



# Western Australian Regional Freight Transport Network Plan

## Executive Summary



# MINISTER'S FOREWORD

There is an inextricable link between the strong performance of Western Australia's regions and the nation's prosperity. In 2010-11 Western Australia accounted for 46% (\$121 billion) of Australia's merchandise exports. The majority of this comes from resources activity, most of which takes place in the regions.

As Western Australia's population and economy continue to grow strongly, so too does the scale of the freight task in our regions. This places added pressure on the regional freight transport network and requires the State Government to plan ahead to ensure we make the right decisions now about future transport requirements.

The State Government's commitment to upgrade and expand the regional freight transport network is demonstrated by key projects including:

- Duplication of the Dampier Highway from Balmoral Road West to Burrup Peninsula Road
- Concurrent construction of the Bunbury Outer Ring Road (from Boyanup-Picton Road to South Western Highway) and the Bunbury Port Access Project Stage 2 (between South Western Highway and the Bunbury Outer Ring Road)
- Realignment of the Great Northern Highway between Port Hedland and South Hedland around the Wedgefield industrial precinct
- Upgrade of the Esperance Port Access Corridor
- Continued roll-out of a coordinated investment program for the grain freight network
- A market sounding exercise to identify private sector interest in expanding iron ore export capacity at the Port of Esperance by up to 20 million tonnes per annum

This *Western Australian Regional Freight Transport Network Plan* articulates the Western Australian Government's planning, policy and project priorities to ensure the regional transport network continues to perform effectively. By providing clear strategic direction for the development of the transport network over the next two decades, this Plan provides an enduring foundation to inform and build investor and industry confidence and a framework for developing the State's freight network well into the future.

The Plan clearly outlines the Western Australian Government's role in the development of the regional freight transport network. The long standing practice of partnering with the private sector to deliver major infrastructure, particularly ports and railways, is a cornerstone policy position. Many of the project priorities in the *Western Australian Regional Freight Network Plan* are essential to further support and sustain nationally significant economic activity, with local and national benefits. Many of the investments in the regional freight transport network will therefore need to be joint investments between the State and Australian Governments.

Meeting the transport needs of major industries and diverse communities is a challenge, particularly in a State with such an immense and rapidly growing freight task. Over the past two years, the Department of Transport's project team has spent a great deal of time and energy engaging with stakeholders from industry, the community and government. More than 80 local government and regional development organisations and more than 70 major freight transport and logistics companies and users across the State have been involved. The focus has been on identifying key issues and future demands, investment priorities, policy options to manage the freight task and planning needs required to achieve an efficient and sustainable transport network.

The development of this Plan has been overseen by a Steering Committee chaired by the Department of Regional Development and Lands and comprising senior executives from a number of key government agencies. This underpins the essential need to identify regional development priorities that balance economic, social and sustainability issues.

The *Western Australian Regional Freight Transport Network Plan* identifies the regional freight transport infrastructure we need to drive jobs

and investment in our economy today and into the future. It will consolidate and focus the decision-making for future transport investment, and provide new and improved transport connections and shape the growth and development of regional Western Australia.

**Troy Buswell**

Treasurer; Minister for Transport; Fisheries



# DECISION MAKING FRAMEWORK

## FOR PREPARATION AND IMPLEMENTATION OF THIS PLAN

### STATE PLANNING STRATEGY

(Current draft)

WE ARE  
HERE

WESTERN AUSTRALIAN REGIONAL  
FREIGHT TRANSPORT NETWORK PLAN

INVESTMENT PLANNING  
AND EVALUATION

Proposal

Proposal

Proposal

Proposal

BUDGET DECISIONS

Project

Project

Project

Project

The strategic guide for the sustainable use and development of land throughout the State, the Strategy is aimed at further building the strategic planning capacity and capability of Western Australia to better anticipate, adapt to and manage population and economic growth.

This Plan identifies the strategic long-term planning, policy and project priorities required to facilitate growth and ensure optimal network performance for the Western Australian regional freight network to 2031.

Detailed options analysis and planning, costing and evaluation are needed, and will include:

- Land use and transport integration opportunities
- Concept and master planning
- Technical and financial feasibility
- Alternative financing and project delivery options.

Investment decisions on specific projects will be made by the Government in the annual budget process.



*Image courtesy of Port Hedland Port Authority*

# HIGHLIGHTS: FREIGHT TRANSPORT PRIORITIES TO 2031

## EXECUTIVE SUMMARY

### Western Australia's Regional Freight Task

The growth pressures facing Western Australia's regional freight transport network have never been greater. By 2031:

- The volume of regional-based freight movements through the State's port authorities will be around 2.5 times what it is today
- Western Australia's regional road freight task will be around 2 times what it was in 2010
- The rail freight task serviced by the State's rail freight network, managed by Brookfield Rail, will be 2.25 times what it was in 2010.

