



CARPENTARIA SHIRE
Outback by the Sea®

REGIONAL PRIORITIES and OPPORTUNITIES

May 2022

*It's a great place to work,
live and play*



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Carpentaria Shire Council would like to respectfully acknowledge the Gkuthaarn, Kukatj and Kurtjar peoples as the traditional owners of the lands and waters that form the Region. Council pays its respect to elders' past, present and emerging and welcomes the ongoing role that indigenous people play within the Carpentaria community.



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Introduction

Carpentaria Shire is located on the Savannah Way in North Western Queensland in the south eastern region of the Gulf of Carpentaria. The region is uniquely placed to offer residents and visitors opportunities and experiences in lifestyle, holidays, employment and investment opportunities. Carpentaria Shire has a friendly, laid-back lifestyle and is a place where children still ride their bikes down to the river to go fishing after school without parents having to worry as they would in larger towns and cities.

Carpentaria Shire is the traditional country of many Indigenous groups and the townships of Normanton and Karumba are the traditional land of the Gkuthaarn, Kukatj and Kurtijar people.

The Shire covers an area of approximately 65,000 square kilometres and has a population of 1,974. The countryside ranges from vast inland plains to mangrove forests, deltas and salt pans along the coastal areas of the Gulf.

Carpentaria Shire has a diverse industry base with agriculture, fishing, mining, tourism and government administration providing the majority of the Shire's income. Normanton is the region's government and administrative centre.

Much of the Shire's commercial activity comes through Karumba, which has an active port based around export of zinc and lead and live cattle to Asia. It also has a substantial fishing industry that targets prawns, barramundi, Spanish mackerel, salmon and mud crabs.

The region offers good infrastructure and facilities, with sealed access roads, well-serviced airports, developed freight routes, primary and secondary schools, medical services, recreational and sporting facilities and the standard infrastructure expected in a modern community.



Economic Profile

Gross Regional Product of over \$143 million (2019). This is unfortunately trending down however since 2001. GRP was around \$182 million in 2002

Gross Value Added (GVA) shows our productive industries as Agriculture, Forestry and Fishing followed by Mining

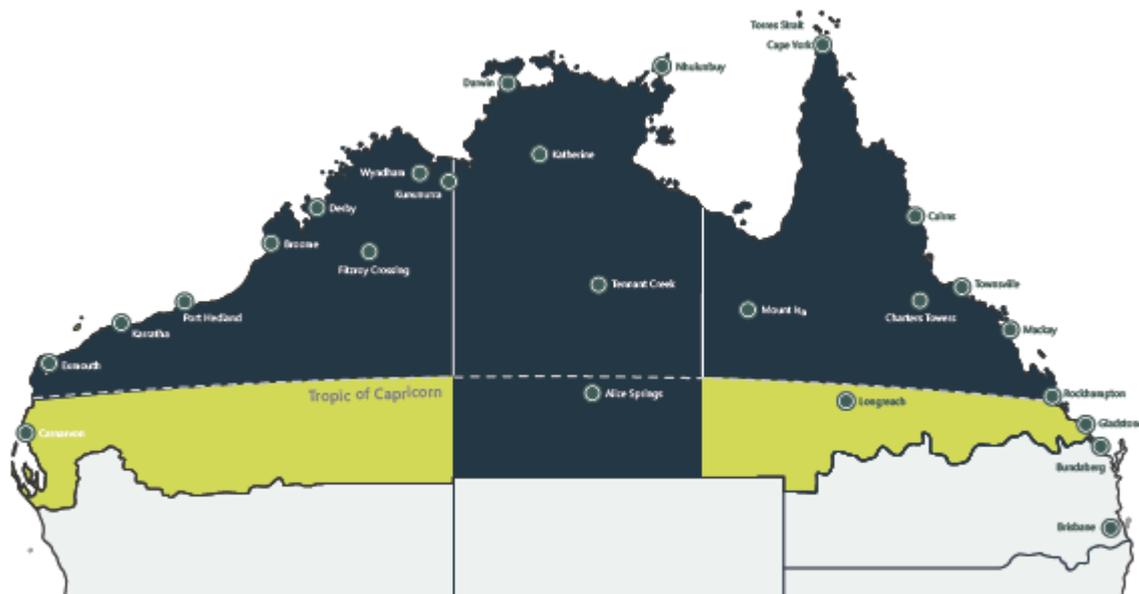
Small to Medium Enterprises (SME) make up 92% of all businesses, with 63.3% sole traders. Agriculture, forestry, and fishing accounting for 38% of all businesses followed by construction with 14%, 9.5% in transport and 8.2% in accommodation and food services.

Relationship to Developing Northern Australia

Normanton and Karumba are in the Southern Gulf of Carpentaria and part of the area defined as Northern Australia. Northern Australia encompasses 53% of the Australian Land Mass and only has 5.3% of Australia's population. The area defined as Northern Australia contains very diverse industries like resources and energy, defence, horticulture, aquaculture and fishing, agriculture, tropical health research, tourism, education, and many others.

Carpentaria Shire has quite a few of these industries already within the local economy and potential for more with further investment in enabling infrastructure in the North West. The Government has identified that *"there is a real opportunity for tailored and targeted investment to accelerate industry growth, create jobs and add value to the Australian economy."*

Council and the Government are currently investing in enabling infrastructure with investment in the road network that has lacked significant investment in the past, this investment needs to continue. Council also identifies that there is more potential for investment in the development and expansion of the Karumba Port and the further development of the airports in Normanton and Karumba. Normanton receives a daily service Monday-Friday from Rex Airlines out of Cairns. Carpentaria Shire covers a large area and the opportunity for further investment/diversification into cropping could be considered.



