

## **Submission to the Joint Standing Committee on Northern Australia's inquiry into preparing for emerging industries across Northern Australia**

The MCA proposes the development of a continuous east–west and north–south infrastructure axis connecting the Kimberley, Mt Isa and Townsville with the Darwin to Adelaide corridor. This would facilitate a minerals processing and manufacturing hub spanning Tennant Creek, Alice Springs, and Mt Isa, forming the backbone for mining, industrial, agricultural, defence and community activity across Australia's northern arc.

This integrated corridor would support minerals extraction, critical minerals processing, agriculture and food processing as well as downstream defence manufacturing capability, enabling efficient movement of resources, refined products, food, personnel and defence materials across Australia.

The corridor could also supercharge the development of sovereign fuel-security capacity, including biofuels, gas-to-liquids and coal-to-liquids production, to ensure reliable, domestically focused supply for defence, industry and northern communities.

These capabilities are essential to strengthening national resilience and security while positioning Northern Australia to enable Australia's and South-East Asia's economic, strategic and community development objectives.

In this context, the MCA submits the following analysis and recommendations.

### **The global transition to net zero and furthering renewable energy, decarbonisation and carbon abatement supporting the development of export industries**

Around the world, governments are competing for the capital that will scale low emissions industries, empower modern manufacturing, unlock critical minerals, secure supply chains and give their industries a competitive edge in a low-emissions economy.

Australia's abundant minerals, skilled workforce, history of innovation and surplus of natural energy resources are a significant advantage to this end.

High energy prices put significant pressure on Australian industry, raising input costs and compromising the viability of current and future projects. This is also putting pressure on Australia's decarbonisation efforts, undermining the very investment in low emissions technologies that is needed to meet emission reduction targets.

Australian mining is deeply committed to and heavily invested in emissions reduction. The industry is at the forefront of developing the clean-energy technologies that will help Australia reach net zero by 2050, while also relying on those innovations to drive its own transition.

The energy transition must be managed in a way that protects Australia's international competitiveness and does not overwhelm industry, businesses and households with unsustainably high energy costs.

Unlocking emissions reductions and renewable energy across Australia's northern arc presents a critical opportunity to harness Australia's natural and economic potential. The opportunities to do so are significant across the northern arc, extending from the potential for fixed energy production to exports of energy to meet the needs of a rapidly industrialising South East Asia.

For mining, agriculture and processing, the potential is significant but will need to overcome the costs and constraints of subscale demand, supply reliability and distance between loads for aggregation and efficiency.

The CSIRO's reports into the agricultural potential in northern Australia<sup>1</sup> highlight 16 million hectares of arable soil, of which 1.5 million hectares is suitable for high intensity agriculture highlight the

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<sup>1</sup> CSIRO; [Agricultural Development and Intensification in Northern Australia](#); Australian Government, 2018.

potential and the limitations of poor or missing infrastructure, and consequently high cost and slow logistics supply chains.

Infrastructure provides the logistics capability and the opportunity to unlock the minerals, metals, food, biomass and low emissions energy that Australians, their businesses and industries need. The potential is so large that northern Australia could also help meet the energy demand of a rapidly growing South-East Asia and more broadly our strategic and trade partners.

The potential for biomass feedstock for bio-fuels delivering low emissions fuels to local, national and international demand is significant.

The opportunity to reduce costs through economies of scope and scale is significant. Planning and building multi-user (defence industry and community) infrastructure is the platform which will enable a productive and diverse mining and agricultural industry and their respective processing industries. Defence, industry and communities rely on efficient logistics and energy supply chains. They are central to higher living standards across the north and access to markets across Australia and South East Asia.

### **The geostrategic importance of South-East Asia for Australia and our strategic partners**

South-East Asia is forecast to be one of the fastest-growing economic regions globally. Its population, urbanisation rate, industrial expansion and clean-energy transition create acute demand for:

- critical minerals
- renewable energy inputs
- refined metals
- food and fibre
- defence, fuel and aviation supply chains
- specialist services and labour mobility.

Australia – and particularly the North Australia arc – must be positioned as the partner of choice given its ability to be a reliable, proximate, secure and competitive supplier to these markets. Conversely, Australia’s strategic partners increasingly rely on secure, diverse, non-vulnerable supply chains, of which Northern Australia is an essential element.