This growth brings a number of challenges in ensuring that the freight transport network in Western Australia can continue to support the State's immense freight task. Not the least is the challenge of developing infrastructure in a coordinated and timely manner to sustain a high

productivity transport network that connects the State's commodity producing regions to marketplaces in Perth, interstate and overseas, and underpins wealth for Western Australia and the nation.

The scale and scope of freight demands over the next two decades will differ across the State's regions. A substantial proportion of current and future regional freight movements will concentrate on a relatively small number of strategic corridors and facilities. This network of strategic freight corridors and facilities will do much of the "heavy lifting" in terms of moving Western Australia's freight task to 2031. *The Western Australian Regional Freight Transport Network Plan* focuses the State's freight planning, policy and project priorities on these strategic elements of the regional freight network to ensure the robustness of the overall transport system.

*Image courtesy of Department of Regional Development and Lands*



Remembering that the regional freight network seen today has taken more than 100 years to develop, transport-related issues are often ongoing and addressed over time. *The Western Australian Regional Freight Transport Network Plan* sets the enduring strategic directions the Western Australian Government will take to manage future freight growth and address its cumulative impacts over a long-term horizon to 2031 and beyond. It articulates the Western Australian Government's main roles in the development of the regional freight transport network: planning and protecting the network, managing the network, building and maintaining the road network, and facilitating and selectively investing in strategic rail and port network projects.

*The Western Australian Regional Freight Transport Network Plan* uses the best industrial, population and freight data available and considers expert advice from Main Roads Western Australia, the Public Transport Authority, Port Authorities, Brookfield Rail and the Department of Transport, as well as independent third parties to determine the State's freight transport requirements. The freight transport modelling for the Plan uses new *WA Tomorrow* forecasts for population and synthesises freight demand forecasts from industry and infrastructure providers.

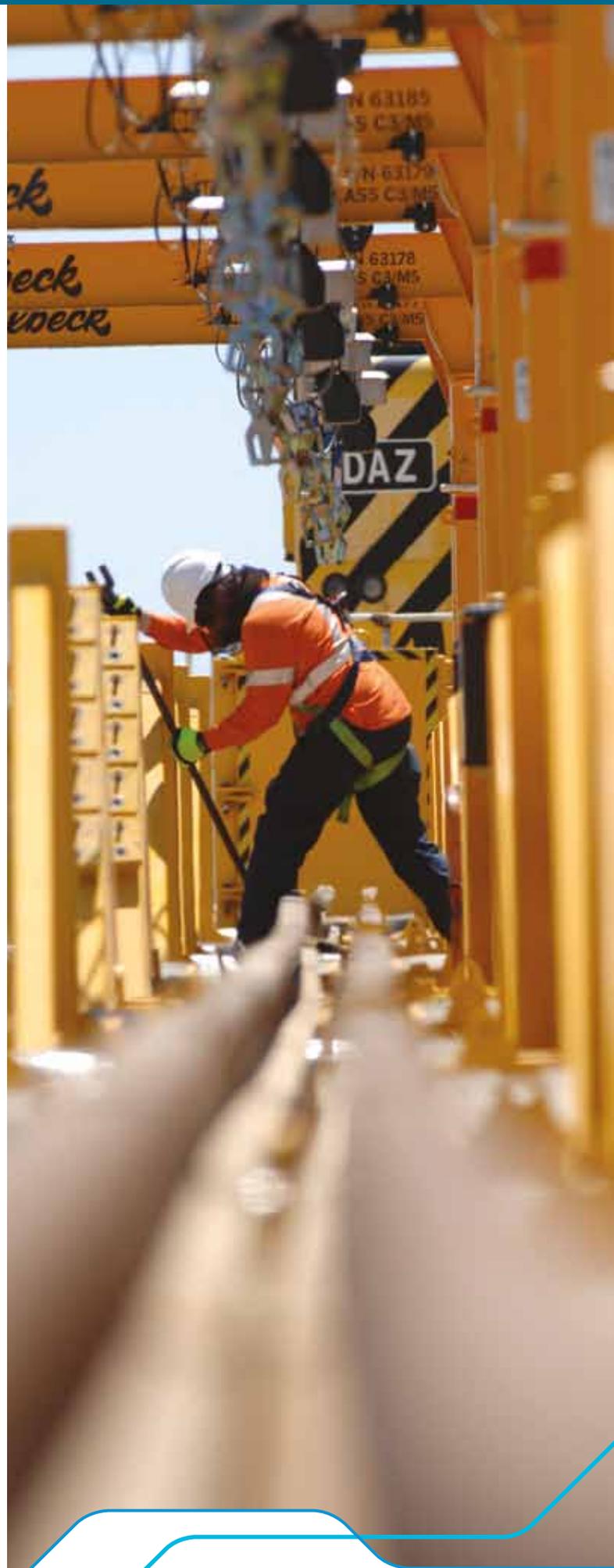


Image courtesy of Brookfield Rail

# Key Findings for the Regional Freight Transport Network

## Roads

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*The road freight task moving into, within and out of the State's regions will increase from 20+ billion tonne kilometres per annum to 40 billion tonne kilometres per annum by 2030.*

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The future freight task will require a focus on significant road upgrade and renewal programs to certain existing infrastructure together with selective road expansion projects and new links.