Map of Northern Australia
Heavy shading: White Paper definition
Green shading: broader definition





ROAD NETWORK

Roads, and good quality roads, provide the ability for people to move within the Region. Whether it is to see family, friends, and relatives or to move produce to markets our road network provides the mechanism to be able to do this to support the economy.

Carpentaria Shire Council has a strong history in road building and has built a strong reputation in delivering a quality road product for third parties, like Main Roads and the Commonwealth Government, and our own residents, ratepayers, and visitors.

Council has developed a Capability Statement to highlight its capability and capacity to deliver works on behalf of the Federal and State Governments and the community.

Council holds pre-qualification for Transport and Main Roads for Roads (R2) and Bridgeworks (B1).

Council is also one of only eight Councils that hold certification under the Australian Governments building and construction WHS Accreditation Scheme. Accreditation Number 641.



Sealing Normanton to Burketown (Cairns to the N.T. Border – Savannah Way)

Carpentaria Shire is committed to sealing this road and over the past five years a total of 19.05kms have been sealed with a further 15.73kms before 30 June 2021, identifying the Councils commitment and priority for this road connecting Doomadgee and the coastal city of Cairns with a safer sealed road.

Some 90 kms of this road remain unsealed and Council and the Federal Government will partner through the Roads of Strategic Importance (ROSI) funding to complete and seal a good portion of the remaining unsealed section. \$20 million has been allocated to undertake more sealing on this important link with \$4 million contribution from Council and \$16 million from the Federal Government.



BENEFITS TO THE COMMUNITY

- Improves Safety
- Contributes to regional growth
- Improves ride quality
- Increases capacity
- Improves flood immunity

- Contributes to the economy
- Better Road Access
- Reduces maintenance
- Improves network efficiency



Dunbar – Kowanyama

This section of road is heavily impacted by natural disasters and every two years the gravel pavement is restored for most of the length of the road. Through DRFA funding Council reinstates \$19million of gravel on this road, on average, every two years. Sealing this section of road would save millions of dollars for the Commonwealth Government and in turn the Australian People.

The population of Kowanyama consists of 944 people as acknowledged in the 2016 Census. Some 100 kms of this road remain unsealed and sealing sections of this road will improve accessibility and safety.

As mentioned, an opportunity exists to apply additional funds to this road to provide sealing to reduce the expense of replacing gravel each time the road is impacted by cyclones and heavy rains.

Council has in recent years upgraded two separate crossings and is completing a third to improve access during weather events. These projects were funded through the ATSI TIDS program from the State Government.

Council will continue to work with Transport and Main Roads to improve access to connect communities with safer roads.



BENEFITS TO THE COMMUNITY

- Improves Safety
- Contributes to regional growth
- Improves ride quality
- Increases capacity
- Improves flood immunity

- Contributes to the economy
- Better Road Access
- Reduces maintenance
- Improves network efficiency
- Save money over the longer term



Burke Developmental Road – 89A (Cloncurry to Normanton) – State Road Network

Whilst this road is sealed from Cloncurry to Normanton there are section of the road that are still narrow and require widening.

In 2021 the Carpentaria Shire Council, on behalf of the Department of Transport and Main Roads, completed several sections of widening of this road. Some additional narrow sections remain, and Council is keen to complete these, when required/requested, on behalf of the Department of Transport and Main Roads. Sealing these remaining sections will provide a safer surface for all motorists who utilise this road. It is also a major road train route for transport of cattle and general freight.

This section of road gives access to the Port of Karumba which creates an opportunity to grow the activities within the Port and provide access to the growing markets in Asia. See information on the Port of Karumba further in this document.



BENEFITS TO THE COMMUNITY

- Improves Safety
- Contributes to regional growth
- Improves ride quality
- Increases capacity
- Improves flood immunity

- Contributes to the economy
- Better Road Access
- Reduces maintenance
- Improves network efficiency

Burke Developmental Road – 89B (Normanton – Dimbulah)

The Burke Developmental Road will have up to 24km of road progressively sealed to an 8m width between Normanton and Dimbulah. This is being delivered under funding from the Federal and State Governments, who have committed \$14million on an 80:20 basis.

The Burke Developmental Road also connects Normanton to Kowanyama, linking the communities of the Gulf Region to North and North West Queensland.

The Burke Developmental Road is a link for the gulf communities, providing access to essential services and supplies from major regional centres located in Eastern Queensland, as well as providing connections to the broader national road network such as the Barkly and Flinders Highways.

The works will be delivered by Carpentaria Shire Council as part of the Australian Government Shovel Ready Infrastructure Investment Program, designed to support the economy during COVID-19.

