Queensland Government Submission
September 2011

Australian Defence Force, Force Posture Review
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Executive Summary

The Queensland Government’s submission to the Force Posture Review demonstrates how Queensland is well placed to support the strategic and operational requirements of Force 2030

Queensland is the second largest state for defence employment, home to 25 percent of ADF personnel. The state’s decentralised population and industry capabilities complement the ADF’s strategic need to base and deploy increased forces in northern Australia.

Significant ADF bases have been established and developed in Queensland to support Federal Government requirements for basing and force projection from Australia’s north. Queensland provides a prime location from which the ADF can generate capability, mount operations and deploy forces, with all the capabilities required to raise, train and sustain a deployable force.

Competitive strengths include:

- eight strategic defence bases located across Queensland;
- a decentralised economy driving an innovative and networked defence industry with core capability in a range of high value sub-sectors;
- a critical mass of Queensland-based global defence prime contractors;
- a world-class aviation and maritime industry education and training system;
- a demonstrated commitment to R&D, technology diffusion and commercialisation;
- collaborative partnerships between universities, research organisations and Queensland manufacturers focused on developing high-performance, specialised products for the defence sector;
- existing infrastructure, areas and facilities for joint and combined defence training; and
- 26 percent of Australia’s defence industry is located in Queensland.

Queensland has an existing network of strong regional economies and communities which contribute to Defence outcomes. The Queensland Government has long recognised the importance of and actively managed growth across its diverse regions. The current Queensland Regionalisation Strategy is the most significant strategy released by the Queensland Government in 2011. This includes a world-class regional planning framework, a comprehensive capital works program, programs for industry development, workforce development and the future delivery of local services. This planning presents opportunities for the Queensland Government to take existing growth management efforts and strengthen coordination with other levels of government. By aligning investments in infrastructure, services and planning, Queensland will continue to build capability and capacity that directly and indirectly supports Defence’s requirements.

Queensland’s significant mineral and energy deposits are of strategic importance to Australia’s balance of trade and should be considered in Australia’s future security environment.

The Queensland Government’s strong commitment to and strategic funding of skills acquisition development is very complementary of the ADF’s strategic need to build and maintain a skilled workforce capable of operating in complex, changing environments with high technology platforms and equipment.

The attractiveness of Queensland’s lifestyle, education opportunities, family support, spouse workplace employment and individual career opportunities is a strong influence on personnel to remain in the ADF.
In 2010 the Queensland Government released its Defence Industry Action Plan as a supporting plan to the State’s Advanced Manufacturing Sector Action Plan. Underpinned by a strong manufacturing industry linked into global supply chains, Queensland offers a diverse range of well established defence industry capabilities that support the ADF including:

- aviation and aerospace manufacture, repair and maintenance;
- ballistic protection for personnel, watercraft and aircraft;
- communication and control systems;
- heavy vehicle manufacture, modification, maintenance, repair and overhaul;
- maritime repair and maintenance; and
- personal load carrying equipment.

Queensland recognises the strategic importance of ADF bases including HMAS Cairns, Gallipoli Barracks Enoggera, Lavarack Barracks Townsville, RAAF Base Amberley and Shoalwater Bay Training Area and the ongoing requirement to maintain these bases.

With the introduction of Force 2030 there are opportunities for Defence to better accommodate the expanding force in Queensland including the consideration of:

- the Port of Brisbane as a potential alternate for overflow berthing of naval vessels to support Fleet Base East;
- Defence reviewing preliminary plans for Rockhampton Airport to increase support to ADF and regional Defence activities;
- utilising Bajool Explosives Reserve as a location for Defence to store ammunition and explosives;
- utilising Port Alma / Bajool Explosives Reserve as a Forward Operating Base for the ammunitoning / de-ammunitioning of naval vessels operating in the north of Australia and South West Pacific Area;
- a short-term opportunity for Defence to have input into the design of new facilities at the Port of Bundaberg to ensure that they can be of optimum benefit to RAN vessels;
- Defence closely liasing with the Gladstone Ports Corporation to fully understand the Gladstone Port expansion plans to determine what restrictions may be placed on future port use;
- Defence’s options with Townsville Ports Limited that would ensure future vessels proposed under the Defence White Paper 2009 could be accommodated in Townsville Port; and
- Defence’s options with Ports North that would ensure future vessels proposed under the Defence White Paper 2009 could be accommodated in Cairns Port.

By progressing these opportunities Defence would future-proof existing capability and support enhancements to the Force 2030 introduction into service. Potential also exists to support the Strategic Reform Program and achieve significant cost savings through grouping Joint and Service Defence activities with Queensland Government facilities.

The Queensland Government looks to strengthen the overall relationship with Defence through this Review process, building on the positive existing connection that was partly forged by our shared experience supporting Queenslanders during the recent floods and cyclones and the subsequent recovery efforts. The Queensland Government would like to take this opportunity to reiterate our gratitude to Defence for their unwavering assistance during these challenging events.
Introduction

The Defence White Paper 2009, *Defending Australia in the Asia Pacific Century: Force 2030*, outlines the security, strategic and capability judgements the Federal Government made to strengthen the foundations of the Australian Defence Force (ADF) to meet Australia’s future strategic security challenges. *Force 2030* addressed aspects such as:

- the modernisation and enhancement of priority military capabilities across Navy, Army and Airforce to maintain a strategic capability advantage;
- the importance of developing Australia’s defence alliances and international relationships to secure the nation’s strategic interests;
- ensuring Australia has the ability to respond with effective force projection to defer and defeat attacks on Australia, provide domestic and international humanitarian/disaster relief, and contribute to maintaining regional and global stability and security;
- the endorsement of a Strategic Reform Program to improve Defence business accountability, planning and productivity; and
- a strategic approach to building and maintaining a skilled workforce.

In June 2011, Minister for Defence Stephen Smith announced a Force Posture Review to assess whether existing and future ADF capabilities are best geographically positioned to deliver *Force 2030*’s strategic and capability objectives. The Force Posture Review’s Terms of Reference identify eight strategic-level focus points (Annex A) to guide subsequent specific decisions that may be taken regarding both ADF disposition and the Defence Estate.

The Queensland Government’s submission to the Force Posture Review addresses how Queensland is well placed to support the strategic and operational requirements of both *Force 2030* and in particular the following items from the Force Posture Review Terms of Reference:-

*Item e)* implications of the need for energy security, including security issues associated with expanding offshore resource exploitation in Australia’s North West and Northern approaches.

*Item f)* how the future ADF Force Posture will support Australia’s ability to respond to a range of activities.

*Item g)* the impact of the ADF Force Posture of a range of domestic, demographic and economic issues, including:

- need for a more cost effective approach to basing
- community attitudes to living standards and residential locations
- more intense mineral and petroleum activities around Defence training areas
- urban encroachment on existing Defence facilities.

