



Regional
Development
Australia

LOGAN & REDLANDS INC



An Australian Government Initiative

...for a stronger region



ANNUAL BUSINESS PLAN SUMMARY 2019 - 2020

Regional Development Australia Logan & Redlands Incorporated

ABN: 54 726 472 231

www.rdaloganandredlands.org.au

PO Box 775
Springwood QLD 4127

Original release : July 2019

Table of Contents

Introduction	2
Strategic Context and Regional Priorities	4
Annual Work Plan	11
Engaging stakeholders	16

Introduction

The Logan and Redlands Region is a great place to work, live and play. It is ideally located between Brisbane to the north, Ipswich and the Scenic Rim to the west and the Gold Coast to the south. Its infrastructure corridors provide access to the Port of Brisbane and the Toowoomba, Brisbane and Gold Coast international and domestic airports.

However, while the Region's infrastructure corridors are currently adequate, they are under constant and growing pressure.

The planned Inland Rail, possible 2032 Olympics bid, Visitor Economy 2031 strategy and implementation of the National Disability Insurance Scheme provide opportunities to better leverage the Region's aspiration to be the centre of economic growth and employment opportunities in Australia.

The Region has a uniquely diverse community of cultures. It is a dynamic Region steeped in culture and heritage. The Logan and Redlands Region features high-density city living, industrial precincts, villages, islands, rainforest, rural hinterland, farmland, beaches, bays, creeks and freshwater lakes as well as iconic flora and fauna.

It has substantial economic capacity in the areas of Health Care and Social Assistance; Advanced Manufacturing; Infrastructure; Transport, Logistics and Warehousing; Education and Training; Professional Services; Tourism; and Research. The opportunity exists to translate this capacity into sustainable economic growth.

Regional Development Australia Logan & Redlands Incorporated (the RDA) Committee's initial focus for 2018 to 2019 was to ensure a highly effective Committee operating at best practice in the areas of governance, planning and market penetration. This has been achieved and sets the foundation for the year ahead.

The RDA Committee is:

<u>Committee Member</u>	<u>Committee Position</u>
The Hon. Gary Hardgrave	Chair
Kim Kerwin	Deputy Chair
Dr Douglas Hunt	Secretary
Chiou See Anderson	Treasurer
Ross Elliott	Committee Member
Patrick Forbes	Committee Member
Anne Livingstone	Committee Member
John O'Brien AM	Committee Member
John Perry OAM	Committee Member
David Radich	Committee Member

The RDA plan for 2019 to 2020 offers up the following 5 strategic priorities for the upcoming year:

1. Provide leadership in establishing the Logan and Redlands Region as the centre of economic growth and employment opportunities in Australia through public leadership capitalising on the Region's economic capacity, location and attributes.

2. Integrate individual impacts of key national, provincial and local strategic planning on the Logan and Redlands Region with particular focus on a potential Olympic 2032 bid, Inland Rail, Infrastructure (including public transport) and Digital Connectivity and the National Disability Insurance Scheme.
3. Assert economic opportunities in the key industries of Health Care and Social Assistance; Advanced Manufacturing; Infrastructure; Transport, Logistics and Warehousing; Education and Training; Tourism; and Research.
4. Utilise Committee advocacy capacity to represent the interests of the Logan and Redlands Region particularly in the area of connectivity as it relates to transport infrastructure and communications (National Broadband Network).
5. Grow awareness of trade opportunities as a basis for greater regional growth as an international trade centre.

Strategic Context and Regional Priorities

The overarching context for the work of the RDA is the Charter for Regional Development Australia which focuses on growing strong and confident regional economies that harness their competitive advantages and drive economic growth. It notes that:

Working in close partnership with fellow RDA Committees, all levels of government, and the private sector, RDA Committees will:

1. Collaborate with relevant stakeholders to identify economic opportunities and leverage private and public sector investment to the regions;
2. Connect regional businesses, councils and industry sectors with international trade partners, financial markets and potential investors;
3. Promote and disseminate information on Australian Government policies and grant programs to state and local governments and industry, business and community sectors;
4. Support community stakeholders to develop project proposals to access funding;
5. Develop and maintain positive working relationships with the local government bodies in their regions;
6. Facilitate public and private sector decentralisation;
7. Assist in the delivery of Australian Government programs, where relevant and where requested by the Minister;
8. Engage with regional entrepreneurs and emerging business leaders to explore new opportunities to grow local jobs in their regions;
9. Provide information on their region's activities and competitive advantages to all levels of government, industry, business and community sectors; and
10. Provide evidence-based advice to the Australian Government on critical regional development issues positively and negatively affecting their regions.