The configuration, condition and road-use profile of a number of the State's freight roads are already built to a standard to support freight growth to 2031. Other roads will require upgrading to improve safety, reliability and add additional capacity, particularly in the Pilbara and Mid West regions where major resource developments are occurring and in the South West region, where most of the State's regional-based population occurs.

Certain freight routes in the Great Southern and Wheatbelt regions, where much of the network is more than 50 years old, will also require investment to renew and strengthen ageing road infrastructure to accommodate increasing freight tonnages and maximise safety outcomes for users.

The Great Northern Highway will continue to act as an important supply corridor to the north of the State. However, the increasing scale of the future outbound and inbound freight task, together with the development of Strategic Industrial Areas and greenfield infrastructure along the Pilbara seaboard, will result in significant growth in freight movements along the coastal strip. This has implications for both the North West Coastal Highway and the regional roads between it and the Great Northern Highway, as cargo is moved from port to projects along the coast or to mines located inland, requiring investment and policy responses from Government.



*Image courtesy of Main Roads Western Australia*

Population and economic growth will drive the need for, and timing of, a number of heavy vehicle bypasses and major ring roads across the State. Reconfiguring the road networks around regional centres to allow port-related through-traffic to flow without interfering with local traffic will require road realignments to be closely integrated with a substantial program of port access road improvements to 2031.

The establishment of Strategic Industrial Infrastructure Projects, particularly within the Pilbara, Kimberley and Mid West regions, will require Government to make targeted expansions to the road network to meet emerging demands. Along with Oakajee Mid West Development Project, the integration of the wider regional road freight network with the future ports at the Ashburton North Strategic Industrial Area, the Anketell Port and Strategic Industrial Area, and the proposed Browse Liquefied Natural Gas Precinct is a particular priority.

The efficiency of freight movement within the State's arterial road corridors will continue to be essential to the economy. This efficiency imperative, together with the expected increase in freight movements, will require the Western Australian Government to consider policy responses to make certain major freight routes more productive and keep the heavy vehicle regulatory environment responsive to the changing requirements of the community and industry. A more progressive approach to the State's existing High Wide Load and Restricted Access Vehicle regimes may potentially be required, together with an assessment of the current configuration, condition and location of road train assembly yards.

## Rail

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*The rail freight task on the State-owned rail network, managed by Brookfield Rail, will increase by up to 126 per cent to 2030 from 50+ million net tonnes per annum to more than 130 million net tonnes per annum.*

