



## FAQs

### Why do we need the South West Supply Chain Strategy?

The *South West Supply Chain Strategy* (the Strategy) identifies and prioritises future road, rail, air and port infrastructure requirements for the South West region for the next 10-15 years.

The Strategy responds to the future requirements of the freight network, balancing the needs of the community with those of industry, to ensure a safe, efficient and future-ready freight transport network.

The Strategy provides the context for future business cases to be developed for road, rail, intermodal, and port projects that will help to keep WA competitive and prepare our key regional supply chains for future growth.

### What area does the Strategy cover?

The *South West Supply Chain Strategy* covers the South West region of Western Australia, as shown in the map in Figure 1.

### Which supply chains are covered in the Strategy?

The Strategy focuses on the key supply chains in the South West region of alumina/bauxite, lithium, caustic soda, timber, grain, mineral sands, copper concentrate, agribusiness and container freight.

### Why does this Strategy only focus on the South West region?

The South West has freight supply chains that are unique and specific to the South West region.

The *Revitalising Agricultural Region Freight (RARF) Strategy*, covers agricultural supply chains in the Mid-West, Wheatbelt, Great Southern and Goldfields-Esperance regions.

Perth, Peel and the South West were excluded from the RARF since they were being considered by the Westport Taskforce.

When Westport announced its shortlist of future container port options in August 2019, it did not include a role for Bunbury Port in handling containers. This represented an opportunity to identify other infrastructure and non-infrastructure improvements that could be made in the South West region to optimise existing and future supply chains.

The Department of Transport intends to undertake additional regional supply chain strategies for the other regions of Western Australia.



Figure 1 - South West region



## What are the key objectives of the Strategy?

The Strategy has six key objectives:

1. Connected and continuous supply chains
2. Seamless modal integration
3. Optimised infrastructure and supportive policy
4. Improved transport efficiency
5. Improved road safety
6. Regional economic growth

## What about planning that has already taken place?

Other strategies and previous studies have helped provide context and inform the draft *South West Supply Chain Strategy*.

These include the *Revitalising Agricultural Region Freight Strategy*, the *Bunbury – Geographe Sub-Regional Strategy*, and the *Westport: Port and Environs Strategy*.

## Who was involved in developing the draft Strategy?

The Strategy was developed by a multi-agency team, led by the Department of Transport and included representatives from Main Roads Western Australia, the Public Transport Authority and the Southern Ports Authority.

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

Government stakeholders consulted included the Department of Planning, Lands and Heritage, the Department of Jobs, Trade, Science and Innovation, the South West Development Commission, the Department of Primary Industry and Regional Development and Landcorp (now DevelopmentWA).

The Department also contacted the 12 local governments in the South West and a number of companies operating in the region, including rail operators.

## What happens next?

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

The State Government may pursue project packages of its own accord but will also actively encourage industry-led development of business cases that align with the Strategy. Proposals should be developed in consultation with the State Government and include options analysis as well as detailed benefit cost assessment.

The Department of Transport is now seeking public comment on the draft Strategy. The feedback collected will be used to help inform the final Strategy that will be considered by State Government before its release.