At the Commonwealth level, a period of stability is expected to follow the May 2019 Federal Election. At the State level, with the Queensland election next due to be held in October 2020, there is also expected to be relative stability over the period 2019 to 2020.

At the local government level, the next election is to be held in March 2020. Redland City Council will go to the election from a platform of stability while Logan City Council would, if appropriate, go to the election off the back of a dismissed Council and the appointment of an administrator in May 2019.

The RDA will be conscious of these issues but will focus its efforts on its core direction of “Working in close partnership with fellow RDA Committees, all levels of government, and the private sector. ”

In addition, the RDA Committee is now operating effectively with clarity on its responsibilities and activities and a knowledge of its key stakeholders.

Recently, a substantial volume of intended infrastructure commitment has been announced by the Commonwealth, State and Local levels of Government which has a major impact on the Logan and Redlands Region and surrounding areas.

In summary, the commitments are contained in:

- Infrastructure Australia’s “Infrastructure Priority List; Australian Infrastructure Plan; Project and Initiative Summaries” as regularly updated;
- The Queensland Government’s “State Infrastructure Plan; Part B: Program – 2018 update”; and
- The South East Queensland Council of Mayors and the Queensland Government’s “Transforming SEQ; The SEQ City Deal Proposition; February 2019”.

The purpose of the City Deal initiative complements the role of the RDA in that it is designed to bring together the three levels of government, the community and private enterprise to create place-based partnerships that align the planning, investment and governance necessary to accelerate growth and job creation, stimulate urban renewal and drive economic reforms.

An expansion of City Deals and implementation of Regional Deals would provide opportunities for driving economic development and investing in social capital for the Region.

The local Council priorities are contained in:

- Redland City Council’s “Redland City; Economic Development Framework; 2014 – 2041”; and
- Logan City Council’s “Economic Development Strategy; 2016–2021”.

The industry priorities for the local areas that comprise the Logan and Redlands Region include the following:

Priority Industry Areas	Logan ¹	Redlands ²
Education and Training	✓	✓
Health and Medical Health Care and Social Assistance	✓	✓
Financial Services Agricultural Technology High Value-Add services	✓ ✓	✓
Advanced manufacturing Manufacturing	✓	✓
Property and Construction Construction	✓	✓
Tourism Tourism (Accommodation and Food Services)	✓	✓
Transport and Logistics	✓	

A \$1.2b deal to secure the infrastructure needs of two priority development areas over the next 45 years has been made between the Queensland government, Logan City Council and nine property developers. The deal will ensure necessary funding towards local roads, water and sewerage facilities for the two development areas of Yarrabilba and Greater Flagstone. The nine developers are Lendlease, Villa World, Mirvac, Peet, Pioneer-Fortune, Celestino, Pacific International, New Beith and Gittins.