### **Supporting the defence industry and developing the critical minerals industry**

Infrastructure is the foundation of Australia’s aspiration to be South-East Asia’s partner of choice. Without freight, energy, communications and workforce infrastructure that matches the scale and growth of the region, Australia’s strategic and economic relationship with South-East Asia will fall short of our aspiration.

### **Supporting infrastructure: its role in unlocking northern Australia and SE Asian markets**

Infrastructure gaps prevent Australia’s economic integration with South-East Asia.

Across Northern Australia, significant deficits in year-round access to transport, logistics and enabling infrastructure restricts private investment, defence readiness and local economic growth.

Identifiable gaps include commercial logistics for emerging industries and remote communities and overlapping defence logistics needs for national security.

### **Commercial logistics for emerging industries**

Northern Australia cannot attract the private investment required across a range of areas including mining and critical minerals processing, agricultural production, aviation, fuel processing and advanced manufacturing without a corresponding increase in investment in transport, energy, water and digital infrastructure.

To provide one example, the Middle Arm Sustainable Development Precinct was announced in 2022, supported by a substantial Commonwealth equity commitment to deliver common-user infrastructure intended to enable critical minerals processing, low-emissions industry and improved energy security. Yet little development of the Middle Arm precinct is evident.

Clear timelines, regulatory certainty and committed delivery of enabling infrastructure is required to enable industry to confidently co-invest, limiting the potential to deliver policy objectives to support Australia's sovereign processing capability, energy security and northern economic development.

Northern Australia needs a modern freight rail, intermodal hubs, barge landings, ports and all-weather roads to participate at scale in delivering secure geostrategic supply chains as well as South-East Asian food, energy and materials markets.

### **Defence logistics infrastructure: a platform for national security, private and community investment**

The 2024 National Defence Strategy<sup>2</sup> adopts a defensive posture based on credible force to deny entry. However, without the necessary supporting infrastructure, logistics and supply capability the 2024 Strategy will not deliver this objective.

The same infrastructure fundamental to Australia's defence strategy is needed to deliver the logistics efficiency fundamental to unlocking mining, processing, agriculture, biofuels and food production. It is also fundamental to the economic viability and livability of communities. Infrastructure must provide the platform for efficient and resilient logistics to move fuel, equipment, supplies, product, materials and people at a price that is competitive and sustainable for communities and businesses.

Achieving this requires a perspective that recognises the fundamental role of logistics in remote and regional areas delivered by efficient and economically viable infrastructure. Energy, water, air, road and rail transport and ports are common critical parts of logistics needed for defence, trade, input and export supply chains to and from any community, defence, mining, agriculture and industrial complex.

### **Supporting the development of export industries**

Northern Australia is constrained by the lack of crucial infrastructure. The projects that have emerged are located within an economically viable distance from existing infrastructure. This is usually because the development of a mining or agricultural activity requires logistics infrastructure to operate but cannot proceed where the cost of building infrastructure makes the project unviable to investors.

This problem is compounded where a mineral deposit would require significant infrastructure investment to support commercial development. Building a multi-user infrastructure backbone to service national and strategic logistics needs (including defence, community, economic development) provides a basis to crowd in private investment in communities, energy mining and agriculture projects accessing infrastructure on a user pays basis.

Importantly, delivering infrastructure across the northern arc of Australia enables key economic, security and community connectivity that integrates national capability and resilience.

For example, it would enable the movement of people, materials and goods across the northern arc to access processing, manufacturing and export by rail west-east across Australia from the Kimberley to Alice Springs or Tennant Creek, Mount Isa and Townsville as well as north-south from Darwin, through Tennant Creek and Alice Springs to Adelaide in the south, and from Adelaide to Kalgoorlie and Kwinana in the south-west.

Minerals processing such as Mt Isa and Port Pirie would get access to a broader source of feedstock, with operations at capacity helping to reduce costs. Processing byproducts, including acids, would also be available to other minerals processing facilities, including rare earth elements leaching at Nolans Bore (Alice Springs) and Kalgoorlie.