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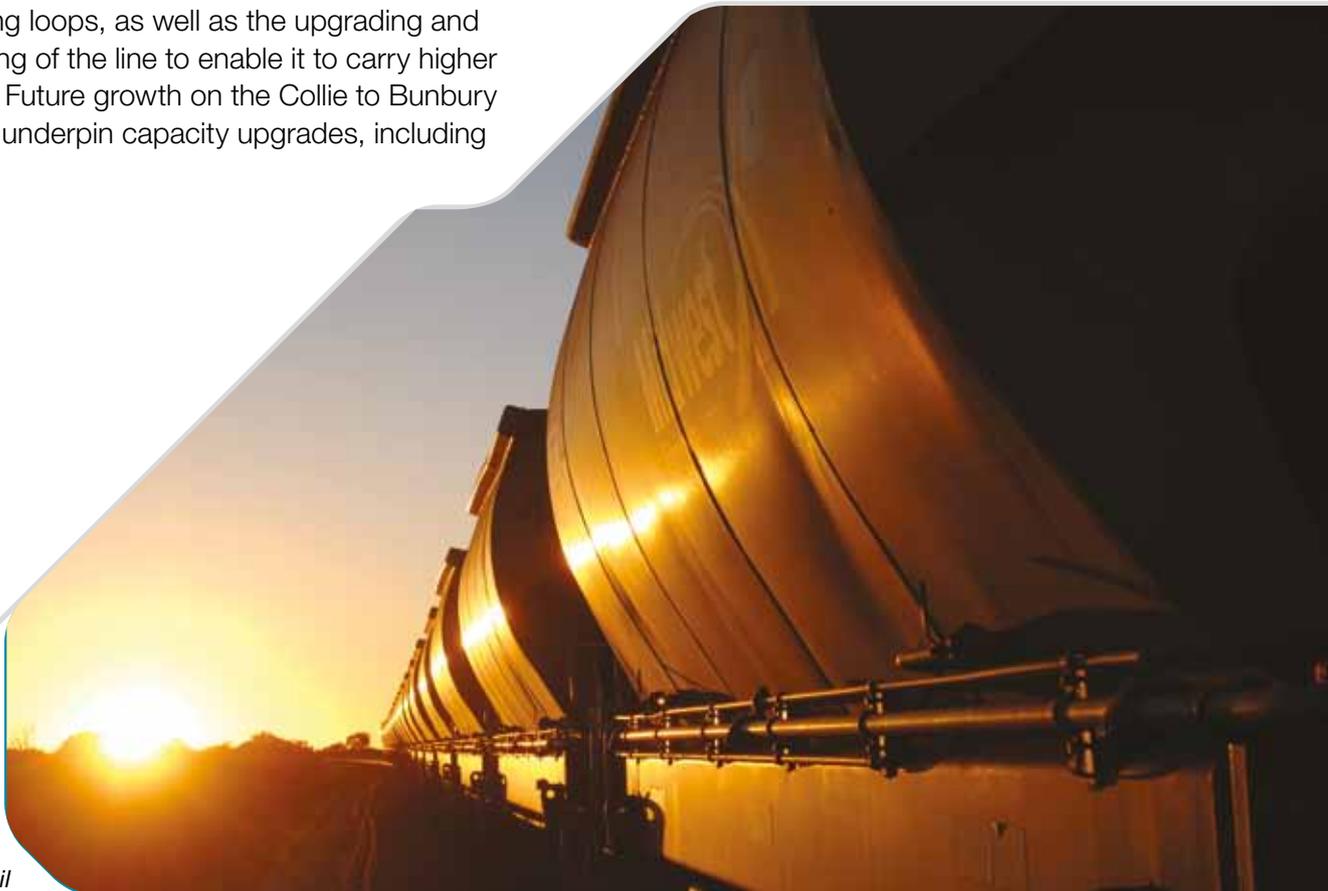
The State's rail network will play an increasingly important role in the movement of the freight task in the southern regions of Western Australia in the future. To meet potential demand, Brookfield Rail will need to invest substantial capital in order to create the required capacity in the rail network.

In the Mid West, Brookfield Rail expects freight growth to increase exponentially to 2030, with much of the growth — and investment in additional capacity — likely to be concentrated on the Morawa-Mullewa-Narngulu-Geraldton arc. The Goldfields-Esperance and South West regions are also likely to be a focus for growth projects. Future growth on the Leonora to Esperance line will necessitate capacity upgrades including partial rail line duplication and the construction of new passing loops, as well as the upgrading and re-sleepering of the line to enable it to carry higher axle loads. Future growth on the Collie to Bunbury rail line will underpin capacity upgrades, including

duplication of the line between Brunswick Junction and the port of Bunbury where northern and eastern rail freight flows converge.

Iron ore demand in particular is forecast to increase significantly from approximately 20 per cent of total rail demand to more than 40 per cent of total demand by 2030. Much of this increase is likely to occur in the shorter term, given emerging industrial developments. While the State-owned regional rail freight network is extensive, the distribution of the resources sector, and potential changes in supply chains in the south of Western Australia, may require the development of new rail links or the activation of historic corridors. These links would be facilitated as private developments, as emerging resource projects become viable and proceed to final investment decision.

Western Australia has the nation's most effective and scalable multi-commodity regional rail freight network. Demand for intermodal solutions in the State's regions will continue to grow and will require heavy industrial estates and intermodal terminals to be better integrated with road and rail networks so that freight can be transported, stored and transhipped efficiently with minimum adverse social and environmental impacts.



*Image courtesy of Brookfield Rail*

## Ports

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*Trade through the State's port authorities will increase by up to 140 per cent to 2030 from 457 million tonnes per annum in 2012 to more than 1 billion tonnes per annum in 2030.*