*Item h)* basing options for Force 2030 across Australia in relation to:

- Navy platforms (Air Warfare Destroyers, Landing Helicopter Docks, Future Submarines, the ANZAC Frigate and its replacements and offshore patrol vessels);
- Army’s additional northern basing requirements
- Air Force’s plans to introduce a range of new aircraft and associated systems into service
- related issues including population and population spread.
Queensland – in perspective

Queensland – Australia’s Defence Destination

Queensland is the second largest state for defence employment, home to 25 percent of ADF\(^1\) personnel. The state’s geographic location complements the ADF’s strategic need to base and deploy forces in northern Australia.

The extensive ADF presence across Queensland has fostered an expanding local defence industry, with 26 percent\(^2\) of the nation’s defence industry located in Queensland. These firms operate in key Queensland industry sectors including advanced manufacturing, aviation and aerospace, ICT, marine and construction. The diverse, high-level capabilities demonstrated by Queensland-based companies supporting the ADF have provided a solid foundation for the growth of Queensland’s defence industry across the ADF domains of aerospace, electronics, land and marine.

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\(^1\) Australian Government, 2010, 2009/10 Defence Annual Report, Canberra


Queensland Government Submission, ADF Force Posture Review
Queensland is one of the few Australian States from where the ADF can generate capability, mount operations and ultimately project force, should the need arise. This includes the full capabilities required to raise, train and sustain a deployable force.

**Vision**

The Queensland Government has developed a vision to position Queensland as a leading destination for the ADF and defence industries, to align with the ADF’s strategic needs and its decision to base significant forces in Queensland, and to leverage economic and social development opportunities for the state.

Competitive strengths include:
- eight strategic defence bases located across Queensland;
- a decentralised economy driving an innovative and networked defence industry with core capability in a range of high value sub-sectors;
- a critical mass of Queensland-based global defence prime contractors;
- a world-class aviation and maritime industry education and training system;
- a demonstrated commitment to R&D, technology diffusion and commercialisation;
- collaborative partnerships between universities, research organisations and Queensland manufacturers focused on developing high-performance, specialised products for the defence sector;
- existing infrastructure, areas and facilities for joint and combined defence training; and
- 26 percent of Australia’s defence industry is located in Queensland.

**Queensland – a history of Defence support**

Queensland has a strong historical defence presence, demonstrating effective force preparation and projection in the defence of Australia and in global contributions to security and humanitarian assistance and disaster relief for over one hundred years.

During World War Two Brisbane was the home to the largest submarine base in Australia. HMAS Moreton was the home port for Navy’s amphibious force prior to its relocation to Fleet Base East in the mid 1990’s. This left HMAS Cairns as the only navy base in Queensland with a complement of patrol boats, hydrographic ships and landing craft.

During the 1960’s Gallipoli Barracks, Enoggera and Lavarack Barracks, Townsville received extensive upgrades to accommodate two of Army’s regular manoeuvre brigades. This confirmed the importance of the locations of these bases for the ADF in Queensland. Since 2000 both these locations have been the subject of extensive redevelopment under the Enhanced Land Force (ELF) Project.

RAAF Base Amberley was commissioned in 1938 and during World War Two was developed as a significant airbase for Australian and US aircraft staging north. During World War Two the American Air Corps stationed approximately 2,000 personnel at Amberley. Townsville was also a vital RAAF and US Army Air Force Base during World War II.

Since 2000 both of these bases have also been subject to extensive redevelopment. RAAF Amberley has been designated a super base and has become home to a number of Army, RAAF and Joint ADF units. RAAF Base Townsville is an important forward operating base shared by RAAF and Australian Army aviation units.
Queensland – energy and minerals security

Queensland is one of the world’s outstanding mineral and energy producing regions (Annex B). A wide variety of economically important mineral and energy resources are located in the State, including:

- coal and coal seam gas (Surat-Bowen basins in Southern Central Queensland)
- bauxite – Weipa region
- base metals, gold and phosphate (North West Queensland)
- gold and limestone (North East Queensland)
- oil and gas (South West Queensland)
- renewable energy resources, particularly wind, solar and geothermal, especially in North West Queensland.

Resources and operations of particular note include:

- **Bauxite**
  Australia is the world’s largest producer of bauxite with the bauxite deposits at Weipa (QLD) and Gove (NT) comprising nearly 50 percent of the world’s available alumina, and recognised as amongst the world’s highest grade deposits. Queensland’s aluminium industry is highly integrated and of major economic importance nationally and globally. Bauxite is mined at Weipa and shipped 2000km to refineries at Gladstone where it is made into alumina. Some alumina is conveyed to Boyne Island smelters, Australia’s largest aluminium smelter, for conversion into aluminium for export.

  The Port of Gladstone is the only Queensland port exporting alumina and aluminium, along with being the fourth largest coal export port in the world. In 2009-10, Queensland exported 4.5 million tonnes (Mt) of alumina and aluminium, and 33.7 Mt of bauxite.

- **Coal**
  Queensland has a rich endowment of high-quality, accessible coal resources with more than 34 billion tones (raw coal in-situ) identified by drilling operations. Queensland produced 190.5 Mt of saleable coal in 2008-09, with 159.3 Mt exported for a total value of A$40.97 billion. This represented 75 per cent of Australia’s metallurgical coal export tonnage, maintaining Queensland’s position as a world leader in seaborne coal trade. Queensland’s coal exports are forecast to grow by 93 million tonnes per annum (Mtpa) to about 250 Mt in 2015.

- **Liquefied Natural Gas (LNG)**
  Queensland has significant oil and gas reserves, with established petroleum resources, relatively underexplored basins, and developing infrastructure providing significant future economic development opportunities.

  There are currently seven announced LNG projects in Queensland with the potential to generate private sector investment in excess of $40 billion. Together these projects would provide over 50 million tonnes per annum (Mtpa) of LNG for export from Queensland through the Port of Gladstone.

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3 Queensland Government, 2010, Queensland’s mineral, petroleum and energy operations and resources: Map and Information 2010
4 Boyle Bede, 2010, Queensland Coal Export Forecast to 2015 – Dependency of Development of Critical Coal Export Infrastructure
5 Queensland Government, 2010, Queensland’s LNG Industry Snapshot, Brisbane

Queensland Government Submission, ADF Force Posture Review
Australia is one of only three net energy-exporting countries in the OECD. Significant Queensland contracts are already signed to provide LNG to Chubu Electric in Japan (21 year term)\(^6\) and China National Offshore Oil Corporation (3.6 Million tonnes LNG per annum for 20 years from 2014)\(^7\), demonstrating Queensland’s international standing as a resources powerhouse supporting Australia’s vital role in global energy security in the 21st century.

