth: -9.5m LAT.</td>
<td>20%</td>
</tr>
<tr>
<td>Swing basin</td>
<td>Safe swinging of ships on arrival or departure.</td>
<td>GPC</td>
<td>Design depth: -8m LAT 1,165m long and 320m wide.</td>
<td>20%</td>
</tr>
<tr>
<td>Sir Thomas Hiley Wharf</td>
<td>Dry bulk, break bulk and general cargo wharf.</td>
<td>Sugar Terminals Ltd (STL)</td>
<td>Design depth: 11.00m LAT Berth length: 191m Max ship LOA and beam: 190 x 32m. Sugar Terminals Ltd (STL) owns the wharf with the exception of the downstream approach which GPC constructed to allow laden B-double access to the wharf. Queensland Sugar Ltd currently operates the wharf and sugar loading facilities on behalf of STL. GPC has a licence with STL to facilitate non-sugar commodities over the wharf, subject to conditions.</td>
<td>20%</td>
</tr>
<tr>
<td>Rail mounted gantry</td>
<td>Bulk sugar loading and bulk wood pellet loading.</td>
<td>STL</td>
<td>1,400tph (sugar) and 500tph (wood pellets) Max outreach: 16.7m Max air draft: 16.7m</td>
<td>9%</td>
</tr>
<tr>
<td>John T Fisher Wharf</td>
<td>Bulk molasses loading and bulk petroleum loading (currently not in use).</td>
<td>GPC</td>
<td>Design depth: 9.66m Berth length: 240m Max ship LOA and beam: 185 x 32m</td>
<td>4%</td>
</tr>
<tr>
<td>Shipping movement timing</td>
<td>-</td>
<td>-</td>
<td>Shipping movements are normally undertaken at the top of the tides. Ship berthing and departure are scheduled accordingly.</td>
<td></td>
</tr>
<tr>
<td>Bulk pipelines</td>
<td>Loading/unloading bulk molasses Discharge bulk petroleum.</td>
<td>GPC</td>
<td>375mm diameter pipeline Molasses load rate 280tph. Fuel pipelines disused since 2002.</td>
<td>4% Not in use</td>
</tr>
</tbody>
</table>
Facility | Function | Ownership | Key characteristics | Current Utilisation |
---|---|---|---|---|
Bulk sugar conveying system | Transferring bulk sugar from sugar stores to ship loader. | STL | 1200mm conveyor with three stage weigh station. | 9% |
Sugar store | Storage of bulk sugar. | STL | Two sheds Capacity 330,000t | Varies, but little to no spare capacity available for products other than sugar. |
Molasses tanks | Storage of bulk molasses | Bundaberg Sugar Ltd | Disused tanks and new bladders. Total capacity 36,000t. | Little spare capacity in serviceable bladders. |
Petroleum tanks | Storage of petroleum products. | Stolthaven | Disused tanks and pipework to wharf in poor state of repair, capacity 24,000t. | Disused since 2002. |

**Utilisation and spare capacity**

Over the past 10 years, the Port of Bundaberg has handled between 12-16 vessels per year and has had on average a berth utilisation of 5 per cent. Berth utilisation is improving with current utilisation expected to increase to around 20 per cent in 2017/18. This still leaves considerable scope for additional vessel calls.

The spare capacity is restricted by vessel sizes which the port can accept, rather than a limit on the berth utilisation. The vessel sizes are currently limited to the following:

- Max length and beam is 190m x 32m, with specific approval required from the Regional Harbour Master, for any ship over 180m in length.
- For the main wharf, the maximum dead weight tonnage (dwt) is 45,000dwt arriving unladen and 29,000dwt arriving laden.
- For the fuel/molasses berth, the maximum is 50,000dwt arriving laden.
• Under keel clearance (UKC) is required to be a minimum of 1m in the channel and 1.2m for vessels longer than 180m. At the current 8.4m channel depth, less 1.2m UKC plus a typical high tide level of 2.6m, the maximum sailing draught is around 9.8m. It is anticipated that the annual maintenance dredging program undertaken by GPC will progressively return the port to its design depths, allowing for shipments of around 40,000t to be handled through the port. It should be noted that periodic flood events have the capability of restricting the available depth and hence vessel draught.