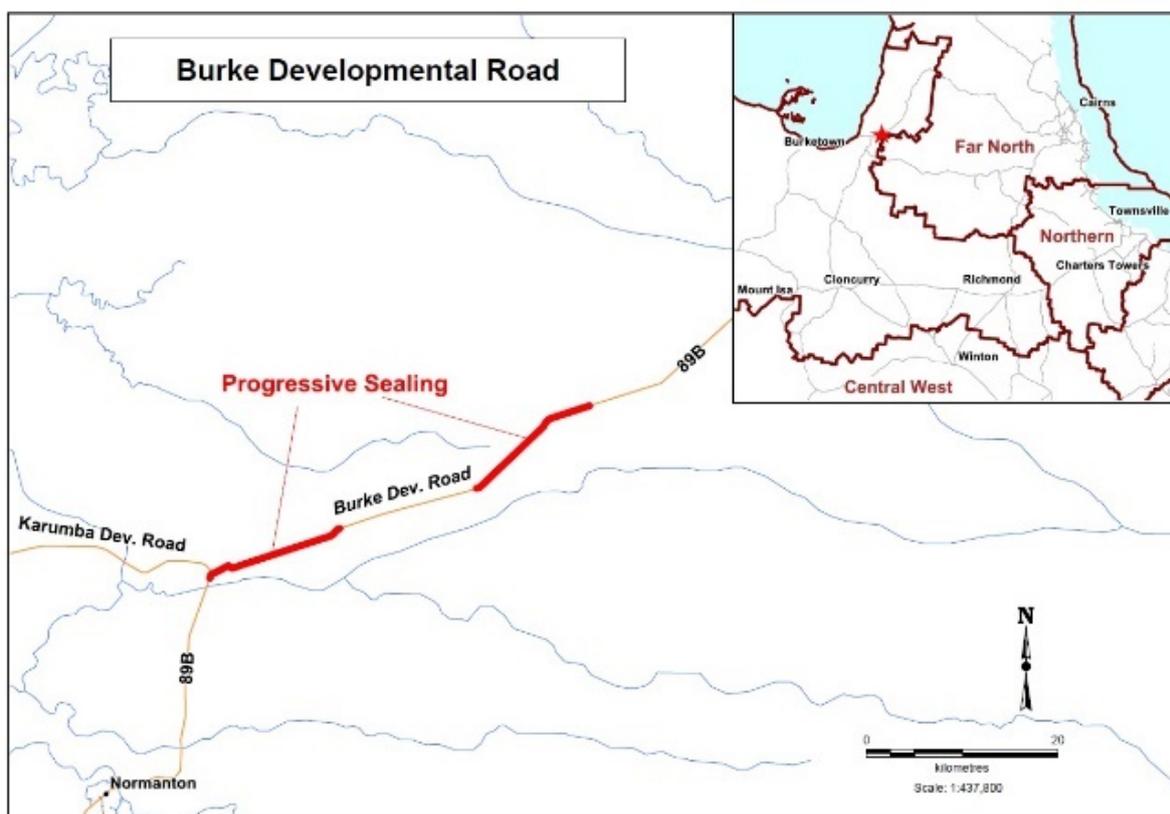


There are other sections of this road that need further immediate investment to allow industry to move stock to markets following seasonal rains. There are sections of the network that are below the natural land levels, and this becomes very buggy between some of the larger cattle stations along the road network. Council will continue to work with the Department of Transport and Main Roads to improve the network on behalf of all motorists and local industry.

BENEFITS TO THE COMMUNITY

- Improves Safety
- Contributes to regional growth
- Improves ride quality
- Increases capacity
- Improves flood immunity

- Contributes to the economy
- Better Road Access
- Reduces maintenance
- Improves network efficiency



Dixie Way Road Upgrades – Gilbert River to Dunbar, Dunbar to the Peninsula Development Road and Mitchell Crossing

Council is proposing that the roads through the Shire and into Cook Shire from Normanton northwards, to link with the Peninsula Developmental Road (PDR), be upgraded to sealed standard and that the route be marketed as the Dixie Way.

In December 2021 the Council was provided with an Economic Impact Analysis for Upgrading the Dixie Way from the intersection on the Karumba Development Road to the intersection on the Peninsula Development Road. This road is part State controlled road and part local government-controlled road; however, the road user does not necessarily differentiate who is the road controller, they just want to be able to travel safely along the road and arrive at their planned destination.

The estimated total cost of sealing the Dixie Way and upgrading the Mitchell River Crossing to reduce wet season closures is estimated to cost a total of \$227 million, as indicated below:

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Upgrading Dixie Way - Total Cost

	Formatio	Sealin	Drainage	TOTA
Gilbert River to Dunbar (157km)	\$66m	\$13m	\$16m	\$94m
Dunbar to PDR (200km)	\$86m	\$16m	\$20m	\$123m
Mitchell Crossing	-	-	\$10m	\$10m
TOTAL	\$152M	\$29M	\$46M	\$227M

The report provides a cost benefit and economic impact analysis of the project using standard road project analysis methodology and parameters. The report also contains recommendations for the ongoing promotion of the Dixie Way as a tourism route adding to the other tourism routes across Queensland and bringing more tourism potential to the Region.

There are significant benefits in upgrading this road. Benefits for road safety, tourism, agriculture, pastoral (beef production), fishing and mining. Sealing this section of road will allow tourists to travel from the southern part of the State via the Matilda Way through to the Cape without travelling east before continuing North.