The Queensland Government sets out its support for the future LNG industry in *Blueprint for Queensland’s LNG Industry*, including policy development, industry facilitation and project assistance\(^8\). The Queensland Government is also preparing a Master Plan for the Port of Gladstone Western Basin to coordinate infrastructure development, land use and industry development in the Gladstone region over the period to 2039. The Port of Gladstone will be one of the busiest ports in the Asia Pacific within the coming decade.

Queensland’s mining and petroleum industries are of prime economic importance to the State, Australian and international markets. In 2008-09 these industries produced commodities worth more than $49 billion and directly employed more than 45,800 people.

Queensland also has significant potential for greater development of renewable energy. Queensland has abundant solar resources across the state, with North West Queensland in particular having potential for large scale solar electricity generation. In addition to this, the Wabo hydroelectricity project, located in Papua New Guinea, has the potential to deliver around 1200 megawatts of electricity into North Queensland by the end of the decade. The Queensland Government is working with the Commonwealth and Papua New Guinea Governments to assist the facilitation of the Wabo project.

Consequently, the security of Queensland energy and mineral resource regions, export ports and associated sea lanes are of strategic interest to Australia’s national security considerations. The Force Posture Review’s Terms of Reference include consideration of the need for energy security, with mention of Australia’s Northern approaches. In Queensland, HMAS Cairns is the only major naval base on the State’s eastern coastline.

It is recommended that the Force Posture Review’s energy security strategic review should consider future security challenges which may impact on Queensland’s energy production, supply chains and export operations.

**Queensland – strong regions, planned infrastructure**

Queensland has an existing network of strong regional economies and communities which contribute to Defence outcomes. The Queensland Government has long supported and actively managed growth across regions. Its plans for structuring and driving this growth over the next 20 years are outlined in the *Queensland Regionalisation Strategy*\(^9\). This includes a world-class regional planning framework, a comprehensive capital works program, programs for industry development, workforce development and the delivery of local services.

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\(^6\) Minister for Employment, Skills and Mining, Stirling Hinchcliffe MP, 2011, Media Release 6 May 2011, Queensland LNG to be exported to Japan

\(^7\) Minister for Resources and Energy, Martin Ferguson AM MP, 2010, Media Release 24 March 2010 World’s First LNG Deal for Coal Seam Gas Signed in Beijing

\(^8\) Queensland Government, 2009, Blueprint for Queensland’s LNG Industry, Brisbane

\(^9\) Queensland Government, 2011, Queensland Regionalisation Strategy, Brisbane

Queensland Government Submission, ADF Force Posture Review
This planning presents opportunities for the Queensland Government to take existing growth management efforts and strengthen coordination with other levels of government. By aligning investments in infrastructure, services and planning, Queensland will continue to build capability and capacity, and complement Commonwealth strategies and investment.

The Queensland Regionalisation Strategy is supported by plans setting out how its principles and objectives will be achieved.

The Queensland’s Infrastructure Plan\(^{10}\) identifies major infrastructure investment priorities across Queensland including the Bruce Highway Upgrade Strategy\(^{11}\). This strategy outlines priority investments over the next 20 years including highway duplication, bridge replacements, intersection upgrades and other important improvements for the most important road in Queensland. The Western Corridor Transport Project outlines major growth areas extending from Wacol through Ipswich to Amberley and includes Ebenezer, Swanbank, Ripley Valley and Springfield. The Corridor is a primary zone for future industrial, commercial and residential development that will have an impact on RAAF Amberley. Further detail on these initiatives is included in the South East Queensland Section – Amberley.

Specific action plans are being developed for each of the seven regions identified in the Queensland Regionalisation Strategy. These will build on previous plans and current strategic economic development plans, such as those already in place for Townsville and Cairns.

Under the Townsville Futures Plan\(^{12}\), Townsville is positioned to be the capital of the north and a significant base for Defence operations. Cairn’s Economic Future\(^{13}\) outlines a localised economic development strategy designed to build regional strengths and address existing constraints. This document includes strategies to support Defence capabilities in the local maritime sector and skills training sectors.

Copies of the five Queensland Government strategies are included as Enclosures 1 – 5. They can also be accessed at:


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\(^{10}\) Queensland Government, 2011, Queensland Infrastructure Plan, Brisbane

\(^{11}\) Queensland Government, 2011, Bruce Highway Upgrade Strategy, Brisbane

\(^{12}\) Queensland Government, 2011, Townsville Futures Plan, Brisbane

Queensland – skilled workforce, competitive defence industry

Strong and targeted skills development is occurring in Queensland to support the ADF’s strategic need to build and maintain a skilled workforce capable of operating in complex, changing environments with high technology platforms and equipment.

Defence skills development

ADF education and training is changing rapidly, opening up a wider range of skill needs and career choices. Many of the newer job areas in Defence (e.g. technological intelligence; land, air, water and space surveillance; reconnaissance technologies; and biotechnology) offer new skilling opportunities and pathways across a range of age groups. For young people, these skilling opportunities can further integrate with existing education and training pathways, including the wider range of vocational education and training pathways now being provided for Queensland’s school students.

Aviation Sector

The Queensland Government’s Aviation Skills Formation Strategy is a joint aeronautical and avionics training initiative of the Queensland Government, Boeing Australia, Australian Aerospace, Brisbane Airport Corporation, GE Aviation (formerly Smiths Aerospace) and Aviation Australia. This initiative has been enhanced by the creation of the ‘Gateway’ program at 17 high schools across Queensland which aims to boost career opportunities for Years 11 and 12 students within the aviation industry. In August 2008, Queensland’s Aviation High was officially opened at Toombul as one of the first Aerospace Project Gateway schools.

Tertiary education programs at Queensland universities have been upgraded for the aviation and aerospace sector and also have close links to these programs. Aviation High has been established as part of the Government’s Building Skills for a Better Queensland policy, to provide high quality and relevant educational experiences for students from Years 8 to 12. The school's curriculum sets the necessary learning experiences into an aviation and aerospace context.

Successful partnerships are already established with a number of industry leaders and the school is also working with universities and training providers to provide direct pathways for students seeking a variety of careers in the aviation and aerospace industries. Aviation High has five foundation industry partners: Boeing Australia, Aviation Australia, Brisbane Airport Corporation, Australian Aerospace and GE Aviation. However, industry partnerships are continuing to grow and the commitments industry leaders have made are ensuring the ongoing development of Aviation High.

Maritime Sector

In the maritime sector the Federal Government and Queensland Government provided $10.5 million for the construction of the Great Barrier Reef International Maritime College, a marine industry skills training centre in Cairns under the first phase of the Trade Training Centres in Schools Program. The Great Barrier Reef International Maritime College was officially opened on 25 February 2011. The Australian Marine Training Network Cairns, a consortium of local employers in the marine sector and a cluster of local schools, was instrumental in developing this initiative to provide skilled employees for the marine sector. The course structure includes skills training that could support the ADF’s Pacific Patrol Boat program. The Kongsberg Maritime simulation system installed at the College is identical to the RAN’s simulator at HMAS Watson.
The success of the models provided by these aviation and maritime programs in Queensland is demonstrated by the Defence Materiel Organisation’s decision to fund the Schools Pathways Programs in South Australia, Western Australia and the Hunter Region.