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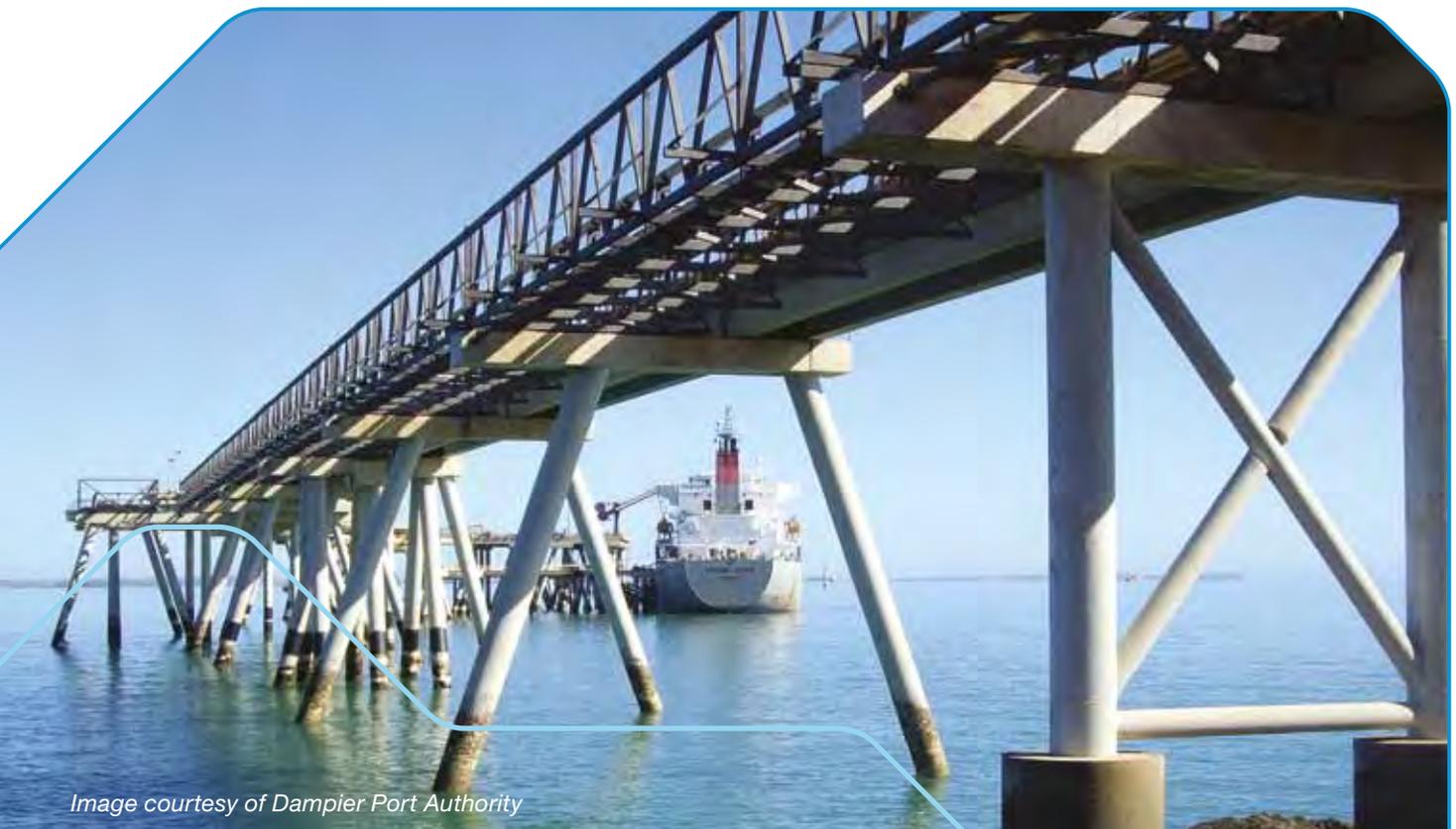
Western Australia has the nation's largest network of ports. There are currently eight port authority ports and nine non-port authority ports in Western Australia. The immense scale and scope of forecast trade growth will necessitate significant infrastructure expansions at existing ports across most of the state as well as the development of new ports proposed at Oakajee, Ashburton, Anketell and potentially for the Browse Liquefied Natural Gas Precinct.

While much of the investment in future port capacity will be borne by the private sector, the Government will ensure the appropriate port planning frameworks, governance models and regulatory settings are in place. In this regard the State Government recently completed the *Western Australian Ports Review* to consolidate all existing

and future ports into an appropriately managed regional port structure via the creation of five regional port authorities.

The State's regional ports involve long-life, high-value assets. Optimal investment and the use of these assets will depend on port authorities and all levels of government providing certainty regarding the provision of regional port capacity and use of port lands, as well as road and rail access and strategic integration with major industrial lands within port catchment zones.

There is a growing need for ports to operate within a broader strategic development framework that provides clarity of purpose for future growth and trade projections, and effective integration with other key transport networks and economic development strategies. These factors point to the need for long-term development planning for Western Australia's regional ports. In particular, there is a need to develop plans that ensure that the long-term capacities of transport corridors – both road and rail – are aligned with the long-term capacity of ports. While much of the planning focus to date has been on the export freight task, the demands associated with inbound and project logistics freight tasks are likely to increase significantly over the next 20 years and will need to be considered in more detail particularly in the North West.