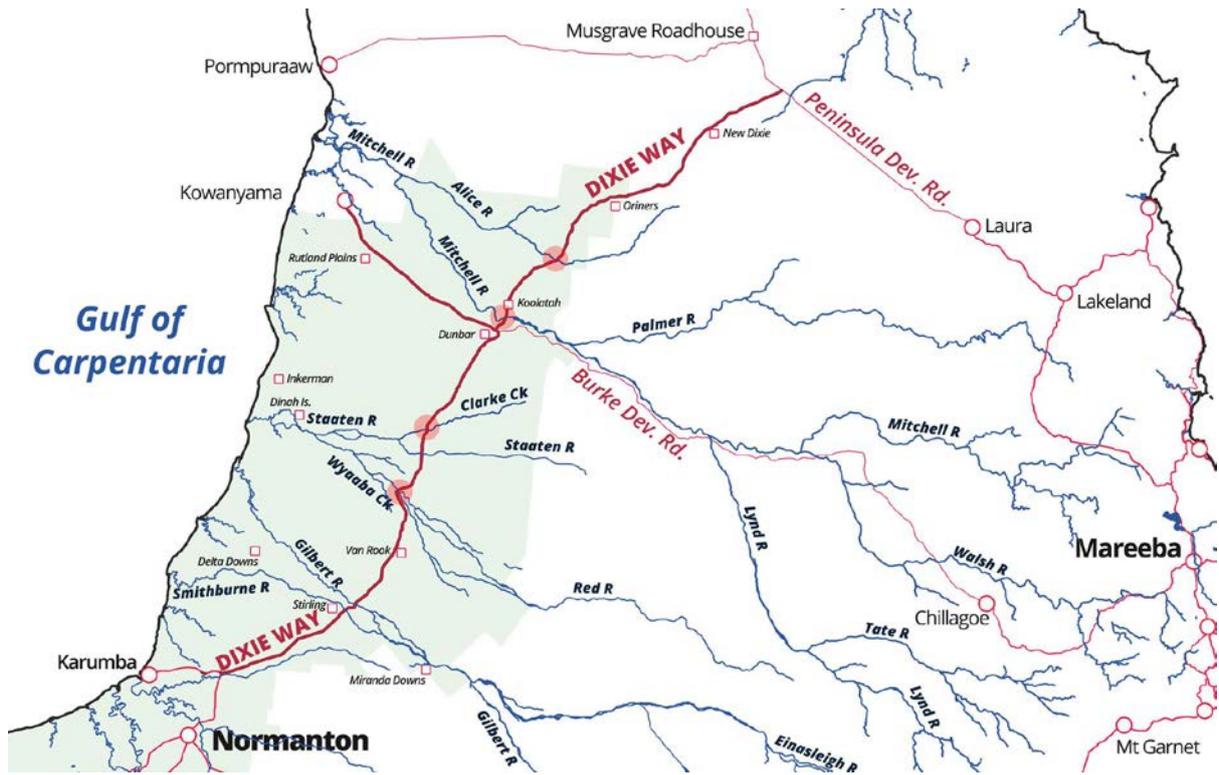
Some work has started on this road and those projects are included in this paper in the previous section - Burke Developmental Road (89B), but more investment is needed for the full potential of this project is to be realised.

BENEFITS TO THE COMMUNITY

- Improves Safety
- Contributes to regional growth
- Improves ride quality
- Increases capacity
- Improves flood immunity

- Contributes to the economy
- Better road access
- Reduces maintenance
- Improves network efficiency
- Increased tourism through route promotion





Lilyvale Subdivision

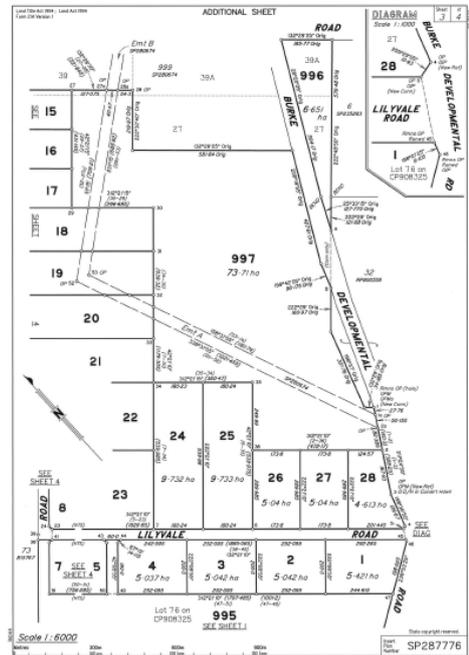
A 28 lot Rural Residential subdivision has been approved by Council to provide additional land for settlement.

The intersection upgrade from the Burke Development Road will be undertaken in the 2021-2022 financial year creating the necessary access to the first stage of this development.

A trickle feed water supply system will also be installed to service the new sub-division. Residents will be able to fill their internal tanks with treated water as the need arises for domestic purposes.

Initially 10 lots will be offered for sale to facilitate the balance of the development. Upon completion of the balance of development the remaining 18 lot will be offered for sale via auction or tender.

This will be an opportunity to offer parcels of land to the community and potential investors. Council's desire is for people to develop and build on the land rather than people just purchasing to develop at a later point in time.



We have an opportunity to continue to grow the community with this project and it is planned that develop occurs upon making the land available.

BENEFITS TO THE COMMUNITY

Larger sized rural residential lots
 Contributes to regional growth
 Increases capacity of land availability

Contributes to the economy
 Provides options for lot size



Water and Sewerage Upgrades

With funding provided through the State Government's Works 4 Queensland (W4Q) program and the Federal Government's Building Better Regions Funding (BBRF) and Recovery and Resilience Grants Program, Council has been able to renew some of its aging water and sewer assets.

Council is continuing to invest in its critical infrastructure to lay the platform for future further growth in the Region. For instance, the recently completed filter refurbishment program produces high quality water and has increased treatment capacity. Council is also about to install an emergency intake structure at Glenore Weir as an alternative supply that will increase water security during flooding.