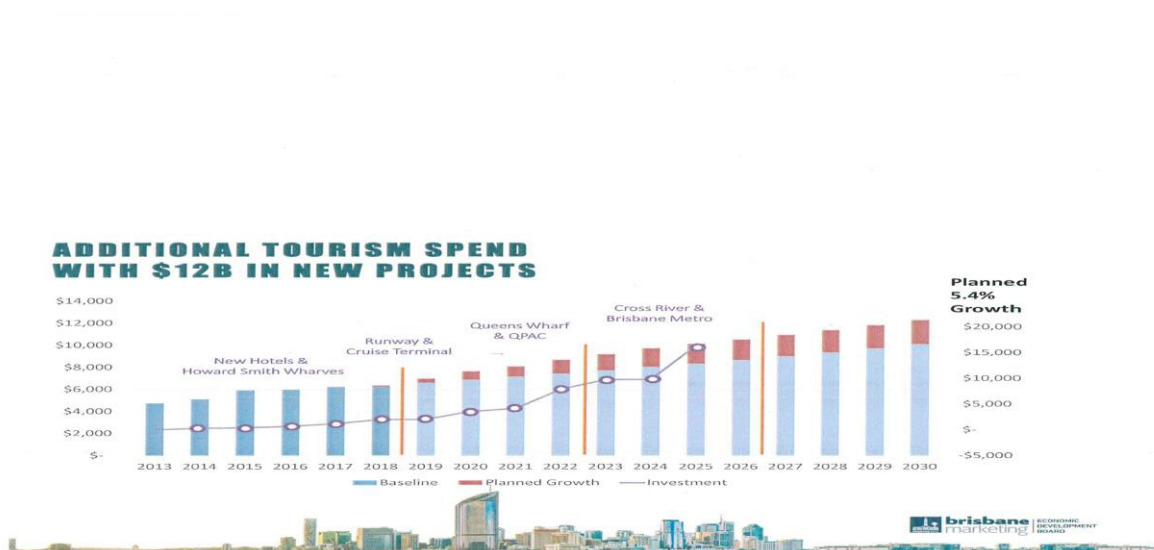
¹ Logan City Economic Development Strategy 2016 – 2021.

² Redland City Economic Development Framework 2014 – 2041.

Additional context setting activities and proposed directions are included in the following:

- North Stradbroke Island (Minjerrabah) Economic Transition Strategy ;
- Commonwealth Department of Jobs and Small Business' 2018 employment projections : Employment Outlook to May 2023; and
- Parliament of the Commonwealth of Australia; Austrade's role in attracting investment in Australia; Joint Standing Committee on Trade and Investment Growth .

Sitting alongside these initiatives is the Visitor Economy 2031 strategy which projects a potential increase in the tourism related spend of \$12b in South East Queensland under the scenario contained in the following diagram:



For the Visitor Economy 2031 strategy, the following sets out the key tipping points and their challenges:

1. An accessible and connected region

Key challenges

- Lack of dispersal of visitors across the Brisbane Region.
- Ensuring the region has the transport infrastructure and event venues required to deliver the major events program (including a 2032 Olympic Games bid).
- Unlock the potential of Hinterland and the Bay & Islands.
- Maximising expenditure from the growing cruise industry.
- Lack of integrated transport and experience ticketing as in other destinations (e.g. OysterCard).

Priority projects

- ✓ Supporting a successful SEQ City Deal investing in intra-regional transport and venue upgrades (including digital infrastructure).
- ✓ Additional funding for route development, building on the success of Connecting with Asia.
- ✓ Investment in marine infrastructure to transport visitors around Brisbane to the Bay and island communities including fuel, sullage and overnight berths.
- ✓ A seamless ticketing experience for visitors using public transport and accessing attractions.
- ✓ Incorporate new experience options into cruise itineraries, including on-river experiences.

2. A smart and prosperous region

Key challenges

- Skills and staff shortages due to lower appeal of the industry for careers.
- Tourism not widely seen as an attractive career option.
- Service levels across tourism and hospitality experiences vary considerably.
- Data collection not standardised across and the lack of resources and systems to generate and gather statistics at a local level in an accurate and timely manner.

Priority projects

- ✓ Work with education and training providers to ensure the region offers the right mix of research, education and training.
- ✓ Establish stronger links between industry with education and research institutions through a Visitor Economy Think Tank to support entrepreneurs.
- ✓ Quality Assured standardised data system that is available to every operator (similar to ATDW) to gather data and share visitor trends, at a Local Area level.
- ✓ Extend the reach and frequency of our connections with global education providers and research and development facilities to position the region as a regional talent pool.
- ✓ A program to support take-up of renewables to support the State target of 50% by 2030.