*Image courtesy of Dampier Port Authority*

# Planning and Policy

## Priorities for the Regional Freight Transport Network

The Western Australian Government's planning and policy priorities for the regional road freight transport network include:

- Selective reviews of the Restricted Access Vehicle regime, taking into account potential impacts on other transport modes including coastal shipping and rail, to determine the case for a more progressive access regime. Route assessments will focus on road train operations on the Great Eastern Highway between Northam and Kalgoorlie, the North West Coastal Highway south of Carnarvon, and the Goldfields and Coolgardie-Esperance Highways south of Kambalda to the Port of Esperance.
- A review of High Wide Load corridors within the State, in consultation with industry and other stakeholders, with a view to identifying strategic trunk routes and assessing the case for their development.
- Planning investigations to ascertain the feasibility of a potential direct road connection between the Goldfields Highway and the Great Northern Highway.
- Planning for heavy vehicle bypasses around regional centres to improve amenity and road safety by separating heavy vehicles from passenger traffic to the greatest extent possible. Planning priorities include Margaret River, Wyndham, Williams, Kulin and Kalgoorlie.

The Western Australian Government's planning and policy priorities for the State-owned rail freight transport network include:

- Planning to assess route options and feasibility of a potential rail connection between the Mid West ports and the Goldfields Esperance regions, and a potential rail connection to establish secondary interstate rail access and improve connectivity to the Perth metropolitan area and the South West region.

- Planning to define a corridor for rail realignment around the City of Kalgoorlie to minimise impacts associated with the increase in interstate and intrastate rail movements.
- Planning to assess the need and demand for an intermodal facility in Kalgoorlie including the location options and cost and feasibility.
- Developing a coordinated intermodal network strategy for the south of the state, including planning and protecting options for rail access to strategic heavy industrial estates.
- Continuing to work with all parties to facilitate a sustainable arrangement to keep Tier 3 lines operational.
- Investigating the suitability and potential usage of disused and/or non-operational rail corridors to service regional development needs, including the longer term feasibility of recommissioning corridors to service emerging regional commodities and industrial estate expansions.

The Western Australian Government's planning and policy priorities for regional port authorities include:

- Rolling out the *Western Australian Ports Review* to underpin a phased consolidation program of Western Australian ports.
- Developing a *State Port Strategic Plan* to reaffirm port trade roles and development under the amalgamated regional port authority arrangements outlined in the *Ports Review*.
- Investigating long-term inbound freight requirements in regional Western Australia to ensure the necessary capacity is reserved with a view to progressing common user inbound maritime freight facilities in the Pilbara region.
- Identifying strategic land in close proximity to regional ports for potential port and port user requirements, with further investigation of the concept of inland ports to form central regional hubs at the ports of Esperance, Albany and Dampier.
- Building on the master planning work undertaken by port authorities to determine the ultimate long term development capacity of the ports, including future infrastructure and land requirements and the provision for ongoing expansion and protection of land transport access.

# Project Investment Priorities for the Regional Freight Transport Network

The table on pages 13-17 shows a program of proposed major freight transport projects for Western Australia's regions over the short (2012+), medium (2015+) and long term (2020+) to service the State's freight growth and support the productivity opportunities it will bring to 2031. The rate at which medium to long-term projects are delivered will depend on economic and population growth and logistics trends, as well as the resilience of the Western Australian and Australian economies in a climate of major change and global uncertainty. Given it is difficult to predict the future, this program of proposed major freight transport projects, with its emphasis on making better use of existing infrastructure and building on already committed infrastructure projects and resources projects that have a high level of certainty, is well placed to face the changes that are already apparent.

The two dominant freight growth regions are, and will continue to be, the Pilbara and the South West. In each case, the freight transport pressures are clear and definite, and implementation will need to be project-managed across multiple

parties to achieve timely agreements and commitments. While the program has been divided into geographic areas for ease of use, it should be noted that projects often benefit more than one region and in many instances will improve Western Australia's overall contribution to national productivity and wealth generation.

The data-driven, evidence-based planning activities undertaken to develop the Plan have allowed for a rigorous analysis of Western Australia's strategic freight task to 2031 highlighting the national significance of the State's resources sector and the basis for the State to seek Commonwealth funding for infrastructure to ensure exports from Western Australia remain internationally competitive and contribute to national wealth. The declaration of the strategic freight task and Government's intentions through the Plan opens the opportunity for the private sector to initiate investment and to partner with the Government to deliver key transport projects that will help to transform the State, particularly major port and rail network infrastructure.



Image courtesy of  
Main Roads Western Australia

## Pilbara

Establishment of integrated deep-water port and industrial estates at Anketell and Ashburton and expansion at existing port authority ports to accommodate growth in the region's resources sectors; development of the Pilbara road network to support coastal and inland industrial expansion and the Pilbara Cities Initiative