Road Transport

The Port of Bundaberg is approximately 15km east of the Bundaberg CBD, on the southern bank of the Burnett River. The main road connections between the Bruce Highway, Queensland’s major coastal vehicle route, and Port of Bundaberg are shown in Figure 1.

The Bundaberg Ring Road provides a freeway standard connection from the Isis Highway south of Bundaberg to Bargara Road some 12.5km by road from the port.

Figure 1: Land transport infrastructure connecting to the Port of Bundaberg

Source: Source: Jacobs Trade and Transport Study for the Port of Bundaberg catchment area, 27 July 2016
Figure 2: Roads between Bundaberg CBD and Bundaberg port

Port of Bundaberg Internal Roads
The Port of Bundaberg is undertaking an upgrade of its internal port roads to B-double standard to ensure the safe and efficient transport of products and people within the port precinct.

Rail Transport

Bundaberg is located on the main North Coast Railway Line between Brisbane and Cairns, note, the line is not connected to the Port of Bundaberg.

Queensland Rail operates its general freight service (Qlink) which provides door-to-door service by utilising rail and road transport with a depot located in Bundaberg. Container transfer facilities are located at this depot. The railway network is electrified and is capable of daily freight services carrying 1,500t when at capacity. A future railway spur line could connect this line with the array of industrial activities in the immediate locality and provide an intermodal transfer point.

The Tilt Train, which can travel at speeds up to 160km/hr, provides a number of services per day between Bundaberg and Brisbane on the North Coast Line. Travel time is four hours and provides both business and economy class travel. Other rail passenger services are operated between Brisbane, Rockhampton and Cairns through the central Bundaberg Railway Station.

Air Transport

The Bundaberg Regional Airport, which is owned and operated by Bundaberg Regional Council, is located on the southwest outskirts of the Bundaberg CBD, adjacent to the Isis Highway. The region is serviced by two commercial airlines, Qantaslink and Virgin Australia, and a number of Charter Operators. Regular Qantaslink and Virgin Australia services fly in and out of Bundaberg (connecting to Brisbane) throughout the day with approximately 35 services per week. Flight time to Brisbane is approximately 50 minutes.

For more information go to www.bundaberg.qld.gov.au/airport.

Electricity Supply

Ergon Energy is responsible for the connection of new customers to the electricity network servicing the Port of Bundaberg. The existing electricity network provides consistent electricity supply to existing customers.
**Gas**

The Queensland Government has entered into a development agreement with the Australian Gas Networks (AGN) for the delivery and operation of a 28.5km Bundaberg Port Gas Pipeline, branching off the existing Wide Bay gas pipeline west of Bundaberg.

Construction of the pipeline commenced in May 2016 and is expected to be operational by mid-2017. The pipeline will support the development of the new AU$70 million Knauf Plasterboard facility at the Port of Bundaberg.

Once completed, the pipeline will have the capacity to deliver a further 0.5 Tj/d of gas above the 1.1Tj/d required by Knauf and, by doing so, provide the catalyst for significant new investment by business and industry in the area.

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**Water & Waste Treatment**

The Port of Bundaberg is well served in relation to potable and non-potable water services.

The Bundaberg Regional Council’s 150mm ring main water supply, which runs through the Port of Bundaberg to link up with Burnett Heads, provides excellent water pressure and guaranteed service to port users.

SunWater has a number of off-take points around the Port of Bundaberg for the provision of low-cost, quality non-potable water for industry and agriculture and has High and Medium Priority Water Allocations available for purchase. The supply of clean raw water comes from a variety of sources including Paradise Dam, Fred Haigh Dam, Walla Weir, Bingera Weir, Ben Anderson Barrage and bores, and utilises an extensive irrigation network for distribution across 52,400 hectares of farmland and communities located in the region. These sources guarantee contaminant free water resulting in quality produce all year round.