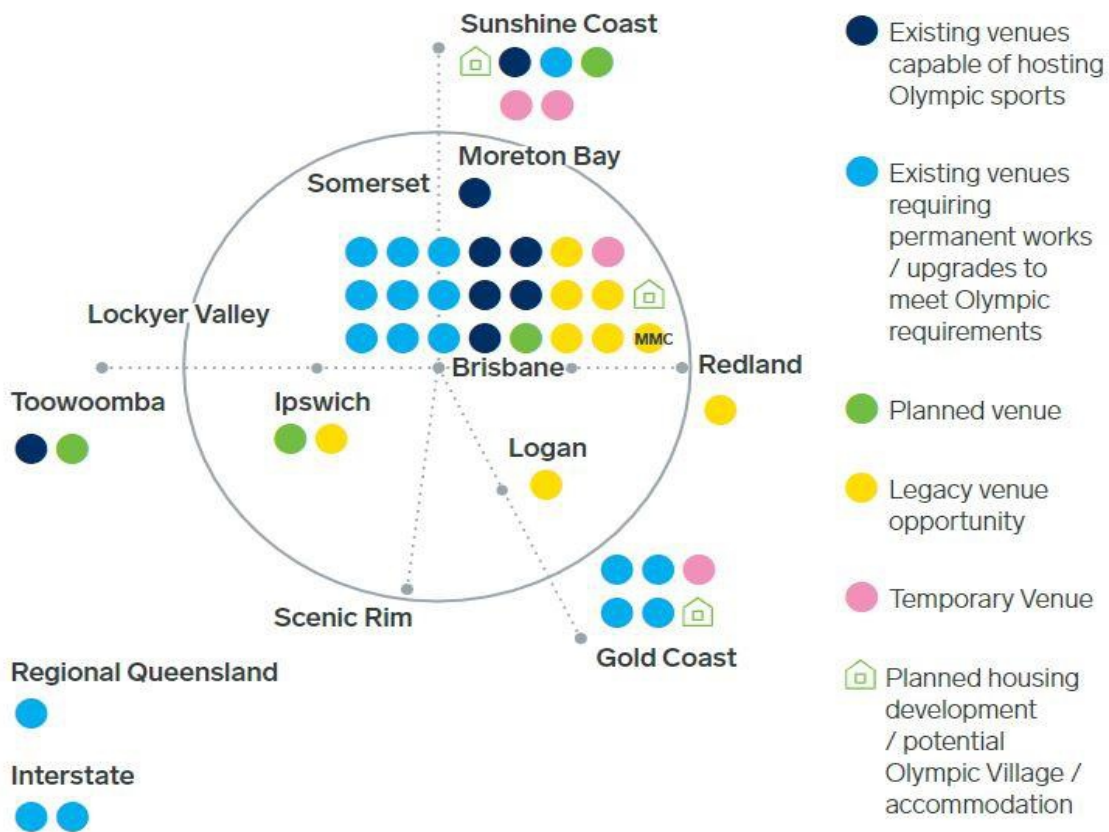
In addition, a recent Tourism Research Australia report notes Queensland tourism operators could boost income by almost \$500m per year by improving services for holiday makers with disabilities including those travelling with carers.

The most recent overlay relates to the 2032 Olympic Games. Following speculation, a feasibility study was commissioned by the South East Queensland Council of Mayors with the outcome due back by the end of the year.

However, the initial key areas identified as presenting challenges to any bid proceeding are encapsulated by the statement “South-east Queensland's bid to host the 2032 Olympics could fail without billions of dollars invested in roads and infrastructure.”

This infrastructure relates to accessible and readily available public transport, improved and better connected roads including more adaptive planning such as tunnels, connectivity, venues, accommodation and media facilities. For the Logan and Redlands Region, the following diagram of possible Olympic venue locations reinforces the inadequacy of planning to date which focuses on north/south traffic almost to the exclusion of east/west traffic (Redlands, Logan, Ipswich and Toowoomba).

