

# FAQs

## Revitalising Agricultural Region Freight Strategy

### Why do we need this Strategy?

The agricultural sector in Western Australia is an important part of our State's economy.

There has been a number of significant changes to the agricultural sector in recent years. Since the *Strategic Grain Network Review* was undertaken in 2009, Bunge Agribusiness commenced grain storage, handling and export operations in the South West; changes were introduced to previous grain storage and handling packages offered to grain growers by Co-operative Bulk Handling (CBH); and the Tier 3 rail lines ceased operating.

The State Government recognises the need for an integrated, multi-modal regional transport strategy for the key agricultural regions of WA to ensure our agricultural sector keeps up with the competitive global market. This also aligns with the development of the *National Freight and Supply Chain Strategy* by the Commonwealth, due for completion in 2019.

The *Revitalising Agricultural Region Freight Strategy* (the Strategy) identifies and prioritises specific infrastructure upgrades, and suggests regulatory and policy measures that will help make freight transport in WA's agricultural regions more productive, efficient, and safer.

The Strategy provides the context for business cases for road, rail, intermodal, and port projects for the next 10-15 years. It will help to keep WA competitive and prepare our key regional agricultural supply chains for future growth.

### What area does the Strategy cover?

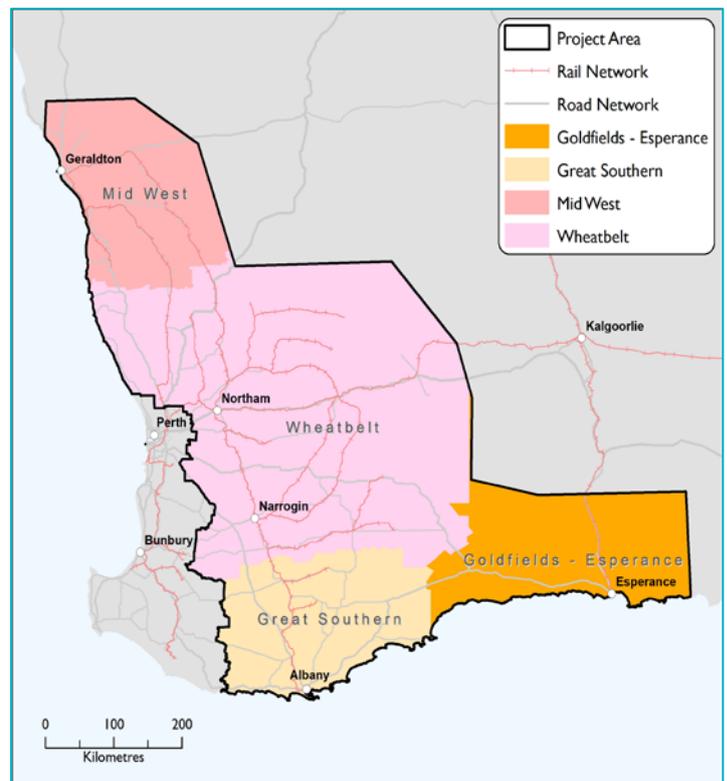
The *Revitalising Agricultural Region Freight Strategy* covers the primary grain-growing and agricultural regions of WA.

The Project Area outlined in the map to the right, covers parts of the Mid West, Wheatbelt, Great Southern and Goldfields-Esperance regions.

### Why does the Strategy focus on the agricultural regions?

The WA agriculture and food sector represents about 10 per cent of the State's economy. The freight task associated with agricultural supply chains presents challenges that are unique to these regions.

Improving transport efficiency across supply chains can help to enhance the international competitiveness of WA products, and ensure we have a diverse and robust economy.



Project Area map for the Strategy

## **What about planning that has already taken place? Does the Strategy replace any existing strategic documents?**

The Strategy builds on the directions of the *Western Australian Regional Freight Transport Network Plan (2013)* and applies them to specific projects that will benefit agricultural supply chains into the future. Existing transport strategies and plans, along with earlier grain network reviews, have been taken into consideration. Previous strategic priorities and principles remain unless otherwise stated.

## **Who was involved in developing the draft Strategy?**

The Strategy was developed by a multi-agency team, led by the Department of Transport with representatives from the Public Transport Authority, Main Roads Western Australia, the Department of Primary Industries and Regional Development and the Regional Development Commissions.

As part of the consultation process, a large number of key stakeholders were engaged to ensure their ideas and feedback were incorporated into development of the Strategy.

Extensive consultation was conducted with industry including; Arc Infrastructure, CBH, WALGA, Bunge, the Western Australian Farmers Federation (WAFarmers), the Western Roads Federation, the Livestock and Rural Transport Association of Western Australia, the Pastoralists and Graziers Association of Western Australia, local government and State Government departments.

## **How were project packages prioritised and why are some low priority?**

The infrastructure project packages have been prioritised across the State and regions, based on an assessment of transport demand, current infrastructure standards, road crash statistics, supply chain beneficiaries and alternative transport modes.

The Strategy has prioritised packages where the most effective infrastructure investments and regulatory improvements can be made to achieve the objectives of having connected and continuous supply chains, seamless integration between road and rail, improved road safety, an optimised infrastructure and policy environment, improved transport efficiency, and regional economic growth.

The term low priority, typically indicates that compared to other projects, there is a limited benefit expected. While some projects may be lower priority, they may be quicker or less costly to implement than the more transformational high priority items. Subject to the availability of funding, high priority projects will be pursued first.

## **How can I provide comment on the draft Strategy?**

The draft *Revitalising Agricultural Region Freight Strategy* is open for public comment until 12 July 2019. We welcome your feedback, and encourage you to visit: [www.mysaytransport.wa.gov.au/RARF-strategy](http://www.mysaytransport.wa.gov.au/RARF-strategy)

## **What happens next?**

Once the public consultation period has closed on 12 July, feedback will be reviewed and will help inform the final Strategy. The final *Revitalising Agricultural Region Freight Strategy* will be considered by the State Government before release, which is expected late 2019.

The Strategy will provide a guiding framework for industry to strategically align with the State's vision for agricultural freight transport into the future.

The State Government may elect to pursue project packages of its own accord, but industry-led development of business cases that align with the Strategy project packages, will be encouraged. These should occur in consultation with State Government, including options analysis and detailed benefit cost analysis.

Discussions on potential funding sources and options should take place at this time. Non-infrastructure projects will be assessed by relevant departments and can be progressed internally.

For more information, or to keep up-to-date with progress please visit the [DoT webpage](#).