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<sup>2</sup> Defence; [National Defence Strategy and Integrated Investment Program](#); Australian Government 2024

Connectivity and improved logistics to ports enables a more sophisticated export-focused industrial framework. Connecting primary production (minerals, energy and agriculture) through processing to export through ports servicing our trading partners in South East Asia and around the world.

## An integrated network of multi-use defence & civil infrastructure across Northern Australia

	Existing rail
	Proposal new rail
	Existing road (upgrade needed)
	Existing road (unsealed)
	Proposed airport upgrade
	Proposed port upgrade
	Existing port

Ref	Component
A	Townsville to Mt Isa rail upgrade
B	New rail: Mt Isa to Alice Springs or Tennant Creek
B1	Intermodal and industrial complex Tennant Creek, Alice Springs, Mt Isa and Katherine
C	New rail: Alice Springs or Tennant Creek to Halls Creek
D	Townsville port expansion
E	Kimberley port facilities
F	Tanami road (sealing ~800km)
E-G-E	GNH road and bridge upgrades
G	Regional airport upgrades
H	Onslow to Fremantle freight rail link



## Summary of infrastructure component and cost estimates

Ref	Component	Scope Summary	Indicative estimate (P50)
A	Townsville to Mt Isa rail upgrade	Upgrade existing 1000 km line for flood resilience and capacity. Construct new 8.3 km Townsville Eastern Access Rail Corridor link to port.	\$1.5b
B	New rail: Mt Isa to Alice Springs or Tennant Creek	New ~650km greenfield standard gauge line connecting eastern network to central Australia line, enabling intersecting east-west and north-south access for defence as well as minerals processing (supporting Mt Isa, Alice Springs/Tennant Creek, Townsville, Adelaide, Kwinana and Kalgoorlie, enabling broader logistics efficiency. Also enables acids and other byproducts of processing to be used as inputs to other processing and manufacturing).	\$3.0b
B1	Intermodal complex Tennant Creek, Alice Springs, Mt Isa & Katherine	Intermodal and regional logistics hubs to support efficient defence logistics and personnel movement. Also supports goods transport, minerals processing and manufacture. And fundamental to logistics supply chains including for fuel, food, people and personnel, input material supplies and other goods and services.	\$1.44b
C	New rail: Tennant Creek or Alice Springs to Halls Creek	New greenfield standard gauge line connecting central line to the Kimberley region. This will be critical for north-south-east-west defence logistics capability. Also opens the mineral and agricultural economic opportunities in the Kimberley and Arunta.	\$17.42b 1,000km
D	Port of Townsville expansion	New outer harbour, 6 new berths, channel widening and supporting infrastructure for defence and economic activity.  Logistics capability into Townsville will be central to any Pacific theatre defence and trade capability. Exports and imports will increase substantially once the E-W-N-S transport corridors unlock economic opportunities.	\$1.64b
E	Kimberley Port Facilities	Leverage new \$200m private Kimberley Marine Support Base at Broome and upgrade Wyndham Port facilities. Important defence and economic ports, particularly with the economic development provided by supporting infrastructure.	\$0.2b
F	Tanami Rd Greater Northern Highway upgrades	Seal remaining Tanami sections (~830 km) enabling logistics for mining and agriculture, local community and defence, increasing safety and decreasing freight costs. Ongoing widening and bridge upgrades to Great Northern Highway.  Both are central to strategic defence, community and economic objectives, providing all weather heavy (rail and road) transport connecting Broome, Wyndham, Darwin, Townsville, Adelaide and Bunbury for minerals, materials agricultural and food processing, including at Alice Springs, Tennant Creek, Mt Isa, Townsville, Adelaide, Kwinana and Kalgoorlie.	\$1.2b \$1.3b
G	Regional Airport Upgrades	Upgrade Kununurra and Halls Creek runways (length/strength), aprons, fuel and ordnance facilities for military use. Bases harden Kimberley coast and naval capability. Also provide logistics capability for people, perishables and communities.	\$0.5b
H	Onslow to Fremantle freight rail link	Standard-gauge, heavy-haul freight railway connecting Onslow to the Fremantle Port precinct in Western Australia. Bridging the Pilbara gap will be central to a Gascoyne-based defence position.	\$15.8b
	<b>TOTAL (estimated)</b>	<b>Comprehensive East-West Corridor and Pilbara to Fremantle corridor</b>	<b>~\$44b</b>