Figure 2: Indicative Master Plan



The RACQ has stated:

- The current network would struggle to cope with population growth, let alone the influx of prospective Olympic visitors.
- The Olympics in 2032 gives a focus and a lightning rod to something we should be doing anyway.
- Future public transport upgrades like Cross River Rail and the Brisbane Metro are a necessity.
- So too is new road projects in the Brisbane area, upgrades of significant regional road corridors, light rail on the Sunshine Coast and the extension of the light rail on the Gold Coast.
- Furthermore, faster bus routes are needed through to Toowoomba, and faster rail links to Ipswich, the Sunshine Coast and Gold Coast.

The same broad issues of infrastructure and connectivity are impacting the implementation of the National Disability Insurance Scheme (NDIS) which is a key initiative for the Commonwealth Government.

The effective roll out of the NDIS is critical for the Logan and Redlands Region (NOTE : in the NDIS environment, the Beenleigh Region is the descriptor for the Redlands/Logan area). It is the region requiring Queensland’s largest proportional workforce increase to meet anticipated demand, with the current workforce at less than 40 per cent of the required NDIS workforce:

Current and estimated demand participants #					Cost \$m				Workforce			
Location	Current	Full Scheme	Growth #	Growth %	Current	Full Scheme	Growth #	Growth %	Current	Full Scheme	Growth #	Growth %
Beenleigh	4,300	9,900	5,600	130	150	470	320	213	1,110 - 1,350	3,200 – 3,900	2,100 - 2,550	188

The implementation of the NDIS if managed appropriately provides an opportunity to grow local employment and enterprises (sole trader and small business) with characteristics similar to the participant market (Indigenous; Culturally and Linguistically Diverse; People with a disability able to provide services; remote locations; and thin markets).

People with a disability will be better supported (economically, environmentally and socially). They will have improved opportunities, the realisation of which will be a personal decision including entering or increasing participation in the workforce.

In either case demand for supports from the wide range of equipment and technology available will grow. Equipment may be mass produced such as handrails or bathroom chairs, or they can be tailored specifically for an individual’s needs, such as a prosthesis. Technology can also be used to make suitable modifications to devices and appliances such as vehicles and beds. Technology is constantly updated and improved.

The Region has declining but not yet dead manufacturing capacity and an innovation culture to retool. Increased demand for supports offer an opportunity for local production to meet need rather than relying on “importing”.

However, the realisation of improved opportunities will be impeded unless transport functionality is addressed within and across the Region (current planned projects are designed for in/out Brisbane CBD traffic) including transport corridors for people and goods and practical access to public transport.

Globally over a billion people are estimated to live with some form of disability. This corresponds to about 15% of the world's population. Furthermore, the rates of disability are increasing in part due to ageing populations and an increase in chronic health conditions.

Effective capacity to transport goods within the Region and to external markets is paramount. The international growth in disability will be accompanied by a growth in demand for supports. The generation within the Logan and Redlands Region of an international centre of excellence for disability supports building on a reinvigorated advanced manufacturing precinct, the Redlands and Meadowbrook health precincts and the Logan Campus of Griffith University with its strong focus on community health is an opportunity for export development.

Along the Logan Motorway is an extensive transport, warehousing and logistics corridor. This corridor is within 1 hour of 3 airports with international capacity and 1 hour of the Brisbane port.

The overarching issues that arise in the above discussion of context as requiring attention are:

- Infrastructure (including public transport) having equal attention on the need for east/west mobility which will be essential for any Olympic bid, meeting the needs of people within the Region to pursue their professional and social lives, grow industry, open up lifestyle and employment opportunities and prepare for a more rational end of line location for the Inland Rail in Queensland.
- The priority implementation of the National Disability Insurance Scheme (NDIS) noting the expectations of the participants will be better met by improved employment opportunities and lifestyles based on improved economic circumstances, mobility, connectivity and accessible and available transport.
- The rollout of the National Broadband Network without which the economic growth benefits to the Southern Moreton Bay Islands and Minjerribah (North Stradbroke Island) will not be realised.

Annual Work Plan

Building on the context discussed in the previous section of the plan, the Annual Work Plan provides 3 themes for action.

The first theme relates to “Collaborative activities”.