Planning for future major upgrades is also being undertaken with a funding application currently in place to refurbish and upgrade the existing decommissioned potable water reservoirs. If successful, this project will significantly increase the treated water storage capacity and water security for the area.

Council continues to pursue innovative solutions such as the recent installation of solar power systems on large water infrastructure, not only saving money but also reducing Council's carbon footprint. Another example is the current roll out of on-site chlorine generation used for disinfection at the various treatment plants and pools. These systems significantly reduce chemical and transport costs as well as lessening the need to stockpile during the wet season.

Normanton Water

The water pipeline from the intake to Normanton needs replacement in the very near future. Planning is under consideration to build the business case and obtain quality estimates for the replacement of the water main.

Water Clarifier – 2021 completed works

The installation of the new Actiflo (Veolia) clarifier was a large project completed fully utilising Works 4 Queensland funding and will provide additional water security for the townships of Normanton and Karumba. This has been an extremely important project for the community, as there was previously only one clarifier which is now approximately 11 years old. The older clarifier struggled to meet peak season demands and was required to run continuously for months at a time without being able to be shut down for maintenance (or breakdowns).

The new clarifier increases system redundancy, has a larger treatment capacity than the existing clarifier and will allow Council to take the old clarifier offline to perform inspections and refurbishment.

Karumba Sewer Network – redesign

Council is about to undertake the development of a system review and masterplan development for the system currently in use in Karumba.

BENEFITS TO THE COMMUNITY

Improves Safety

Contributes to regional growth

Increases capacity

Improves sewer network efficiency

Contributes to the economy

Reduces maintenance

Improves water network efficiency



Karumba Foreshore Development

Council has been fortunate to receive funding to complete a Coastal Hazard Adaptation Strategy through funding provided under the QCoast₂₁₀₀ program from the State Government and Local Government Association of Queensland.

The Carpentaria Shire coast is a dynamic and varied landscape. The coastal zone encompasses some of the most iconic landscapes of the Gulf Region, with pristine coastal wetlands, estuaries and inlets, marine and terrestrial wildlife and important habitats for migratory birds.



Coastlines are dynamic, ever changing with every tide and storm event. Erosion and storm tide inundation are natural processes that shape the coast over long timeframes. These processes are referred to as coastal hazards when they impact on how we use and enjoy the coast.

The Carpentaria Shire coast is prone to coastal hazard impacts, driven by cyclones and summer storm events. Coastal hazard impacts are also predicted to increase with a changing climate.

The Coastal Hazard Adaptation Strategy enables us to be better prepared to reduce the impacts of coastal hazards on our communities, environment, cultural values, infrastructure, liveability and services, both now and into the future (to 2100)

The purpose of the Strategy includes to: -

- Inform future decisions regarding the protection and management of our coast and foreshore
- Inform future land use planning
- Guide the management of public utilities and facilities
- Guide the management of areas of environmental and cultural significance
- Foster collaboration and the shared care of our coastline



A copy of the final “Coastal Hazard Adaptation Strategy – Carpentaria Shire Council – Our Resilient Gulf” is available from the Carpentaria Shire Council Website at the following link: -

<https://www.carpentaria.qld.gov.au/coastal-hazard-adaption-strategy>

BENEFITS TO THE COMMUNITY

Protection of foreshore, public and private assets	Build community resilience
Improves safety and resilience	Contributes to Regional Growth
Protects Infrastructure	Focused implementation
Improved amenity of the natural environment whilst protecting the coastline from future climatic events	



Mutton Hole Wetlands

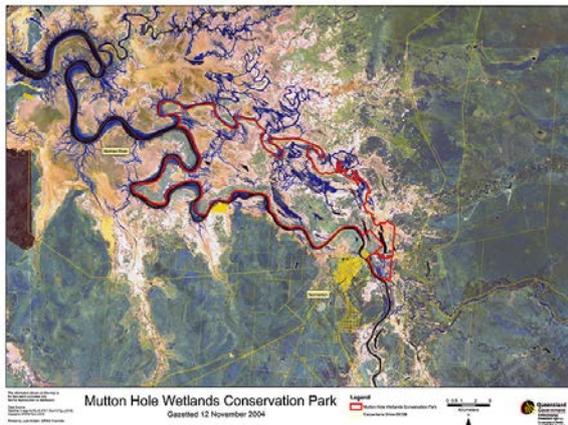
The Mutton Hole Conservation Park was purchased by the Environmental Protection Agency, Queensland Parks & Wildlife Service from the station property of the same name in late 2004.

This 7,860-hectare Park is part of an internationally significant migratory and shoreline bird wetland area known as the Southern Gulf Aggregation, which is the largest continuous estuarine wetland in Northern Australia covering some 545,000 hectares.

These wetlands offer migratory birds a winter haven as well as feeding and breeding grounds. They are also home to many species of fish and turtles as well as crocodiles. As this land has been in private hands for some time there is still a need for research to ascertain an understanding of their natural significance and native species. However, the Southern Gulf Aggregation has been identified as of international importance in shorebird conservation in Australia and is listed on the Directory of Important Wetlands in Australia.

The Mutton Hole is of cultural significance to the local Aboriginal people who now live in Normanton. In the past there has been some tension over local ownership, however, this has been resolved with the local Traditional Owners agreeing to share.

Carpentaria Shire Council is of the opinion that the Mutton Hole wetlands offer commercial opportunities for Normanton's Aboriginal population.



