























# 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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**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			○

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**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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For a full copy of the Western Australian  
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  
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