The underpinning cross region collaboration within the above context setting was summarised as:

- Infrastructure (including public transport) having equal attention on the need for east/west mobility which will be essential for any Olympic bid, meeting the needs of people within the Region to pursue their professional and social lives, grow industry, open up lifestyle and employment opportunities and prepare for a more rational end of line location for the Inland Rail in Queensland.
- The priority implementation of the National Disability Insurance Scheme (NDIS) noting the expectations of the participants will be better met by improved employment opportunities and lifestyles based on improved economic circumstances, mobility, connectivity and accessible and available transport.
- The rollout of the National Broadband Network without which the economic growth benefits to the Southern Moreton Bay Islands and Minjerribah (North Stradbroke Island) will not be realised.

In taking this forward the RDA is commissioning the development of a map of the Logan and Redlands Region showing Local Government Area (LGA) boundaries (not limited to the Logan and Redland LGAs but extending into Brisbane, Gold Coast, Scenic Rim and Ipswich), terrain, roads, rail and transport corridors and population centres that can be manipulated to overlay emerging infrastructure priorities from the Commonwealth, State and Local Governments.

The source documents for these infrastructure priorities are referenced in the above context setting section. The map will allow a “helicopter” view of the Region layer by layer against each or any combination of priorities to determine which best serve the economic and social needs of the Region.

This will be particularly important in relation to any planning for an Olympics bid for the South East Queensland Region, for the end of line location for the Inland Rail point of termination (to which the RDA will seek to bring rational consideration through its membership of the Kagaru to Acacia Ridge and Bromelton (K2ARB) Community Consultative Committee) and in identifying impediments within existing plans (e.g., the need to service east to west mobility).

The remaining key collaborative activity is the possible City Deals initiative which complements the role of the RDA in that it is designed to bring together the three levels of government, the community and private enterprise to create place-based partnerships that align the planning, investment and governance necessary to accelerate growth and job creation, stimulate urban renewal and drive economic reforms.

The South East Queensland Council of Mayors and the Queensland Government’s “Transforming SEQ; The SEQ City Deal Proposition” (supported by the returned Federal Government during the 2019 election campaign) provides opportunities for collaborative work across regions but will be captured by and subject to the above discussed mapping activity.

This hoped for expansion of City Deals and implementation of Regional Deals would provide opportunities for driving economic development and investing in social capital for the broader region.

The second theme relates to “Strategic activities”.

While the analysis of the Region’s internal mobility and external access points is underway, interim measures for transport opportunities must be developed. The RDA is developing an approach to use existing subsidised but underutilised transport (e.g., community service vehicles; local club vehicles; other “people movement” assets) to:

- support the enhanced working and lifestyle choices of people with a disability expected to improve under the NDIS; and
- support apprentices to move around the region in the absence of existing available and relevant public transport (e.g., the \$1.2b deal funding local roads, water and sewerage facilities for the two development areas of Yarrabilba and Greater Flagstone will not be accessible by public transport to hopeful young apprentices learning at the Redlands campus of the Australian Industry Trade College at Cleveland).

The RDA is also planning for 2 events to be held in the Logan and Redlands Region in 2019 to 2020. The details of these 2 events are subject to development and will be settled early in 2019 to 2020. The three topics under consideration are:

- Domestic and International Trade.
- The business lifecycle.
- Innovation and its relevance to sustainable economic development.

The third theme relates to “Operational activities”.

The RDA has been approached about the growth of graduates from within the Region with qualifications such as Certificate III in Aviation – Remote Pilot Visual Line of Sight. The issue relates to the absence of a direct link between the qualification attained and occupational outcomes relating to drone usage. The RDA is working with the Queensland Department of State Development, Manufacturing, Infrastructure and Planning to identify market opportunities for graduates.

Other approaches are made to the RDA for assistance in developing business concepts etc. The RDA is keen to work with potential partners with a focus on sustainable economic development opportunities and supporting their transition from opportunity to operation. This includes the identification of “knock on” opportunities.

As a broad narrative the effective roll out of the National Disability Insurance Scheme (NDIS) is of itself critical for the Logan and Redlands Region. However, it also provides a platform for economic growth and provides an example of the partnering between economic growth and social investment.

