



Western Australian Regional Freight Transport Network Plan

2016 REPORT CARD

PROJECT HIGHLIGHTS

The Western Australian Regional Freight Transport Network Plan was released in May 2013. Of the 110 initially identified priority activities, 16 are not being progressed in the current economic climate and three projects are ongoing. Of the remaining 91 priority actions, studies and projects the plan identifies, more than two thirds have secured funding, commenced work or completed at least one stage, with 25 per cent completed in their entirety.

The 2016 Report Card also breaks down the significant progress made throughout the State towards the four key themes and 15 strategic directions set out in the Plan.

PLANNING AND PROTECTING THE NETWORK

Direction 1

Plan regional freight centres for future development

- While development of a greenfield Intermodal Terminal (IMT) in Kalgoorlie is not viable in the short to medium term, to allow for any future opportunities the City of Kalgoorlie-Boulder will include greenfield IMT site location options in their Local Planning Strategy.

Direction 2

Prepare for growth in Western Australia's regional freight task - ports

- The State Planning Policy 4.1 State Industrial Buffer is currently being reviewed by Government. The purpose of the review is to provide clear and consistent guidance and certainty to industry and major infrastructure to ensure a better protection for the state's current and future investments.

Direction 3

Plan regional freight corridors for future development

- The PortLink Regional Road and Rail Corridor Mid West to Goldfields Study was completed in 2015. It identified a new rail line between Karara and Menzies as the preferred corridor and can be progressed

when demand and mining activity warrants further investigation for a corridor. No new road links were identified by this study.

- The PortLink Planning Study for Goldfields Highway Wiluna to Meekatharra was also completed in 2015; it outlines the design, cost and engineering details of the widening and sealing of the Goldfields Highway. \$60m Royalties for Regions funding has been approved to upgrade and seal the remaining unsealed sections of the Goldfields Highway.
- Preliminary discussions are in progress with Roy Hill for a Great Northern Highway bridge over rail.
- Main Roads is preparing a strategic business case that considers the economic justification for, and road infrastructure upgrade requirements associated with, 53.5 metre vehicles being provided access south from Carnarvon to Geraldton and Muchea via North West Coastal Highway and Brand Highway. The current work on the alignment selection planning study for Dongara-Geraldton-Northampton including a bypass of Geraldton, also contributes to expanding triple road train access southwards from Carnarvon.



Direction 4

Strengthen connections between regional and metropolitan freight networks

- The Gateway WA road project was completed in March 2016.
- Construction has already started on the first section of NorthLink WA to upgrade Tonkin Highway, from Guildford Road to Reid Highway, to a freeway standard with three lanes in each direction. The preferred proponent for the next section between Reid Highway and Ellenbrook has also been announced and construction is expected to start in early 2017.
- The Western Australian Planning Commission (WAPC) endorsed a planning control area for an IMT within the Bullsbrook area. An IMT concept plan is being finalised which will form a basis for an MRS amendment.
- The Perth Freight Transport Network Plan has been finalised and forms a technical appendix to the Perth Transport Plan for 3.5 Million People and Beyond.

MANAGING THE NETWORK

Direction 5

Optimise the efficient use of the freight network - roads

- There have been further improvements regarding the management of heavy vehicles including:
 - A new Pilots Licence Scheme which is to be introduced in the latter half of 2016; and
 - Heavy Vehicle Services (HVS) introduced the Accredited Mass Management Scheme in 2015.
- A review of the concessional loading policy is continuing.
- Collaboration with industry on various productivity improvements, including the approval of 60 metre road train combinations, improvements on North West Coastal Highway to accommodate higher productivity vehicles and the development of a more widespread concessional loading charge, aimed at optimising the use of the road freight network.

Direction 6

Enhance port planning and governance arrangements

- Tranche 2 of the ports governance review is progressing, with the Ports Legislation Amendment Bill ready for introduction into Parliament.

Direction 7

Improve safety and social amenity outcomes - road and rail

- The Rail Safety National Law (RSNL) in WA was assented to on 17 September 2015 and enacted on 2 November 2015.
- The Office of the National Rail Safety Regulator

(ONRSR) commenced operation in WA on 2 November 2015.

- The Heavy Vehicle Safety and Productivity program is currently in the fourth round with further projects underway that improve rest areas, parking bays and intersections.
- The following road projects have been funded:
 - Margaret River Bypass (Stage 1 and 2);
 - New Norcia Bypass;
 - Narrogin Link (North and Southern); and
 - Kulin - Heavy Vehicle Stage 1 has been constructed.
- The planning and protection of heavy vehicle routes and deviations for Boyanup, Wyndham and Roebourne has been completed.