**Complex Project Management / Strategic Procurement**

Queensland University of Technology (QUT) offers an Executive Master of Business (Complex Project Management / Strategic Procurement), developed in consultation with the Department of Defence, global defence industry and other relevant government organisations. The program develops highly skilled future project leaders capable of effectively managing large, complex projects and strategic procurement typical of the Defence market.

**Defence Recruitment and Retention**

From 1 July 2010 to the end of March 2011, approximately 32 candidates per 100,000 Queensland residents enlisted in the ADF compared to the national average of 22 candidates per 100,000. The high level of recruitment is attributed to the strong ADF presence in Queensland and the potential for recruits to return to Queensland following initial employment training.

The attractiveness of Queensland’s lifestyle, education opportunities, family support, spouse workplace employment and individual career opportunities is a strong influence on personnel to remain in the ADF.

**Defence Industry Action Plan 2010-13**

Queensland Government’s Advanced Manufacturing Sector Action Plan sets out skills formation and industry development strategies for designated industry priority sectors that encompass several industries supporting the ADF.

In 2010 the Queensland Government released its *Defence Industry Action Plan 2010 - 2013*[^15] as a supporting plan to the State’s Advanced Manufacturing Sector Action Plan. A range of industry and Commonwealth consultations informed the compilation of the Defence Industry Action Plan so that Queensland’s defence industry would be well placed to support ADF requirements, including those identified as Priority Industry Capabilities (PIC) and Strategic Industry Capabilities (SIC).

This is demonstrated by Queensland Government support for R&D, technology diffusion and commercialisation to ensure a globally competitive Queensland industry. Underpinned by a strong manufacturing industry linked into global supply chains, Queensland offers a diverse range of well established capabilities that support the ADF including:

- aviation and aerospace manufacture, repair and maintenance;
- ballistic protection for personnel, watercraft and aircraft;
- communication and control systems;
- heavy vehicle manufacture, modification, maintenance, repair and overhaul;
- maritime repair and maintenance; and
- personal load carrying equipment.

[^14]: Department of Defence - Queensland Government Consultative Committee Forum 2011 Meeting Minutes
ADF Basing in Queensland – Force 2030

Defence Estate provides the facilities required to enable the generation, projection and sustainment of military operational capability, along with the amenities to accommodate Defence personnel and their families.

*Force 2030* sets out agreed strategic basing principles for meeting future Defence needs, including:

- aligning Defence base locations with strategic requirements and dispersing critical capabilities for security reasons;
- consolidating units into fewer, larger and sustainable multi-user bases to increase the alignment of Joint and Service level functions and their capacity to support operations;
- grouping of bases near strategic infrastructure and industry;
- locating bases in ‘family friendly’ areas to provide better employment, health and educational opportunities for Defence families, with the potential thereby to improve retention.

Queensland meets all these principles.

**Meeting ADF basing, training and deployment needs**

The Queensland Government recognises the *Force 2030* basing principles as important elements to enable the ADF to deploy rapid capability responses at home and abroad, including in humanitarian assistance and disaster relief operations. Queensland communities expect the ADF to maintain their ability to provide prompt and appropriate assistance in such circumstances.

Significant ADF bases have been established and developed in Queensland to support Federal Government requirements for basing and force projection from Australia’s north. Queensland provides a prime location from which the ADF can generate capability, mount operations and deploy forces, with all the capabilities required to raise, train and sustain that force.

To maintain this capability into the future, it is critical for the infrastructure (e.g. ports and roads) supporting both domestic and operational deployments to be adequately located, constructed, equipped and maintained. The Queensland Government encourages the ADF to invest appropriately in such infrastructure, particularly ports where military activities will be conducted. The Queensland Government also considers there are potential benefits from investing in infrastructure within close proximity to potential areas of operation including disaster relief, without placing Defence assets or capabilities at risk.

Current Queensland Defence bases are reviewed by region in the following section, to outline how the Queensland Government views each base from a strategic and industry support perspective.

The Queensland Government is ready to work closely with Defence to identify and support capability-building opportunities in support of *Force 2030*.

**SE Queensland**

**Amberley**

The Royal Australian Air Force's RAAF Base Amberley is one of the Australian Defence Forces’s (ADF) largest bases, employing over 3,500 people. Located 40 kilometres south-west of Brisbane on the outskirts of Ipswich (one of Queensland’s fastest growing cities and a region designated for
significant population growth), the Base’s primary role is to home base and provide full operational and maintenance support for the Precision Strike element of the Air Combat Group, the F/A–18F Super Hornet aircraft. RAAF Base Amberley also supports elements of the Strategic Lift capability with the introduction of the Multi-Role Tanker Transport (MRTT) and C-17 Heavy Lift Aircraft.

RAAF Base Amberley has a significant capacity to support air operations and considerable space for expansion to accommodate additional ADF activities including the LAND 121 training facility, Army’s engineer assets and line haul road transport assets, and a future location for Joint Logistic Unit (JLU) facilities.

In view of the strategic importance of RAAF Base Amberley the Queensland Government is planning for the development of a 183ha Aerospace and Defence Support Centre – Amberley (ADSC-A) next to the base. The vision for ADSC-A is for a master planned, high technology, commercially-oriented hub for companies and organisations servicing and supporting the aerospace and Defence industries companies seeking contracts to service and maintain RAAF aircraft including the new fleet of F/A-18F Super Hornets. Opportunity will be provided for limited access to the RAAF Base Amberley for specified defence contractors via a proposed tow-way link. The centre will provide services in a secure environment including aviation and aerospace maintenance and repairs, software and systems development, training, simulation, logistics and systems engineering for both aerospace and other defence equipment.

The Queensland Government’s South East Queensland Regional Plan 2009–2031 identifies the area of Ebenezer as a regional development area. The area, located South West of Ipswich and south of RAAF Base Amberley (see attached map at Annex C), is a 5,000-hectare site with the potential to accommodate manufacturing and logistics businesses as well as difficult-to-locate, large footprint industries. The Queensland Government proposes building a new inter-modal freight terminal for road and rail in the Ebenezer locality, demonstrating the importance of the greater Amberley area as a strategic transportation hub in the South East Queensland region. Queensland’s Department of Transport and Main Roads has commenced the planning for the realignment of the Cunningham Highway to accommodate safer access to RAAF Amberley, ADSC-A, and the new Joint Logistic Unit facility.