As previously noted, the Logan and Redlands Region requires Queensland’s largest proportional workforce increase to meet anticipated demand, with the current workforce at less than 40 per cent of the required NDIS workforce.

Priority 1 : implement all necessary arrangements to reduce the gap in NDIS service capacity from the current level of 60% to zero within 3 years

Commonwealth, State and Territory governments committed to a national approach to supporting people with a disability to maximise their potential and participate as equal citizens in Australian society. All governments have committed to a unified, national approach to improving the lives of people with disability, their families and carers, and to providing leadership for a community-wide shift in attitudes.

This commitment provides an opportunity to grow local employment and enterprises (sole trader and small business) with characteristics similar to the participant market (Indigenous; Culturally and Linguistically Diverse; People with a disability able to provide services; remote locations; and thin markets).

Priority 2 : grow local employment and enterprises (sole trader and small business) with characteristics similar to the participant markets

People with a disability will be better supported (economically, environmentally and socially). They will have improved opportunities, the realisation of which will be a personal decision including entering or increasing participation in the workforce.

In either case demand for supports from the wide range of equipment and technology available will grow. Equipment may be mass produced such as handrails or bathroom chairs, or they can be tailored specifically for an individual's needs, such as a prosthesis. Technology can also be used to make suitable modifications to devices and appliances such as vehicles and beds. Technology is constantly updated and improved.

Priority 3 : analyse expected demand for supports by extrapolating data on NDIS participant by type of disability in the Logan and Redlands Region

The Region has declining but not yet dead manufacturing capacity and an innovation culture to retool. Increased demand for supports offer an opportunity for local production to meet need rather than relying on "importing".

Priority 4 : analyse manufacturing capacity in the Logan and Redlands Region and the capacity for retooling to meet emerging NDIS demand and the growth of the broader Health Care and Social Assistance Industry

Priority 5 : investigate accessing the Advancing Regional Innovation Program to grow the advanced manufacturing sector for the Health Care and Social Assistance Industry

However, the realisation of improved opportunities will be impeded unless transport functionality is addressed within and across the Region (current planned projects are designed for in/out Brisbane CBD traffic) including transport corridors for people and goods and practical access to public transport.

Priority 6 : analyse the Region's current transport infrastructure, overlay impacts of Commonwealth, State and Local planned infrastructure projects for the Region and reassess impact for the Region

Within this transport corridor analysis is the opportunity to redress deficiencies in existing infrastructure plans. For example, the Alexandra Hills TAFE and Australian Industry Trade College Redlands Campus would extend their reach in construction apprenticeships if apprentices had ready access to sites such as Flagstone in Logan.

Priority 7 : in parallel with the analysis of the Region's current transport infrastructure, put in place interim transport assistance for people with a disability and apprentices using underutilised subsidised transport including as identified in the recently completed Vehicle Asset Share Study.

Globally over a billion people are estimated to live with some form of disability. This corresponds to about 15% of the world's population. Furthermore, the rates of disability are increasing in part due to ageing populations and an increase in chronic health conditions.

Effective capacity to transport goods within the Region and to external markets is paramount. The international growth in disability will be accompanied by a growth in demand for supports. The generation within the Logan and Redlands Region of an international centre of excellence for disability supports building on a reinvigorated advanced manufacturing precinct, the Redlands and Meadowbrook health precincts and the Logan Campus of Griffith University with its strong focus on community health is an opportunity for export development.

The Logan Motorway provides a currently adequate transport, warehousing and logistics corridor. This corridor is within 1 hour of 3 airports with international capacity and 1 hour of the Brisbane port.

Priority 8 : establish an export hub within the Logan and Redlands Region to focus on capitalising on disability supports manufacturing and export particularly to the growth markets of Asia and Africa

Taking forward priorities 1 to 8 will develop the structure for advocating specific positions such as establishing channels to market. The Inland Rail being part of the market channel warrants its hub location being in close proximity to the Logan and Redlands Region.

Priority 9 : develop structured, evidence based advocacy for the Inland Rail terminal to be at Bromelton

Taking this broad narrative forward along with the previously discussed themes and their interlinkages warrants consideration of a more formal discussion with the Commonwealth under its whole of government ambition.