Direction 8

Design and implement a strategic freight research program

- A high level report to identify and report on data collection and analysis across the Transport Portfolio has been completed and recommendations are being progressed.
- Brookfield Rail is continually assessing the viability of transporting additional rail freight including bauxite and containerised hay.

BUILDING AND MAINTAINING THE ROAD NETWORK

Direction 9

Invest in the road network - targeted expansions, major upgrades and asset renewal programs

- The following projects have been completed:
 - Brand Highway, Greenough River bridge replacement;
 - Goldfields Highway, Wiluna to Meekatharra: 25 kilometre section near Wiluna;
 - Great Northern Highway, Muchea to Wubin: Bindi Bindi Curves and Batty Bog Road to Walebing section;
 - Marble Bar Road, Newman to Rippon Hills Road Turnoff: Fortescue Bridge, Roy Hill Deviation Stage 1 and the Little Nullagine section; and
 - Great Eastern Highway, Bullabulling to Coolgardie West.
- The following projects are underway:
 - Great Northern Highway - Wyndham Spur Stage 2, Maggie's Jump Up and Marble Bar Road-Coongan Gorge section has already secured Commonwealth funding for the construction;
 - Albany Highway, Harold Road to Settlement Road: five passing lanes completed, four underway;

- Coalfields Highway, Wellington Dam to Allanson section;
- North West Coastal Highway, Minilya to Barridale: Stage 2; and
- Brookton Highway, Corrigin to Hyden East: design and development activities for Kondinin East section.

Direction 10

Improved landside access to regional port authority ports

- The following projects have been completed to improve landside access for Port Hedland, Dampier, Bunbury and Esperance:
 - Design for Port Hedland Road duplication (Roche Road to Short Street);
 - Dampier Highway duplication;
 - Bunbury Outer Ring Road Stage 1; and
 - Coolgardie-Esperance Highway upgrade.

Direction 11

Alleviate the impact of heavy freight movements on regional centres

- The Ravensthorpe Heavy Haulage Route was completed and opened in December 2015.
- The Kununurra Heavy Vehicle Bypass Stage 1 pre-construction activities and some land acquisition is largely complete.
- A preliminary design is complete for Albany Ring Road Stages 2 and 3.
- The concept design for Northampton Heavy Haulage Realignment is complete.

FACILITATING AND SELECTIVELY INVESTING IN STRATEGIC RAIL AND PORT NETWORK PROJECTS

Direction 12

Support a growing role for rail in the distribution of the freight task

- Open channel radio communications to facilitate the signalling upgrade planned for the Kalgoorlie to Esperance rail line was completed in December 2014.
- Stage 1 and 2 of a five stage re-sleeper program on the Kalgoorlie to Esperance rail line has been completed. The next two stages are underway, with funding approved.

Direction 13

Invest towards common user port infrastructure at Oakajee

- Transport related work on the Oakajee project remains suspended.

Direction 14

Progress transport infrastructure to support the development of the State's Strategic Infrastructure Projects

- The Minister for Transport has established three new leases with private marine based companies servicing the offshore oil and gas industry. Private lessee developments are also underway to accommodate marine service industries that have the capacity to serve the offshore components of Chevron's Wheatstone project and other similar projects.
- The Department of State Development is progressing a new port proposal with Baosteel/API/Aurizon.
- The widening and construction of passing lanes on Onslow Road is complete.
- States Ports Strategy is on hold pending port divestments.

Direction 15

Enable port capacity expansion

Kimberley:

- Broome Wharf Refurbishment is well-advanced.

Pilbara (Port Hedland):

- Expansion of inner harbour capacity is progressing.
- Fortescue Metals Group AP4 and AP5 berths are operational.
- Roy Hill SP1 and SP2 berths are operational.

Pilbara (Dampier):

- King Bay Industrial Estate upgrading work has been considerably progressed.

Mid West:

- The Mid West Port Authority has introduced an enhanced surge threshold system to mitigate wave issues affecting Geraldton Port. A trial of shore tension devices is planned.

Southern:

- Negotiations for the development of multi-user iron ore facilities at Esperance Port were terminated by mutual agreement between the Southern Ports Authority and the Yilgarn Esperance Solution Ltd.

CONTACT

Department of Transport
 Telephone: (08) 6551 6000
 Email: info@transport.wa.gov.au
www.transport.wa.gov.au

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