Knauf Plasterboard is one port user that has taken advantage of the opportunity to access high volume, quality non-potable water for its plasterboard manufacturing processes.
Telecommunications

The Port of Bundaberg businesses have access to improving telecoms and data services through a mix of fixed line and wireless technologies. The NBN is expected to be rolled out in 2018.

Education

The Bundaberg Region offers a full range of educational facilities from pre-school to university.

The region boasts over 40 schools including public, private, primary and secondary schools. The regional high schools are supportive of local industry, with the North Bundaberg State High School offering Aeroskills Studies as part of their curriculum, Bundaberg State High School offering curriculum in digital manufacturing to develop skills in design and manufacturing processes, and Kepnock High School and The Christian College offering certificate level courses in horticulture and hospitality.

Bundaberg TAFE

Bundaberg is also home to the TAFE Queensland East Coast Bundaberg campus. Centrally located in Bundaberg, the campus provides a variety of trades courses including mechanical and fabrication engineering; automotive, light and heavy vehicle mechanical; construction; carpentry; cabinet making; maritime operations and engineering; and electro-technology systems. The campus also provides courses in business, hair and beauty, retail, nursing, community services, and hospitality and tourism.

Over 4,000 students each year take advantage of the campus’ excellent facilities and services including:

- Mechanical and engineering workshops with the latest technological and diagnostic equipment
- Construction workshops
- Beauty and hairdressing salon
- Nursing ward
- Retail training facility
- Training restaurant - Echo’s
- Theatre
- Research and information centre
- Student service centre
- Canteen.
The Bundaberg Region is serviced by CQUniversity, which is renowned for the local relevance of its programs, flexible delivery capacities and commitment to fostering personal learning. CQUniversity is one of Australia’s fastest growing universities, serving over 25,000 students from 120 countries across 11 campuses and learning sites. Along with a broad range of study options, our local CQUniversity campus, located adjacent to Bundaberg Regional Airport, specialises in aviation degree courses and also has Engineering and Agricultural faculties based locally. Coupled with their innovative medical and allied health curriculum, the university is a vibrant and integral part of the community.

CQUniversity Bundaberg campus is a modern and purpose-built facility, offering students new, innovative buildings and facilities, making it a great place to study. Facilities include:

- State-of-the-art lecture theatres featuring the latest presentation and audio-visual equipment
- High-tech multimedia labs
- Wireless networking installed on the campus to enable students to connect their laptops to the Internet
- Photocopying, scanning and printing facilities.
- Bookshop
- A campus library with access to an extensive array of online databases to enable students to source the latest information in their chosen fields
- A student refectory
- Multipurpose sporting facilities.
Business in the Bundaberg Region

The Bundaberg Region has a highly diversified economy, with major industry sectors including manufacturing, agriculture, horticulture, forestry, fishing and retail. In the 2015/16 year Bundaberg had a Gross Regional Product (GRP) of $4.4 billion.

The Bundaberg Region has a long and proud history in manufacturing which has matured alongside the sugar industry. The iconic Toft and Bonel families pioneered manufacturing in the region and their legacy has seen new businesses continue to develop a broad range of innovative and quality products including heavy machinery, specialised engineering equipment, avionics, beverages, and software. Superior Pak, Bundaberg Rum, Bundaberg Sugar, Bundaberg Brewed Drinks, Walkers Engineering, and now Knauf are a few examples of companies that call Bundaberg “home”.

Aviation has always played an important part in Bundaberg’s history, given that pioneer aviator Bert Hinkler was born in Bundaberg and undertook his first glider flight at Mon Repos beach. Today Bundaberg is home to Australia’s largest recreational aircraft manufacturer, Jabiru, along with aviation-related businesses such as Microair Avionics, Camit and Leisurebuild. There are also a number of highly credentialed flying schools and aviation maintenance operations based at the airport.

Bundaberg Regional Airport features outstanding commercial and industrial opportunities with “airside access” to the growing aviation sector. The recent expansion of the airport reflects the strong growth in passenger movements over the past decade and provides increased capacity for the future. Via the scheduled services of Qantaslink and Virgin Australia, the airport currently have some 160,000 pax per annum transiting through the airport terminal. From a resource sector perspective, the airport has an existing processing capability for FIFO workers. In the future, if a company wishes to develop separate processing facilities Council could partner in achieving this aim on currently available landside/airside land.