The Commonwealth Government's whole of government report includes the following summary:

The report has defined 'whole of government' in the Australian Public Service (APS) as:

Whole of government denotes public service agencies working across portfolio boundaries to achieve a shared goal and an integrated government response to particular issues. Approaches can be formal and informal. They can focus on policy development, program management and service delivery.

APS agencies should review their work in light of this definition to assess the potential impact of this report on their work.

The intention of the RDA is to seek through the Department of Infrastructure, Transport, Cities and Regional Development a forum of up to 6 Commonwealth Departments to address cross region collaboration. The relevant portfolio responsibilities are those that run across the preceding range of industries and environments to identify efficient and effective strategies to be jointly taken forward across the RDAs responsible for the South East Queensland region.

At the headline level these include:

- Infrastructure (including transport, roads, public transport and connectivity);
- The implementation of the NDIS;
- The growth of international trade; and
- Tourism.

The RDA, in partnership with key stakeholders, will be initiating a request for a review and cross jurisdictional reconciliation of the interpretation of “regional” and related definitions.

The inflexibility of interpretation and the lack of recognisable transparency that results in two areas within the same Local Government Area looking the same but having different regional definitions applied is a source of local frustration.

By way of example, within the Building Better Regions Fund, the following applies:

Descriptor	Applies Logan City?	Applies Redland City?
Major cities : excluded	✓	✓
Major cities : included	✓	✓
Inner regional	✓	✓
Outer regional	✓	✓
Remote	X	✓

The Building Better Regions Fund notes the following in its Frequently Asked Question :

Why are the regional boundaries set where they are?

- The boundaries were decided by Government and represent the regional focus of this program. You should check the BBRF mapping tool at maps.infrastructure.gov.au/BuildingBetterRegionsFund/ to confirm the eligibility of your proposed project location.

The recent Commonwealth Budget provides opportunities for further collegiate activity. The following budgeted administered programs have substantially changed:

- Building Better Regions Fund from 2018-19 of \$150m to 2019-2020 of \$308m;
- Community Development Grants from 2018-19 of \$264m to 2019-2020 of \$643m; and
- Regional Growth Fund from 2018-19 of \$5m to 2019-2020 of \$120m.

As funding rounds are announced, the RDA is intending to hold information sessions on the opportunities and process for applying.

Engaging stakeholders

At the heart of the activities of Regional Development Australia Logan & Redlands is working in close partnership with fellow RDA Committees, all levels of government, the private sector and the community.

Members of the RDA are responsible for supporting the RDA Committee to meet the requirements of the charter, deliver against the outcomes, reporting requirements and performance measures specified in the RDA Funding Agreement, and for the good operational and financial governance of the overall organisation. There are a number of criteria Members of the RDA were required to meet in being selected. Included are requirements each member:

- has a clear commitment to the region;
- has strong personal and business networks;
- understands and is able to articulate the opportunities facing the region;
- has spent substantial time in the region; and
- is a very active member of the community.

It is through engagement between the stakeholders from within the region and the RDA that the requirements (economic and social) can best be identified and understood.

The members of the RDA are listed on page 2 above. There is a short statement about each member on the Regional Development Australia Logan & Redlands website at:

www.rdaloganandredlands.org.au. The RDA is staffed by Steve McDonald, Director Regional Development and Victoria Bleathman, Business Operations. Further information is regularly uploaded onto the RDA Facebook at: **www.facebook.com/rdaloganandredlands**

We are here to work for the Logan and Redlands Region. We welcome being contacted on any issue any member of the community wishes to raise. Please feel free to directly contact us with any comment at: **admin@rdaloganandredlands.org.au**



The Hon. Gary Hardgrave
Chair
chair@rdaloganandredlands.org.au



Steve McDonald
Director of Regional Development
M: +61 (0) 429 377 803 or
drd@rdaloganandredlands.org.au

PO Box 775, Springwood Qld 4127 | Suite 9, Highpoint Business Centre, 3374 Pacific Highway, Springwood

rdaloganandredlands.org.au  