Priorities	2012+	2015+	2020+
→ Dampier Port marine and landside facilities development			
– Develop a dedicated logistics hub – Dampier Marine Services Facility, subject to private sector funding model and necessary Government approvals	◆		
– Upgrade King Bay Industrial Estate infrastructure, including access roads, services and utilities	■		
→ Develop the port of Port Hedland up to a potential capacity of around 900 Mtpa			
– Develop a dedicated logistics hub – Lumsden Point Berths PH5 and 6, subject to private sector funding model and necessary Government approvals	◆		
– Construct up to 11 additional berths and undertake an associated dredging program to take the Inner Harbour to 495 Mtpa; construct up to 16 additional berths and a new shipping channel to develop an Outer Harbour of 400 Mtpa	◆	○	○
→ Duplicate Dampier Road from Balmoral to Burrup Road for improved access to the Port of Dampier and Burrup Peninsula	●●●		
→ Improve access to the port of Port Hedland			
– Realign the Great Northern Highway at Wedgefield Industrial Estate	●●●		
– Duplicate the Port Hedland Road		○	
– Undertake the Great Northern Highway eastern bridges program		○	
→ Upgrade the Marble Bar Road – Stage 1: Coongan Gorge realignment		○	
– Stage 2: Newman to Rippon Hills Road turnoff: upgrade to seal standard	●	○	○
→ Upgrade the North West Coastal Highway: Minilya to Barradale		○	
→ Progress transport infrastructure to support development of Strategic Infrastructure Projects			
– Construction of Anketell Port Access Road, upgrade of Onslow Road and construction of Ashburton Port Access Road		○*	
→ Construct the Karratha western bypass			○
→ Complete the missing link in the Karratha Tom Price Road: Millstream to Nanutarra-Munjina Road			○

\* To include proponent funding contributions

- Proposed – business case subject to funding approval ■
- Proposed – proponent funding, subject to final investment decision ◆
- Proposed ○
- Under Construction ●●●
- Funded ●●
- Part Funded ●

Note: Currently unfunded projects will be subject to the Decision Making Framework outlined on page 4-5.

**Mid West and Gascoyne**

Expansion of the regions' freight network to link the emerging Mid West resources industry to existing and future Mid West ports, manage the Greater Geraldton Area's increasing freight task and improve the area's northern and southern freight accesses to support future regional development

Priorities	2012+	2015+	2020+
→ Optimise existing berths at the port of Geraldton to service the surge in resources trade to take the port to 20-30Mtpa until Oakajee is developed			
– Extend Berths 2 and 6; undertake harbour surge mitigation program; install advanced mooring systems	■	○	
– Upgrade shiploaders at Berths 4 and 5		○	○
→ Plan for and invest towards common-user port infrastructure to develop the Mid West resources industry – Oakajee Mid West Development Project	○	○	
→ Construct a potential dual-gauge extension to Brookfield Rail's southern Mid West network		○	
→ Construct Geraldton Outer Bypass Stage 1: connect Oakajee Estate to Geraldton Mount Magnet Road creating an outer bypass of the City of Geraldton		○	
→ Construct Geraldton Inner Bypass Stage 1: southern section of a north-south link road for Geraldton		○	
→ Duplicate the North West Coastal Highway within the City of Geraldton: Utakarra Road to Green Street			○
→ Construct the Northampton heavy vehicle bypass			○
→ Realign the Brand Highway at Bookarra and S-Bends; replace bridges at Pell's River, Greenough River and Irwin River	●●*	○	○

\* Greenough River Bridge

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- Proposed ○
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- Funded ●●
- Part Funded ●

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**South West** Interlinking projects to better connect South West industry to bulk ports at Bunbury and Kwinana, unlock capacity at the port of Bunbury, manage the Greater Bunbury Area's increasing freight circulation task, and upgrade east-west transport links to freight growth areas such as Collie

Priorities	2012+	2015+	2020+
→ Double the capacity of the port of Bunbury to 30+ Mtpa			
– Divert the Preston River to consolidate port land holdings and allow development of the Inner Harbour	■	○	
– Redevelop existing Berths 3 and 5	■	○	
– Construct up to five additional berths, including Berth 14, and an internal rail loop	◆	○	○
→ Upgrade the Collie to Brunswick Junction rail line including partial duplication	○		
→ Duplicate the rail line between Brunswick Junction and Bunbury Inner Harbour	○		
→ Stage improvements to the South West Main to increase axle loads to 23-25 tonnes. Undertake a crossing loop extension program between Brunswick Junction and Pinjarra and potentially, in the longer term, duplicate the line between Pinjarra and Kwinana		○	○
→ Complete the Bunbury Port Access Road – Stage 2	●●		
→ Improve the South West Highway: Donnybrook to Bridgetown	●●		
→ Complete the Bunbury Outer Ring Road – Stage 1	●●		
– Stages 2 & 3		○	
→ Upgrade the Coalfields Highway	●●*	○	○

\* Wellington Dam turnoff to Allanson

**Great Southern** Road infrastructure investments to manage the Greater Albany Area's increasing freight circulation task, improve port access and renew the region's ageing arterial roads

Priorities	2012+	2015+	2020+
→ Progress expansion plans at the port of Albany, subject to satisfactory private sector funding model; construction of an additional berth and associated dredging program for Capesize vessels to service emerging resource development opportunities		◆	
→ Roll out a road renewal program for the Albany-Lake Grace Road		○	
→ Complete the Albany Ring Road – Stages 2 & 3			○
→ Duplicate the Albany Highway within the City of Albany: Federal Street to LeGrande Avenue			○

- Proposed – business case subject to funding approval ■
- Proposed – proponent funding, subject to final investment decision ◆
- Proposed ○
- Under Construction ●●
- Funded ●●
- Part Funded ●

Note: Currently unfunded projects will be subject to the Decision Making Framework outlined on page 4-5.