- The Darwin–Adelaide rail line is not currently connected to an East-West rail corridor to allow strategic movement of goods and people across the northern arc and between north and south. There is no redundancy in the event that the Adelaide to Perth rail line or the Tanami road become inoperable
- Emerging processing and manufacturing zones in Darwin, Katherine, Tennant Creek and Alice Springs and Olympic Dam are not connected to processing at Mt Isa or the potential feedstock across the northern arc limiting the opportunity for scale and scope economies and the potential for complementary use of inputs and outputs such as acids and other by-products
- A Halls Creek–Townsville rail corridor crossing the Darwin to Adelaide corridor would enable feedstock from emerging mining regions across the northern arc to supply the Mt Isa smelter and create a trans-continental economic spine essential to logistics supply chains for defence, communities, minerals and food processing and exports
- The existing east-west freight rail corridor from Adelaide to Perth is a strategic and logistical weak-point. A failure in the line halts all east-west bulk goods transfer by rail. This occurred as recently as January 2026, highlighting a strategic defence and economic vulnerability in the absence of capability redundancy.

Infrastructure configured to enable multi-user access on a usage charge encourages community and business investment crowd-in. This takes the infrastructure capital cost off a project balance sheet, replacing it with an operating cost and reducing the hurdle for project FID. It also unlocks economies of scale unavailable to projects and communities who cannot use the full capacity of large-scale infrastructure such as rail and energy.

Public funded infrastructure such as airfield and port upgrades such as Townsville port developments such as Wyndham and associated/adjacent joint civil/military supply bases and industrial areas, roads and rail infrastructure of strategic importance can also help crowd in private investment in communities, businesses such as mining and agriculture and associated service industries.

To ensure that there is a seamless and efficient process for approval of projects – whether defence, community mining, minerals processing, agriculture or other – it is crucial that government approvals are coordinated across various jurisdictions, including QLD, NT, WA, and the Commonwealth. This coordination will help align timelines and approval conditions to the greatest extent possible, facilitating efficient operations and minimising potential delays.

Expedited Indigenous initiatives including a greater focus on Aboriginal and Torres Strait Islander employment, micro business contracts, education and training in the East Kimberley with joint military/civil programs engaging and capacity building of the local area workforce and community.

Using exploration sites and military locations to prove up renewable energy technologies partly supported by government subsidies and concessions can also provide support for regional and remote projects.

### **Empowering and upskilling local First Nations people**

Northern Australia's success in capitalising on emerging industries depends on access to a highly skilled workforce supported by quality, responsive training pathways that ensure the right skills are available at the right time to sustain safe, productive and competitive operations.

For industry, addressing this requires two things at once: a deeper local talent pipeline, and a regulatory environment that enables timely, proportionate decision-making. Expanding participation of Aboriginal and Torres Strait Islander people into technical, para-professional and geoscience roles is essential. These are communities with strong representation in operational roles, deep knowledge of Country and a demonstrated commitment to long-term engagement.

When training is culturally safe, aligned with real project needs including the skills required for baseline studies, monitoring, environmental management and early-stage approvals, participation and retention rise significantly.

This is an essential workforce response to the structural STEM decline constraining the pace and certainty of development across the north.

Northern Australia also needs more Aboriginal and Torres Strait Islander people in senior, strategic and leadership roles.

Local leadership capability improves decision-making, strengthens relationships with Traditional Owners, and supports the delivery of culturally informed assessments that help streamline engagement and reduce project risk. Industry and other sectors are already backing innovative, culturally grounded leadership development models that align organisational capability with the strengths of Aboriginal and Torres Strait Islander leaders.

To enable Northern Australia's competitive position, governments and industry must work together to build workforce capability and to ensure the regulatory environment supports timely decisions and efficient project delivery.

Flexible and modular training suited to remote contexts, strengthened regional RTO and higher-education capability. Streamlined accreditation for job-relevant qualifications are also essential. Equally important is regulatory certainty: proportionate environmental and cultural heritage requirements, predictable timeframes for assessments, and approval processes that do not inadvertently restrict employer-led, culturally informed training and workforce models that have proven effective in remote operations.