BENEFITS TO THE COMMUNITY

Opportunity to develop indigenous tourism
Contributes to Regional Growth
Contributes to the economy
Improves conservation and natural habitat

Bird watching opportunities for tourists
Habitat for migratory birds
Improves job opportunities



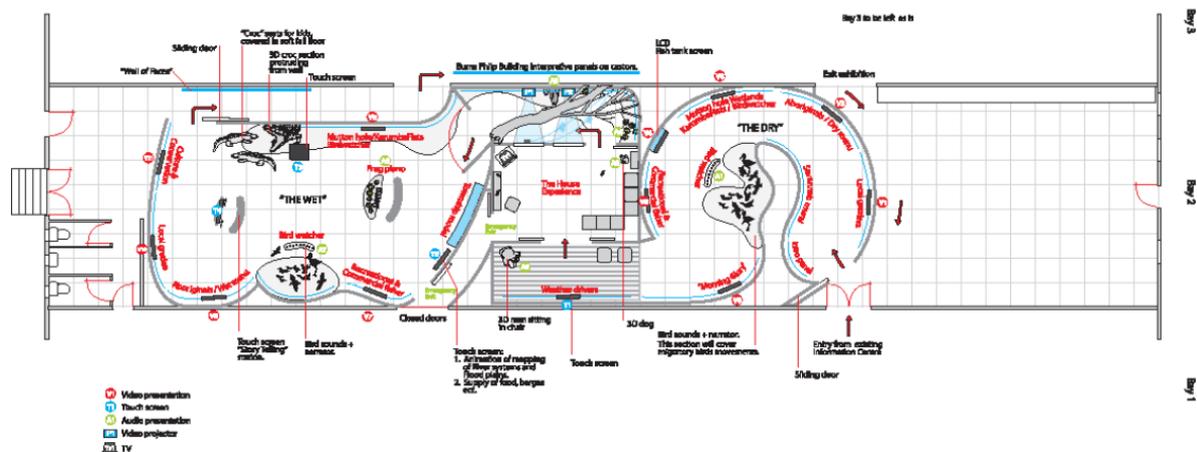
Monsoon Centre – Normanton (Burns Philp Building)

Most visitors to the region have little knowledge or understanding of how the landscape, ecology and accessibility of the Gulf Savannah region changes with the onset of the annual Monsoon (Wet) Season. The Monsoon Centre is planned as a tourist attraction based on the interpretation of the transition from dry season to wet season in the Gulf Savannah region (Gulf of Carpentaria North West Queensland), and the impact of this transition on the flora and fauna of the region and the lifestyles of the people who live there.

Life in the Gulf Savannah is dominated by the major river systems that drain north and west into the Gulf of Carpentaria following monsoonal rains and usually creating major flood events engulfing the Savannah region. These flood events are quite different to those of Queensland's tropical coast and can be quite spectacular in their size and duration. Consequently, these events significantly impact all life in the region.

The Monsoon Centre will also be an interpretative centre and access point for the Mutton Hole Wetlands Conservation Park, a 70-hectare area of wetlands adjacent to the Norman River and directly opposite Normanton. It is planned to develop this conservation park as a major nature-based tourism facility that would include indigenous tourism and bush tucker experiences, birdwatching, crocodile spotting and other nature-based activities.

The Monsoon Centre will occupy about 300m² of the existing heritage listed Burns Philp Building, Normanton.



BENEFITS TO THE COMMUNITY

- Further attraction for Tourists when visiting the Region
- Understanding of the impacts of Monsoon event on the locals living in the Region
- Educational for children who will grow up in the area



Karumba Port

The port of Karumba handles the export of Zinc and lead for New Century Resources, general cargo for several Gulf communities and live exports (in previous years). Located at the mouth of the Norman River in the south-east corner of the Gulf of Carpentaria, the Port of Karumba services remote Gulf Communities since the late 1800's

Declared depth at 2.7m LAT in 2016 by Harbour Master and requires dredging on a regular basis

Opportunities

- Karumba has capacity for significant Port developments
- Karumba has land adjacent to the Norman River suitable for significant industrial & Port storage facilities
- Karumba's Norman River provides deep water frontage suitable for future wharf developments
- Karumba's existing channel has capacity to double existing export volumes, the channel could be further deepened to provide staged capacity increases



BENEFITS TO THE COMMUNITY

Access to the growing markets in Asia
Contributes to regional growth

Contributes to the economy
Increase capacity & options



Regional Connectivity

The North West Queensland Regional Organisation of Council (NWQROC), a member-based organisation representing the nine local governments in the North West of which Carpentaria Shire Council is a member identified six main points for “a fairer Regional Deal for North West Queensland.”

Road Network Connections

The North West Regional Road and Transport Group have a policy to allocate funding to seal sections of roads that connect communities as their number one priority.

Connecting communities with a safe reliable sealed road network is extremely important within the Gulf as communities can often be disconnected, due to wet weather, for up to 76 days each year.

Digital Connectivity

Some work is being done to improve the connectivity in Karumba. Telstra has recently received funding from the Federal Government to improve the mobile service in both the town and at the Point. This is long overdue as the community has been struggling with limited connectivity for many years. The town and Point are a tourist destination and the community of 500 can swell to over 3,000 during the cooler months during the tourist season and this seriously impacts the connectivity and communications in the area. Using mobile EFTPOS machines to pay for a coffee is somewhat of a feat.