At the regular ADF-Queensland Government Consultative Meeting in May 2011 both Defence and the Queensland Government recognised that higher level infrastructure planning and delivery coordination between Defence, State (Local Planning and Government, Transport and Main Roads) and the local Council in the Amberley region is required A recommendation from the Consultative Meeting was that a joint working group be established to facilitate higher level infrastructure planning and delivery coordination in the Amberley region. The formation of this joint working group is now being progressed.

Brisbane

- Bulimba. Bulimba Barracks, comprising 21 hectares of land, is located on the south bank of the Brisbane River downstream from the Brisbane CBD. Currently the barracks is Headquarters to Joint Logistics Unit – South Queensland and Navy Headquarters – South Queensland (NQ SQ). Navy Headquarters maintains a berth on the river that is able to accommodate up to Minor War Vessel size. It is understood that the Defence Estate Review identifies some parts of Bulimba Barracks for potential disposal. The Brisbane City Council City Plan 2000 identifies Bulimba Barracks as a future residential development opportunity including rezoning from the current industrial to residential use.

During the 2011 Queensland floods, the ADF’s maritime response was successful due to the RAN’s ability to project their response force out of the Bulimba facilities. The response
demonstrated the importance for the RAN to retain water access from the berth located at Navy HQ SQ.

- **Enoggera.** Gallipoli Barracks is the most important and significant Army facility in South East Queensland with the current role of the Barracks encompassing the Deployable Joint Force Headquarters, the 7th Brigade, a major manoeuvre formation, local support facilities and a range of training facilities. The Enhanced Land Force (ELF) Project, Phase 2B currently being undertaken includes upgrades, repairs, new site infrastructure and new buildings to enhance Defence capabilities in Gallipoli Barracks. These new buildings will allow for the inclusion of the reinstated 8th/9th Battalion, Royal Australian Regiment, and a complete master plan of the precinct to ensure maximum use of the space with sustainable outcomes for other units and augmentation of the Barrack’s many service delivery areas.

Gallipoli Barracks is well sited in the Brisbane City Council jurisdiction and the Barracks has strong community support. The Queensland Government is working to upgrade surrounding road and transport infrastructure. $750,000 in State Planning Program funding was approved in the 2010–11 financial year for planning of upgrades. The 2011–12 State Budget has allocated $90 million for the Samford Road – Wardell Street intersection upgrade through to 2015.

- **Port of Brisbane**

  ![Figure 2: Port of Brisbane 2020 Naval Berth](image)

  The Port of Brisbane is Queensland’s largest general cargo and container port. It is a significant driver of economic growth throughout South East Queensland. Since the 1970s, port facilities have gradually been relocated from the city reach of the Brisbane River to the river mouth at Fisherman Islands. Since 1976 the area has been gradually reclaimed, with the port now covering an area of about 750ha at the river mouth. Major infrastructure projects at the port include maintaining deep water access and the ongoing reclamation of the 230ha Future Port Expansion area.

  The port at Fisherman Islands has seven dedicated container berths and four deep water bulk and general cargo berths. These are complemented by 11 bulk and general cargo
upriver berths. The Brisbane Multimodal Terminal provides an efficient interface between road, rail and sea freight. The integration of these transport modes includes a dual gauge rail link, supported by road access via the Port of Brisbane Motorway.

The Port of Brisbane Pty Ltd is currently planning for the next 15-20 years which includes further reclamation to take the Port to its final capacity. The Port endorses a concept that could provide for separate deep water access for the berthing of naval ships at the Eastern end of the future reclamation area. These facilities would be separate from the existing commercial port activities along the Brisbane River.

**With increasing pressure being placed on Sydney Harbour, the future warship/submarine acquisition program outlined in the Defence White Paper 2009 and associated basing requirements for the expanding Navy fleet, it is proposed that the Port of Brisbane be considered for overflow berthage of naval vessels to support Fleet Base East.**

The significant investment in naval facilities in Sydney Harbour is acknowledged. However, potential exists for the ADF to progress on an incremental basis, aligned with the existing Port of Brisbane growth plans, to add a supporting overflow base for future vessels. This would not only relieve the berthing pressure at Garden Island, it would also provide added security by dispersing critical Defence capabilities from a single point at Garden Island to a second location en-route to either northern operations or amphibious training at Shoalwater Bay. A supporting base of this kind would also be serviced by the extensive and diverse high-technology industry capabilities and ‘family friendly’ environment of Brisbane.

Key advantages of the Port of Brisbane include:

- Natural protected deep water access shielded by Moreton and Stradbroke Islands from open sea conditions, close to a major city with the necessary technical and infrastructure support.
- Berthing facilities adjacent to bay areas with some 20m available depths to facilitate operations.
- Ability to dredge berths to required depth, with sand basin located in the proposed area.
- Berths would be located in a secure area with a single route road access.
- Berths would be well buffered by a distance of some 4 kms to the nearest residential area of Wynnum, providing a good degree of privacy and security for operations.
- Brisbane is a good point for a mounting base or ADF operations, being the closest major capital city port to Asia and the South West Pacific.
- Repair and maintenance facilities around the Port include the Forgacs Cairns cross drydock facilities, BSE Maritime Solutions Brisbane slipway and other maritime repair and heavy industry located on the Brisbane River.
- Access to all levels of towage services, including salvage capability and oil spill response.
- Two refinery operators both offer barge refuelling services for ships requiring bunker fuels.
- As part of extended seawall, the Port can offer commercial industrial land to be developed for any shore base.
- Potential access to other commercial berths for overflow berthing during exercises and operations.
- Brisbane is the only Nuclear Powered Warship-declared port on the East Coast.
- Good proximity to other major defence installations and units, including Amberley, Bulimba, Gallipoli Barracks Enoggera, including the Deployable Joint Force.
Headquarters and the 7th Brigade (ADF manoeuvre organisations), and Shoalwater Bay Training Area.

- Brisbane as a capital city port provides close access to airport and international travel facilities.
- Excellent road access with new motorways built or under construction.
- Port designed to cater for over-dimensional load access by sea and by road.

Canungra Training Area (CTA)

CTA provides a significant training area in close proximity to units based at Gallipoli Barracks, in particular the 7th Brigade. The training area provides access to ranges and other facilities to support individual and collective training up to sub unit level. At a time when military training areas are under threat from urban encroachment the CTA provides an alternate location that complements 7th Brigade training activities in South East Queensland.

The Queensland Government recommends that the Canungra training facility be retained by the ADF.

Oakey

The Queensland Government has previously raised with Defence the ADF’s intention that under Project AIR 9000, Phase 7, the Helicopter Aircrew Training System (HATS), and therefore the Army’s initial helicopter training, would be relocated from Oakey to Nowra, New South Wales.

While employment opportunities (flying instructors, maintenance, supply and support staff) under HATS may be offered to the present staff at Oakey, the take up and relocation of these personnel to Nowra is expected to be minimal. This relocation will result in the loss of a number of aircrew and high-technology jobs in a critical regional area and at a critical time for the ADF. Further, the HATS relocation will have significant and cumulative effects on the region, especially as the nearby Borneo Barracks at Cabarlah has already been identified as a base for potential closure under the ADF review of Defence Estate.