The Bundaberg region business and industry sector is well serviced by a number of large professional services companies (banking, legal, financial, property) and is proud to house the headquarters of Auswide Bank. The region is well catered for by industry associations such as Chambers of Commerce, Urban Development Institute of Australia and Bundaberg North Burnett Tourism.
With three major hospitals, the Bundaberg region offers excellent medical facilities and a high concentration of medical specialists. The recent $70M expansion of the Friendly Society Private Hospital has delivered an increase in bed capacity including a new ICU and a Specialised Cardiac Catheter Lab as has the establishment of a new $6M GP Super Clinic.

Given our strategic location outside the populated south east corner, yet adjacent to the booming mining and resource areas of the Surat, Galilee and Bowen Basins, the Bundaberg region offers an attractive option to base families and business.
The Wide Bay Burnett region experienced relatively high growth in the early to mid 2000’s which declined to more moderate levels following the 2008 global financial crisis. The outlook for continuing growth is still positive with the region’s population expected to increase by up to 176,134 people by 2031 to approximately 460,000 people. More than 80 per cent of the region’s population is located in the major urban centres of Bundaberg, Maryborough, Hervey Bay, Gympie and Kingaroy. Rural settlements of various sizes are scattered throughout the region.

The Wide Bay Burnett region accounts for approximately 10 per cent of Queensland’s agricultural production, with a diverse agricultural and agribusiness base. Significant agricultural activities include timber production and processing (softwood and hardwood), beef, pork and poultry production and processing, sugarcane production and processing, tree crops (in particular macadamias and avocados), fruit and vegetable production (especially citrus and tomatoes), and seafood production and processing. The 2014/15 Gross Regional Product (GRP) for the Wide Bay Burnett Region was $12.2B.

The Wide Bay Burnett region is traditionally an agricultural and manufacturing hub with manufacturing today accounting for 8.9 per cent of the employment, the third highest employment sector in the region. This highlights the strength and speciality of manufacturing in the region and the region’s ability to capitalise on such opportunities.

The agricultural industries will continue to be important for the region into the future and opportunities to support landholders and potentially build on/diversify their businesses will be the priority rather than considering this land as potential “greenfield sites”. This agricultural base has remained steady in recent times, with declines in traditional industries such as sugar and dairy being balanced against the growth in horticulture, aquaculture, pork and beef. In more recent years, growth in mining, advanced manufacturing, food processing, marine industry, construction and service industries have further expanded the economy.

The minerals sector provides significant opportunities for economic development in the Wide Bay Burnett Region. Parts of the Wide Bay Burnett are currently subject to mining exploration activities and an increasing number of mining development projects. The most significant of these is the exploration and production of mineral deposits
followed by coal with limited interest in petroleum reserves. In the North Burnett Region alone mineral development capacity is estimated in excess of 15mt per annum.

The building and construction industry is highly cyclical across the Wide Bay Burnett. The predicted steady population increase in the Wide Bay Burnett will predominantly feed into the main centres of Hervey Bay, Maryborough, Bundaberg and Gympie.

Tourism is a significant driver for growth throughout the region, with extensive flow-on effects for the local economies. It includes a wide range of businesses that benefit from the direct and indirect economic activity generated to provide goods and services to visitors throughout the region. Iconic tourism products such as the Southern Great Barrier Reef, whale watching, the Mon Repos Turtle Rookery, the Bundaberg Rum Distillery and the Hinkler Hall of Aviation, coupled with the regions beautiful coastline and temperate climate, will ensure that the region’s tourism industry will be a major contributor to the regional economy for many years to come.

The Wide Bay Burnett region is perfectly placed to take advantage of the considerable economic development opportunities emanating from global and national markets including the increasing economic power of emerging markets. Asia’s increasingly wealthy and mobile middle class is creating a wide range of trade and investment opportunities for Australia.

5 Wide Bay Burnett Economic Profile – www.wbbroc.org.au/The-Region/Regional-Profile
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