More needs to be done in this space to improve digital connectivity in the rural and remote parts of the Country, this is fast becoming an equity issue between the people living in rural and remote Australia against those living in regional and larger populated areas.

It is also not the responsibility of local government to fund infrastructure for third parties. Carpentaria Shire Council contributed \$900,000 of ratepayer’s funds along with a significant contribution from the State Government towards the installation of fibre optic cable between Normanton and Karumba in 2020 and will not receive any Return on (it’s) Investment (ROI) in this infrastructure.

Reliable Power Supply

All too often in the Gulf we experience power outages during the hotter months of the year and power can be lost for hours and sometimes days at a time, locally residents are encouraged when moving to the Gulf to relocate with a reliable generator with capacity to run your household for an extended period.

Council supports the delivery of Copperstring 2.0 to the west and trusts that work will be done to ensure reliable power is considered for the areas in the Gulf that experience longer than usual power outages in the hotter months due to storm activity and other unnatural causes.

BENEFITS TO THE COMMUNITY

Access to the Nation and the World
Contributes to regional growth
Service Equity for all Australians

Contributes to the economy
Increase capacity & options
Attracts investment



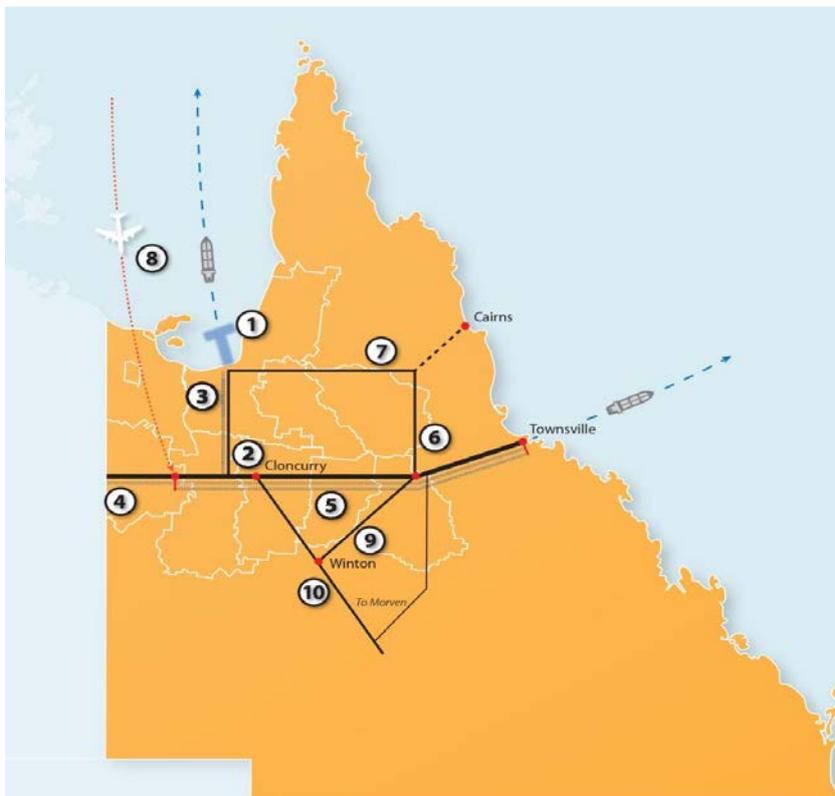
Carpentaria Rail

Carpentaria Rail proposes the construction of a new deep water bulk minerals export port on the lower Gulf of Carpentaria with an associated all-weather road and rail infrastructure connection from the port to the North Western Minerals Province major towns, also connecting the North Eastern Minerals Province.

The Port Carpentaria Railway project based on the principals of:

- Economic viability
- Environmental sustainability
- Cultural sensitivity
- Local empowerment

Improving the access to port and rail infrastructure in the North West Queensland minerals province will lead to increased mining activities and opportunities within the region whilst being kinder to the environment. Reduced export costs will also sustain the viability of existing operations in times of moderating world commodity prices and increased international competition. Growth over time will lead to increasing activity and linkages across the state and country. Constraints on existing infrastructure make the development of new facilities more economically viable than the upgrading and expansion of existing infrastructure.



This project will lead to sustainable jobs and increased regional development and services in the lower Gulf. The separation of the route from existing communities means there will be no adverse impact on existing communities and amenity. In addition, it reduces potential risk to the Great Barrier Reef from existing operations. At all stages of the project and operation, the aim is to maximise the long-term value to the local communities, augment the value for shareholders and customers, while broadening environmental, native title and cultural

protection. This project will harness value for local people, which currently flows to the east coast.



The transportation key projects (including Carpentaria Rail) identified in the May 2014 North West Queensland Strategic Development Strategy identified the projects on the map and estimated Capital Costs are provided in the table below: -

Table 5.4: Transportation Project Key

No.	Project	Est. Capital Cost
1	Port of Karumba Deep Water Channel Access (44 km)	\$1.0-\$1.2B
2	Sealed Burke Developmental Road (450 km)	\$1.4B
3	Carpentaria Rail Link (390 km)	\$3.2B
4	Adelaide / Darwin Rail Line Link (650 km)	\$5.5B
5	Mount Isa / Townsville Rail Duplication	\$8.5-\$13.0B
5a	Mount Isa / Townsville Rail Upgrade	\$1.3-\$1.7B
6	Sealed Hann Highway (360km Hughenden to Gregory Developmental Rd) Torrens Road (34km between Torrens Creek–Barcaldine)	\$1.1-\$1.3B
7	Gulf Highway Upgrade (450km Normanton to Hann Highway)	\$1.4-\$1.6B
8	International Flights Mount Isa to Asia	-
9	Kennedy Highway Upgrade	\$0.8-\$1.0B
10	Landsborough Highway Upgrade	Pending further study