To secure the workforce required for Northern Australia's project pipeline and to maintain the investment confidence that underpins regional economies, governments across the northern arc (Federal, WA, NT and Qld) should partner with industry to establish targeted, place-based workforce pathways for Aboriginal and Torres Strait Islander people into technical, geoscience and leadership roles, supported by regulatory settings that provide clarity, proportionality and timely decision-making.

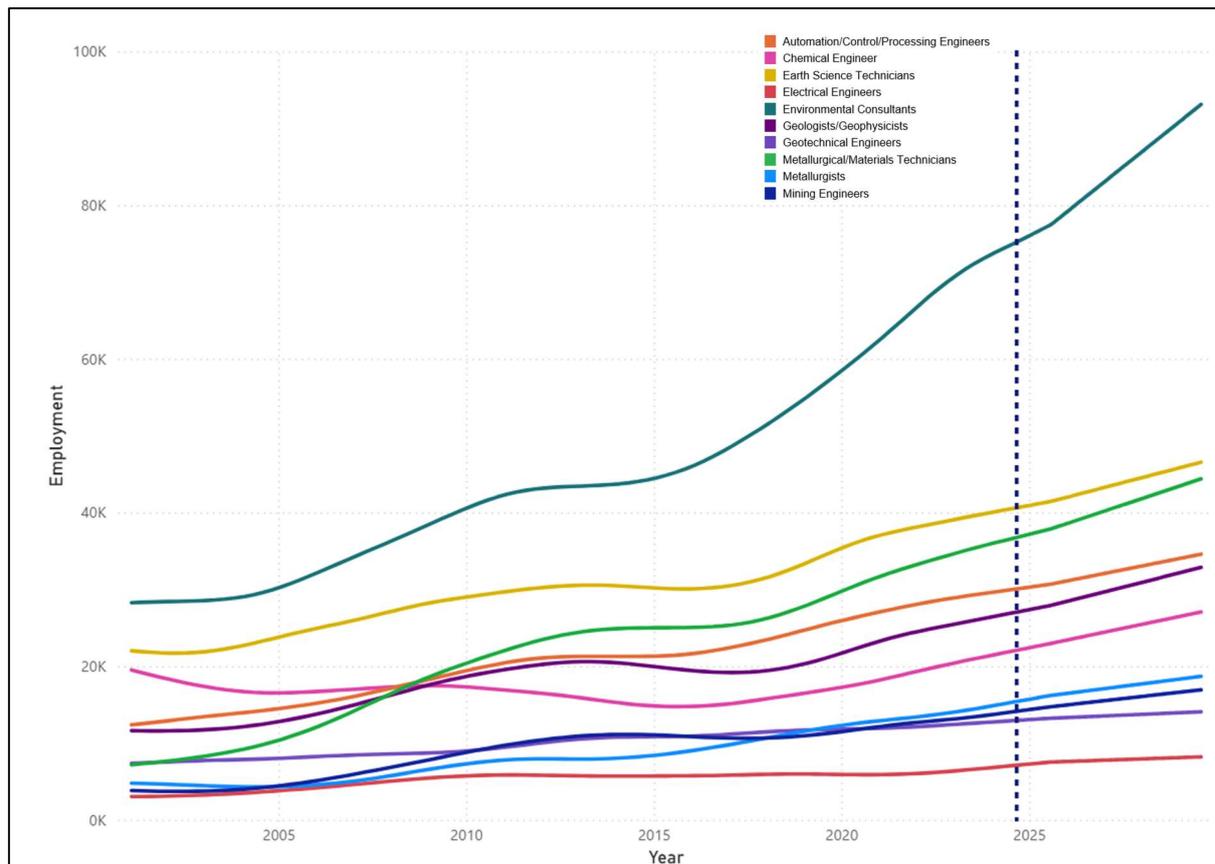
Workforce development and regulatory certainty are not separate issues: they are mutually reinforcing. A skilled local workforce strengthens the quality and pace of project assessments, while regulatory confidence ensures companies can invest in training and employment pathways with certainty. Together, they create the conditions necessary to convert geological potential into operating mines.