The Queensland Government reiterates its earlier request that the ADF review their decision and retain Army’s initial helicopter training at Oakey.

Wide Bay Training Area (WBTA)

WBTA is located approximately two hours north of Brisbane in the vicinity of Gympie and Tin Can Bay. The training area is identified for 7th Brigade units to conduct up to Combat Team training. Under the ELF Phase 2 Project there has been significant investment in the upgrade of training facilities to support the 7th Brigade’s training requirements. This training area is very important to the 7th Brigade and State Forests provide a buffer to the training area on the western and south western approaches.

The Queensland Government recommends that WBTA be retained by the ADF.
Central Queensland

Bundaberg

Strategically positioned along the eastern seaboard is the Port of Bundaberg which is part of the Gladstone Ports Corporation Limited. The port provides a vital link for industry in the region and it is in an ideal location to support naval operations in the Central Queensland region, especially with the increase in tempo of ship movements at Gladstone Port. The Port of Bundaberg is one of the few mainstream ports that is not associated with the emergence of coal exports, however, there has been significant interest from industry regarding the use of the port to support LNG projects.

Currently the port is serviced by two main wharves including a dry bulk wharf loading facility of 191 metres in length. It has the capacity to lift and undertake maintenance of vessels up to 70 tonnes. Gladstone Ports Corporation, which operates the port, is giving consideration to developing a marine industry precinct with a capacity to accommodate vessels initially up to 1,000 tonnes, with the capacity to increase to 3,000–4,000 tonnes as markets develop. The port also supports a 25,000-tonne fuel and oil storage facility that is owned and operated by Petro Altona.

BSE Maritime Solutions has entered into an agreement with Gladstone Ports Corporation to develop a new ship repair facility in the Port of Bundaberg. The planned 1000-tonne marine travel lift and fully enclosed refit sheds will extend BSE’s East Coast maritime support capability, and enable BSE to provide rapid response dockings and through-life support for a wide range of vessels. BSE’s planning for the shipyard includes the installation of a Rolls Royce Synchrolift, with up to 4000 tonnes lightship docking capability.

There is a short-term opportunity for Defence to have input into the design of new facilities at the Port of Bundaberg to ensure that they can be of optimum benefit to RAN vessels.

Gladstone

The Port of Gladstone is Queensland’s largest multi-commodity port and it is one of the world's top four coal exporting ports. Expansion plans in the port driven by export of coal and LNG include the development of LNG plants on Curtis Island and the expansion or relocation of existing general cargo berths, coal terminals and alumina refinery berths. These plans will increase movement within the Port boundaries and by 2015 it is forecast that up to 2,300 ships will be transiting the port per annum.

With the significant increase in commercial activities in the Port of Gladstone, Defence opportunities to use the port may be restricted.

The Queensland Government recommends that Defence should liaise closely with the Gladstone Ports Corporation to fully understand the Gladstone Port expansion plans to determine what restrictions may be placed on future port use. There may be a requirement to look at other options for port access in Central Queensland for RAN use.

Rockhampton Region

Rockhampton comprises a skilled community of almost 120,000 residents servicing a regional population of over 450,000. The Rockhampton Region is a service hub with ability to meet the needs of the ADF in terms of quality services, lifestyle attributes, and well connected infrastructure. Particular areas that contribute to ADF strategic requirements include:
• **Rockhampton Airport.** Rockhampton Regional Council has developed preliminary plans for Rockhampton Airport to increase support to ADF and regional Defence activities by giving consideration to:
  – substantially increasing apron areas;
  – provide new aircraft hard standing, parking and loading bays;
  – improve aircraft security and logistics; and
  – provide ordinance loading areas.

The Rockhampton Regional Council would welcome an opportunity to discuss these issues further with Defence.

• **Bajool Explosives Reserve**

![Figure 3: Bajool Explosive Reserve](image)

Bajool is a Queensland Government-owned and -operated explosives reserve located approximately 30 kilometres south of Rockhampton on the Bruce highway and approximately 26 kilometres from Port Alma. Queensland Government has a current Memorandum of Agreement with the Department of Defence for the provision of Explosives Ordnance Magazine Storage Services (ends 7 May 2012) at Bajool. There are four lease holders operating explosives facilities within the reserve.

Bajool has a shortfall in explosives storage capacity to meet planned mining expansion and a development program to address storage and capability limitations is being addressed.

The Queensland Government proposes to partner with the Department of Defence to provide:
  – increased storage capacity to enable full Defence import operations to take place at Bajool, or at another suitable site in the area;
  – support to Defence imports through Port Alma conducted by Thales;
  – an approved AQIS quarantine station for decontamination of containers to ensure a secure, safe and suitable quarantine site;
  – storage of demolition kits for Defence EOD response in Central Queensland;
  – limited support for explosives vehicle convoys including an improved convoy rest area with secure and safe parking; and
  – disposal of Defence product in incinerators across the state, ie currently working to establish improved facilities for disposal of EO, HE and flares.

The Queensland Government has raised this proposal with Joint Logistics Command.
**Port Alma**

Port Alma Shipping Terminal is under the control of the Gladstone Ports Corporation and is located 62 kilometres east of Rockhampton on the southern tip of the Fitzroy River delta. It is a natural deep water harbour offering security and shelter that can accommodate vessels normally up to 180 metres in length. Berths 1 and 2, however, are linear berths that have a concrete deck 18.5 metres wide and total 290 metres long. The berth is constructed to take a super-imposed weight of 2.73 tonnes per square metre (Annex D).

Up to 1500 tonnes of Class 1 explosives working limit may be handled over berths 1 and 2 at the port, however prior approval is required from Gladstone Ports. This capacity to handle these quantities of ammonium nitrate and explosives is amongst the highest in Australia and therefore provides an appropriate corridor for the import or export of these cargoes. The explosive restrictive zone layout is at Annex E.

The Queensland Government Explosives Reserve and magazine is located at Bajool, 26 kilometres from the port. Approximately 300 containers of military explosives imported into Australia over the past four years have all been landed at Port Alma. Singapore and the United States use Port Alma to land vehicles and equipment in support of exercises conducted at Shoalwater Bay Training Area.

The Queensland Government considers Port Alma critical to Australia’s mining industry both now and into the future. Due to its remoteness and unique nature, development restrictions have been put in place to maintain the necessary exclusion zones for continued explosives use.

**In view of the strategic location of Port Alma in Central Queensland, on a main shipping route to Townsville and in the vicinity of the Shoalwater Bay Training Area,**
Defence should re-examine the opportunity to establish a Forward Operating Base (FOB) for ammunitioning / de-ammunitioning of naval vessels in this location.