**Goldfields  
Esperance**

Coordinated projects to enable capacity expansion at the port of Esperance, alleviate the impact of heavy freight movements on the region’s communities and ensure Western Australia’s principal interstate supply links (Eastern Goldfields Railway, Great Eastern Highway and Coolgardie–Esperance Highway) keep pace with the State’s freight demands

Priorities	2012+	2015+	2020+
→ Bring forward additional port of Esperance terminal capacity to take the port to 30+ Mtpa, subject to a satisfactory private sector funding model and necessary Government approvals	◆	○	
→ Achieve Defined Interstate Rail Network Standards for the Eastern Goldfields Railway via a program of duplications and crossing loops	•*	○	
→ Upgrade the Leonora to Esperance line, including crossing loop program and train control, communications and signal system upgrades in the short term, a re-rail and re-sleeping program in the medium term, and grade and axle load improvements in the long term	○	○	○
→ Construct a potential spur line to service the emerging Yilgarn resources province		○	
→ Upgrade the Kalgoorlie to Esperance rail line to provide for efficient operation of long trains including targeted duplications		○	
→ Construct the Esperance Port Access Corridor: Coolgardie–Esperance Highway – Stage 1	●●●		
– Stage 2			○
→ Upgrade the State’s principal interstate road supply link			
– Great Eastern Highway: Duplicate the Highway within the City of Kalgoorlie–Boulder from Anzac Drive to Gatacre Street		○	
– Great Eastern Highway: Construct additional passing lanes between Southern Cross and Kalgoorlie		○	
– Great Eastern Highway: Reconstruct the Highway from Walgoolan to Karalee; Bullabulling to Coolgardie West		○	○
– Coolgardie–Esperance Highway: Reconstruct the Highway from Emu Rocks North to Widgiemooltha		○	○
→ Upgrade and seal the Goldfields Highway: Wiluna to Meekatharra	●**	○	
→ Construct the Kalgoorlie north west heavy vehicle bypass			○
→ Construct the Ravensthorpe heavy vehicle bypass	●●		

\* Replacement of 185km of rail between Koolyanobbing and Kalgoorlie  
 \*\* Sealing of overtaking opportunities and floodways at strategic locations

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## Kimberley

Development of port/logistics capability to support expansion of the Browse Basin and a major flood mitigation program to improve the reliability of the Kimberley region's Great Northern and Victoria Highways

Priorities	2012+	2015+	2020+
→ Upgrade the port of Broome's main wharf	■		
→ Develop a marine supply base precinct adjacent to the port of Broome to further position the port as a service hub for the Browse Basin. The precinct will be managed by the Port Authority in partnership with the traditional owner corporation	■		
→ Upgrade the Broome-Cape Leveque Road and construct a new, high-standard road from Broome-Cape Leveque Road to the Browse Liquefied Natural Gas Precinct		○	
→ Implement a flood mitigation program for the Kimberley region's arterial roads – Great Northern and Victoria Highway: Derby to Fitzroy Crossing, Halls Creek to Victoria Highway		○	○
→ Construct the Kununurra heavy vehicle bypass – Stage 1		○	
– Stage 2			○

## Wheatbelt

Package of road and rail projects to secure the future of the region's grain transport network, regenerate the region's arterial roads and manage inter-regional freight growth

Priorities	2012+	2015+	2020+
→ Invest in narrow gauge network upgrades to Tier 1 and selected Tier 2 lines serving the region's grain silo network	●●		
→ Continue to work with parties to facilitate a sustainable arrangement to keep Tier 3 lines operational	○		
→ Upgrade the Great Northern Highway: Muchea to Wubin Stage 2	●●*	○	
→ Upgrade the Albany Highway: Bedforddale Hill to Arthur River; Harold Road to Settlement Road		○	○
→ Roll out a road renewal program for the Brookton Highway			○

\* Bindi Bindi Curves upgrade

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Regional Freight Transport Network Plan  
please visit [www.transport.wa.gov.au](http://www.transport.wa.gov.au)



*Grain harvester working a field in Western  
Australia's Wheatbelt region*

**Department of Transport**

Phone: 08 6551 6000

Email: [info@transport.wa.gov.au](mailto:info@transport.wa.gov.au)

[www.transport.wa.gov.au](http://www.transport.wa.gov.au)