### **Training, attracting and retaining a skilled workforce**

The minerals industry is currently facing a significant talent shortage, more pronounced across Northern Australia where geographic isolation, liveability constraints and limited access to education and training pathways compound workforce attraction and retention challenges.

While specific projections for Northern Australia are not available, the national data provides a strong indication of what the region can expect. Shortages are most likely to arise in high-growth occupations.

**Table 1: Employment trend by occupation (including predictions from 2024-Sep)**



**Source: 2025, La Trobe University Minerals Industry Workforce Profile Dashboard**

Nationally, the top ten occupations include Geotechnical Engineers, Earth Science Technicians, Electrical Engineers, Metallurgists, Metallurgical/Materials Technicians, Mining Engineers, Chemical Engineers, Environmental Consultants, Automation/Control/Processing Engineers, and Geologists/Geophysicists. Growth greater than 20 per cent is projected for six out of the ten top occupations between 2024 and 2029.

Given the concentration of mining activity in the north, it is reasonable to infer that these shortages will be even more pronounced across Northern Australia.

The region’s remoteness will further amplify these pressures. Attracting and retaining highly specialised technical skills in remote locations is already challenging, and the scarcity of these occupations nationally means competition for talent will intensify. As a result, many of these roles are likely to be serviced through FIFO arrangements, driven both by the limited local supply of skills and the practical realities of operating in remote areas, including housing shortages and costs.

This challenge is particularly significant. In 2024, Queensland, Western Australia and the Northern Territory together accounted for almost 72 per cent of Australia’s minerals industry workforce.<sup>3</sup> The national shortages, combined with the geographic distribution of the sector, strongly suggest that Northern Australia will face acute and persistent demand for these critical occupations.

Through its Northern Territory Division, the MCA has identified a series of in-demand occupations best delivered by a locally based workforce. These roles include geoscientists, environmental and heritage professionals, ESG and social impact roles, mine closure and rehabilitation specialists, as

<sup>3</sup> Australian Bureau of Statistics, 6291.0.55.001 [Labour Force, Australia, Detailed](#), Table 05. Employed persons by State, Territory and Industry division of main job (ANZSIC), 18 December 2025.

well as mechanical and electrical trades. The roles are also included in the Australian Government's Skills in Demand Visa lists, demonstrating the critical shortages across Australia.

Addressing these needs requires close collaboration with local education and training providers to ensure vocational and higher education and training pathways are aligned, accessible and capable of supporting long-term workforce development in the north.

Recent investments in vocational education including the establishment of Charles Darwin University TAFE in 2023 and increased apprenticeship uptake represent important progress. However, there are still too few apprentices to meet current and projected demand.

Additionally, limited locally delivered university offerings continue to drive skills leakage as students travel interstate to study and do not return. In this context, strengthening place-based education pathways to retain talent and build a sustainable regional workforce that will meet the needs of employers requires investment in new tertiary courses and/or additional courses or micro credentials to enhance existing offerings.

Employing Australians will always be the first priority of the minerals industry. At the same time, skilled migration remains essential to filling critical and hard-to-fill roles where local supply cannot meet demand.

In a recent submission to the Joint Standing Committee on Migration, the MCA recommended restoring more responsive, regionally focused migration settings. This includes aligning intake with verified industry needs, fast-tracking permanent residency pathways, and reducing processing and credential recognition delays.

These measures, alongside improvements in housing and broader liveability, are critical to stabilising regional workforces and giving industry the confidence to co-invest as emerging industries scale up across Northern Australia.

### **The security, economic and social benefits of positioning Northern Australia to support South-East Asian economic and population growth**

Building integrated supply chains across the northern arc of Australia and between Northern Australia and South-East Asia will deliver transformational benefits.

#### **Defence and national security benefits**

Build national security and defence related multi-user infrastructure essential to logistics supply chains. This infrastructure will crowd-in private investment across the north by enabling the economic basis for business development and community growth investment and the development of the northern arc, including:

- Timely mobilisation of personnel, equipment and fuels to sustain operations in Northern Australia
- Resilient supply chains that can support allied operations and regional stability
- Reduced strategic vulnerability through diversified national logistics infrastructure
- Closer alignment between defence basing, industrial capacity and regional partnerships.