Any FOB should take advantage of the close proximity of the Queensland Government’s Bajool Explosive Reserve as, together, these facilities provide a cost-effective solution for Defence to meet future ammunitioning requirements in North East Australia.

This facility could be an offset to the proposed East Coast Armament Complex\(^\text{16}\) that Defence is considering to establish at Port Wilson near Geelong, Victoria. Further, there is potential for a Strategic Reform Project saving of approximately $100 million if an FOB was established at Port Alma in lieu of Port Wilson.

The Queensland Government has raised this proposal with Joint Logistics Command and Navy Infrastructure Plans and is awaiting an in-principle response.

- **Shoalwater Bay Training Area (SWBTA or the Area).** SWBTA is located 80 kilometres north of Rockhampton and covers a total area of approximately 453,700 hectares. The Area includes both terrestrial (289,700 hectares) and marine environments (164,000 hectares). Prior to Commonwealth acquisition in 1965, SWBTA consisted of a number of pastoral leases. The Area is surrounded by a variety of land uses including local government roads, State Forests, National Parks and pastoral properties.

  SWBTA is an important asset for Defence as a suitable venue for effectively integrating blue water naval forces with comparable air and land assets. It is the only economically viable location that allows large-scale joint and combined exercises where most weapon systems can be employed and integrated with live ammunition. With the introduction of new amphibious ships it is expected that amphibious training activities will increase at SWBTA as it is the larger of two designated amphibious training localities in Queensland (the other being Cowley Beach near Innisfail).

  Many activities necessary for the development of alliances and multilateral Defence agreements, commonly involving Defence forces of the United States, New Zealand and the Republic of Singapore, are conducted in SWBTA.

    **Rockhampton Regional Council (RRC) fully supports the continued military use of Shoalwater Bay Training Area and in conjunction with the Queensland Government, encourages Defence to consider greater use of surrounding infrastructure and facilities at Bajool and Port Alma to support military exercises in the region.**

- **Military Equipment Storage.** RRC notes that significant amounts of military equipment, vehicles and stores are relocated annually to the region for military exercises conducted at SWBTA. The Singapore Armed Forces use a pre-position strategy in preparation for their military exercises held at SWBTA. Defence should consider future investment in facilities in the Rockhampton region to store military equipment to reduce logistics demands and transport costs. Enhanced Equipment Pool trials have been announced for the Townsville region and if successful should be considered for implementation in the Rockhampton Region.


Queensland Government Submission, ADF Force Posture Review
North Queensland

Cairns and the Far North

Cairns is Australia’s closest major city to many strategic interests in the Pacific and PNG as well as existing defence facilities in Darwin and Townsville. Cairns is also a critical service-hub and transport link across the most remote parts of Northern Australia.

The Far North Queensland Region is currently home to significant defence infrastructure, with a highly awarded naval base in Cairns that enjoys an outstanding level of community support, a strong and positive history of indigenous engagement and a demonstrated potential for defence expansion. The region boasts well-established marine and aviation industries supported by a highly-skilled workforce and world-class teaching and research facilities in high-tech, knowledge intensive sectors.

Beyond technical expertise and workforce assets, the region’s lifestyle attributes are second to none, making Cairns one of the fastest growing regional cities in Australia.

The Cairns Defence Precinct comprises HMAS Cairns (approximately 1,000 personnel) and 51st Battalion, Far North Queensland Regiment (approximately 250 personnel). HMAS Cairns is a strategic base in that it provides maintenance, logistic and administrative support for Cairns-based fleet units including patrol boats, landing craft heavy, hydrographic ships and the Laser Airborne Depth Sounding Flight. Patrol boats from Cairns are regularly relocated to support OPERATION RESOLUTE in the Christmas Island region or support Defence engagement in the South West Pacific region.

RAAF Base Scherger on the Cape York Peninsula is a ‘bare base’ facility established in 1998 to support the Federal Government’s forward basing concept.

Cairns offers the potential to be a significant support base to support ADF operations conducted from Darwin or Townsville as it is the closest Australian air and seaport to both locations. Cairns is a strategic location that can support ADF operations through access to its inter-modal transport facilities including air, rail, road, and sea.

Cairns companies have developed aviation repair and maintenance capabilities for both fixed wing and rotary aircraft that support the wider far north region.

Cairns’ training facilities include Aviation Australia, supporting aviation repair and maintenance, and the Great Barrier Reef International Maritime College (GBRIMC) supporting the marine sector. GBRIMC’s simulation system is the same as installed at HMAS Watson and the simulations support all Queensland ports including the SWBTA amphibious training area.

Cairns port has three major Defence Recognised Supplier slipways with capacity to service ships up to 100m and 3,000 tonnes that support the maritime industry. With access to 270 firms and organisations in the region these slipways support local and international Defence requirements for repair, maintenance and upgrade of naval vessels. Port of Cairns layout is included in Annex F.

Ports North is developing long term plans for the future of Cairns Port and would welcome Defence participation in the process. Acknowledging the size and scope of HMAS Cairns, there is a sound basis for Defence to discuss future options that would ensure future vessels proposed under the Defence White Paper 2009 could be accommodated in Cairns Port.
Townsville

Townsville is the second largest city in Queensland with a population of approximately 200,000 and hosts a significant number of government, community, major business administrative offices, health and community services, education centres and administrative offices for the northern half of the state and in several cases, the nation. Townsville is home to approximately 4,000 soldiers at Lavarack Barracks (Australia's largest Army base), Ross Island Barracks (Army's amphibious operations base) and RAAF Base Townsville.

- **Lavarack Barracks Redevelopment.** Lavarack Barracks is the most important and significant Army facility in North Queensland. Its current role encompasses the Operational Deployment Force comprising the 3rd Brigade, a major manoeuvre formation, local support facilities and a range of training facilities located at High Range. The Combat Training Centre – Live, which conducts Mission Rehearsal Exercise for units prior to operational deployment, is also located at Lavarack Barracks with training facilities at High Range Training Area.

  The Enhanced Land Force (ELF) Project, Phase 2B currently being undertaken includes upgrades, repairs, new site infrastructure and new buildings to enhance Defence capabilities at Lavarack Barracks and High Range Training Area. These new buildings will allow for the inclusion of the 3rd Battalion, Royal Australian Regiment (3 RAR) which will be relocated from Sydney in late 2011. 3 RAR is identified to be Army’s amphibious battalion and will work closely with the new amphibious ships being introduced into service in 2014.

  The Queensland Government has provided support to the relocation of 3 RAR to Townsville through the establishment with Defence of a Joint Working Group comprising local council, government departments and chambers of commerce to facilitate the move.