Source: GHD

BENEFITS TO THE COMMUNITY

Alternative freight hub to the Port of Karumba	Contributes to the economy
Job creation during construction	Ongoing jobs
Reduced freight costs for those in the North West	Contributes to regional growth
Development of Logistics centre	



Wild Caught Produce – Regional Branding

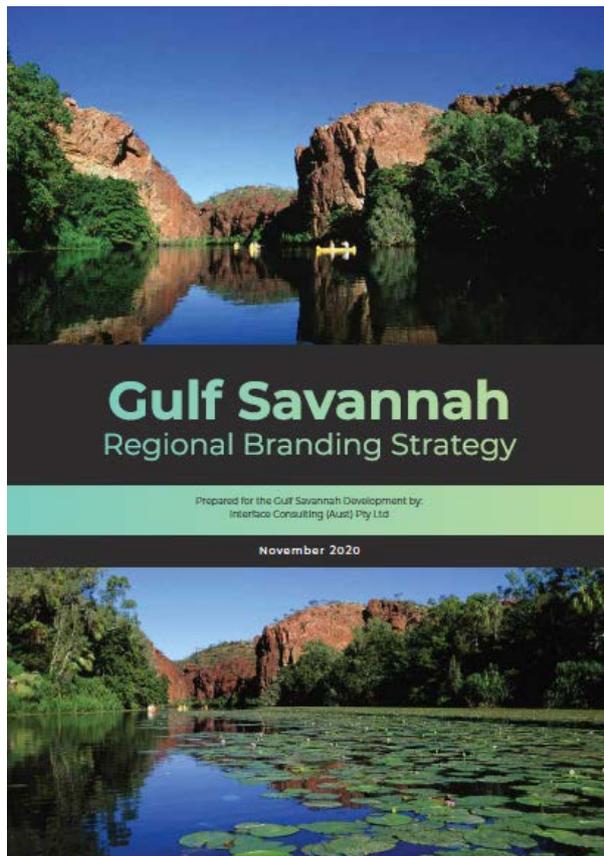
In November 2020, Gulf Savannah Development received the “Gulf Savannah Regional Branding Strategy” that was undertaken and completed through funding provided under the Remote Area Board (RAB) funding through the Department of State Development, Infrastructure, Local Government and Planning.

The Strategy highlighted that the Regional Brand should concentrate on branding tourism rather than food as the food was limited to only a couple of the Shires in the Gulf. Carpentaria Shire would be one of those.

“An early assessment of whether the branding initiative could be most suited to a regional food brand or a regional tourism brand (i.e., a destination brand) concluded that the region would benefit most strongly from a focus on tourism. Several factors underpin this recommendation; however, the main justification is:

- a. *Primary produce that originates from the region is either concentrated to one or two shires (seafood), or it lacks a compelling point of differentiation with likely competitors (beef).*
- b. *The absence of dedicated tourism marketing exposure for the Gulf Savannah region and fragmented messaging within the region means that it currently suffers from a weak brand identity.”*

An opportunity exists to leverage off the Tourism Regional Branding as it is developed to include the food branding for the foods produced within the Carpentaria Shire.



BENEFITS TO THE COMMUNITY

Marketing Brand for North West Produce
Regional Recognition of Brand
Building recognition of reputable fresh produce



Further Opportunities – Developing Northern Australia

Defence

Carpentaria Shire Council believes there is opportunity for further investment and development of the Nation's Defence Capability in the North West and Normanton/Karumba provide an opportunity for Air, Sea and Land defence.

We have a history with the Nations Defence when the Sea Planes were based in Karumba during the second world war. RAAF No.43 (General Reconnaissance Flying Boat) Squadron was formed at Bowen in May 1943 and an advance party moved to Karumba in early June to set up the new base for the squadron.

The main party left Bowen for Karumba in mid-August and Catalina flying boats of 43 Squadron were based at Karumba from 24 August 1943. The former aeradio quarters (A Block) was converted to an officers' mess and the aeradio building (B Block) became the squadron operations building. Additional facilities were requisitioned including an upgraded concrete slipway, cantilever (nose) hangar and maintenance workshops. Construction of these items was completed by early December.

RAAF 34 Operational Base Unit was established at Karumba in mid-December 1943. The squadron mounted its first operational patrol from Karumba on 8 September 1943. In addition to general reconnaissance duties the Catalinas of 43 Squadron were engaged in mine laying and bombing roles, convoy protection patrols and offensive operations against Japanese shipping in the eastern islands of the Netherlands East Indies. RAAF No.43 Squadron move from Karumba to Darwin in April 1944 to conduct mine laying operations throughout the Japanese controlled Netherlands East Indies.

An investment in Defence in the North West, and in particular Carpentaria, will provide other investment opportunities across the Region. Other industries will grow to support a defence presence in the North West, additional housing, education, small to medium business, and the much needed investment in digital connectivity.

BENEFITS TO THE COMMUNITY

Alternative sea port

Job creation during construction

Development of Nation's Defence Capability

Contributes to the economy

Ongoing jobs

Contributes to regional growth