One overseas collaborative national security and minerals industry model that could be adapted for Australia is Canada's Arctic 360. This policy is focussed on better infrastructure to support economic growth by connecting the region to global markets, backing new technologies for the critical minerals economy and seizing the potential of the region as 'central to Canada's well-being, potential economic prosperity, and domestic security'.

#### **National economic benefits**

The same multi-user infrastructure, built to a capacity required to support defence operations, can crowd-in private investment capital and provide the basis for community and private sector logistics supply chains. It would:

- Unlock private investment in mining and processing mineral resources (including critical minerals) across northern Australia through cost-competitive access to multi-user infrastructure capacity, including to support road and rail logistics and access to capacity in existing private operations such as the Mt Isa smelting and processing hub and its by-products such as sulfuric acid
- Enable downstream processing of critical minerals, boost sovereign capability and the development of defence related processing and manufacturing
- Allow Australia to respond competitively to global decarbonisation, including through green metals and energy exports
- Scale up agricultural output by bringing 16 million hectares of viable land into high-value production and enabling year-round market access.

### Local community benefits

The minerals industry continues to deliver substantial social and economic benefits across regional and remote northern Australia.

For example, in the Northern Territory alone, 2023–24 data shows mining generated more than \$430 million in royalties, stamp duty, payroll tax and land tax, almost one-third of the Territory's own-source revenue. Further, Northern Territory mining invested almost \$6 million in more than 110 community groups and locally designed initiatives. Beyond these direct contributions, mining injected \$1.39 billion in direct spending into the NT economy and spent \$3 billion on purchases of goods and services with approximately 770 local businesses, demonstrating how large-scale industry underpins community wellbeing and regional resilience.<sup>4</sup>

In the Kimberley and Pilbara regions of Western Australia, resources sector total direct spend by area (2023-24) was \$205 million total direct spend (4% of local economic activity) and \$3.6 billion total direct spend (14% of local economic activity).<sup>5</sup>

Total economic contribution across north Queensland by area in 2024-25 was:<sup>6</sup>

- Northwest Queensland \$1.8 billion gross regional product, 29% of Northwest QLD's total GRP (Burke, Carpentaria, Cloncurry, Flinders, McKinlay, Mount Isa, Richmond LGAs)
- Northern Queensland \$1.4 billion gross regional product, 7% of Northern QLD's total GRP (Burdekin, Charters Towers, Townsville LGAs)
- Far North Queensland \$1.2 billion gross regional product, 3% of Far North QLD's total GRP (Cairns, Cassowary Coast, Mareeba, Napranum, Tablelands, Weipa LGAs)

Growing and diversifying this contribution relies on the successful development of mining, minerals processing, agriculture, defence and other industries and the generation of social and economic wellbeing in the communities connected by logistics supply chains across Australia's northern arc.

However, these benefits are not guaranteed. Settings within the *Future Made in Australia Act 2024 (Cth)* risk weakening the core principle that community benefits must grow alongside investment. The Act presumes that regional and Indigenous businesses already operate like Tier One companies.

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<sup>4</sup> Lawrence Consulting, [Northern Territory Minerals Sector Economic Contribution Study 2023/24](#), May 2025, prepared for the Minerals Council of Australia – Northern Territory Division, p. 3.

<sup>5</sup> CMEWA, Economic Contributions Factsheets, 2023-24, accessed January 2026.

<sup>6</sup> QRC, Contributions by Locations, 2024-25, accessed January 2026.

While government investment across the northern arc is welcome, failing to support models that build up regional and Indigenous business capability entrenches barriers and limits the potential for community-led economic development. With the right enabling conditions of fit-for-purpose infrastructure, workforce capability and regulatory certainty, emerging industries have the potential to significantly expand and amplify these benefits across northern Australia including through:

- Improved access to goods, essential services and food into regional and remote communities via upgraded transport corridors
- Greater opportunities for Indigenous-led economic sustainability through workforce participation and equity partnerships
- Expanded services, education and training capacity that grow regional populations and reinvests to stabilise the local labour market
- Increased opportunities for diversified economic investment in local businesses, tourism and community infrastructure that support new export and logistics hubs.