- **Townsville Port Redevelopment.** Townsville is one of two primary locations in Australia for the mounting of ADF operations. Townsville Port is undergoing significant expansion. The Department of Defence has contributed $30 million to upgrade Berth 10 to meet the introduction into service of the new Landing Helicopter Dock (LHD) in 2014. An extended Berth 10 will provide valuable berthing space for other visiting Royal Australian Navy and allied warships, enhancing the capacity of the port to support major ADF activities. The Queensland Government has contributed $36.16m, Port of Townsville Limited $10.0m and Townsville City Council $4.84 (roads only) to funding for the upgrade.

  Future expansion of Townsville Port forecast to be developed 2025 – 2040 (Annex G) may include opportunity to berth naval vessels in the proposed outer harbour.

  **There is a sound basis for Defence to discuss future options that would ensure future vessels proposed under the Defence White Paper 2009 could be accommodated in Townsville Port.**
Conclusion

Queensland is one of the few Australian states from where the ADF can generate capability, mount operations and ultimately project force from multiple bases. The diverse, high-level capabilities demonstrated by Queensland-based defence industry provide mission-critical support and capacity to the ADF.

The Queensland Government has developed a vision to position Queensland as a leading destination for the ADF and defence industries, to align with the ADF’s strategic needs and its decision to base significant forces in Queensland, and to leverage economic and social development opportunities for the state.

In this context, the Queensland Government is ready to work closely with Defence to identify and support ADF strategic requirements and capability-building opportunities in support of Force 2030. Significant increases in Defence capital infrastructure expenditure in Queensland during the period 2000 – 2011 have been directed towards supporting the new Force 2030 capabilities being introduced into the ADF. These opportunities include the focus areas of the current Force Posture Review.

The Queensland Government has supported Defence capability growth in these areas through:

- support for the establishment of $150 million ADSC-A at Amberley;
- upgrade of roads and transport infrastructure at Amberley and Gallipoli Barracks;
- proposed $15 million expansion of Bajool Explosives Reserve, with the opportunity for Defence to consider using this facility, combined with the nearby Port Alma’s ammunitions capacity, to support military operations;
- providing support to the relocation of 3rd Battalion, Royal Australian Regiment; and
- $51 million expenditure in addition to Defence’s $30 million on Berth 10 to support LHD operations as part of the Townsville Port Redevelopment Project.

Further opportunities exist in Queensland for Defence to increase support to capability requirements including the following aspects:

- consideration of the Port of Brisbane as an alternate future location for the berthing of naval vessels;
- retention of Canungra Training Area as a Defence training establishment;
- retention of Army’s initial helicopter training at Oakey;
- retention of Wide Bay Training Area as a Defence training area;
- a short-term opportunity for Defence to have input into the design of new facilities at the Port of Bundaberg to ensure that they can be of optimum benefit to RAN vessels.
- close liaison with the Gladstone Ports Corporation to fully understand and contribute to the Gladstone Port expansion plans and to determine what restrictions may be placed on future port use;
- potential requirement for Defence to look at other options for port access in Central Queensland for RAN use;
- Rockhampton Regional Council would welcome an opportunity to discuss with Defence preliminary plans for Rockhampton Airport to increase support to ADF and regional Defence activities;
- the Queensland Government proposes to partner with the Department of Defence to provide increased explosives storage capacity to enable full Defence import operations for explosive ordnance to take place at Bajool, or at another suitable site in the Central Queensland area;
an examination by Defence of the opportunity to establish a Forward Operating Base (FOB) for ammunitioning / de-ammunitioning of naval vessels at Port Alma;

- continued military use of Shoalwater Bay Training Area and the consideration of greater use of surrounding infrastructure and facilities at Bajool and Port Alma to support military exercises in the Central Queensland region;
- Defence to discuss future option with Townsville Ports Limited that would ensure future vessels proposed under the Defence White Paper 2009 could be accommodated in Townsville Port ; and
- Defence to discuss future options with Ports North that would ensure future vessels proposed under the Defence White Paper 2009 could be accommodated in Cairns Port.

Queensland’s significant mineral and energy deposits and future mega project developments are of strategic importance to Australia’s balance of trade and should be considered in Australia’s future security environment.

By progressing these opportunities Defence would future proof existing capability and provide support enhancements for the Force 2030 introduction into service. Potential also exists to support the Strategic Reform Program and achieve significant cost savings through grouping Joint and Service activities with Queensland Government facilities.

The Queensland Government looks to strengthen the overall relationship with Defence through this Review process, building on the positive existing connection that was partly forged by our shared experience supporting Queenslanders during the recent floods and cyclones and the subsequent recovery efforts. The Queensland Government would like to take this opportunity to reiterate our gratitude to Defence for their unwavering assistance during these challenging events.
Annex A – Force Posture Review Terms of Reference

The Force Posture Review will:

a) as its starting point draw on the security, strategic and capability judgements outlined in the Defence White Paper 2009 *Defending Australia in the Asia Pacific Century: Force 2030*;

b) draw on work currently underway in Defence through the 2011 Annual Defence Planning Guidance;

c) outline the future security and strategic environment and challenges Australia needs to be positioned to respond to up to 2030;

d) consider the potential strategic and security role of Australia’s offshore territories, particularly Cocos and Christmas Islands, for Force Posture requirements;

e) consider the implications for ADF Force Posture of the need for energy security, including security issues associated with expanding offshore resource exploitation in our North West and Northern approaches;

f) consider how the future ADF Force Posture will support Australia’s ability to respond to a range of activities including:
   - deployments on missions and operations overseas;
   - support of operations in our wider region; and
   - practical engagement with the countries of the Asia-Pacific and Indian Ocean rim in ways that help to shape security and strategic circumstances in Australia’s interest;

g) assess the impact on the ADF’s Force Posture of a range of domestic, demographic and economic issues including:
   - more intense minerals and petroleum resource activities around Defence training and exercise ranges;
   - urban encroachment on existing Defence facilities;
   - community attitudes to living standards and residential locations; and
   - the need for a more cost-effective approach to basing;

h) make recommendations in relation to the basing options for Force 2030 across Australia including in relation to:
   - Navy platforms (including the Air Warfare Destroyers, Landing Helicopter Docks, Future Submarines, the ANZAC Frigate and its replacements and offshore patrol vessels);
   - Army’s additional northern basing requirements; and
   - Air Force’s plans to introduce a range of new aircraft and associated support systems into service; and
   - consider other relevant issues including population and population spread
Annex C – Ebenezer Regional Industrial Area Plan
Annex D – Port Alma Berth Layout
Annex E – Port Alma Class 1 Explosive Zone
Annex H – Stakeholder Consultation

Brisbane
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- Rene Nusse, CEO, Regional Development Australia Far North Queensland and Torres Strait
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- Brad Carter, Mayor, Rockhampton Regional Council
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- Todd Barr, Strategic Policy Officer, Economic Development and Strategic Projects Unit, Townsville City Council
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• LTCOL Steven Stockley, Chief of Staff 3rd Brigade
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