

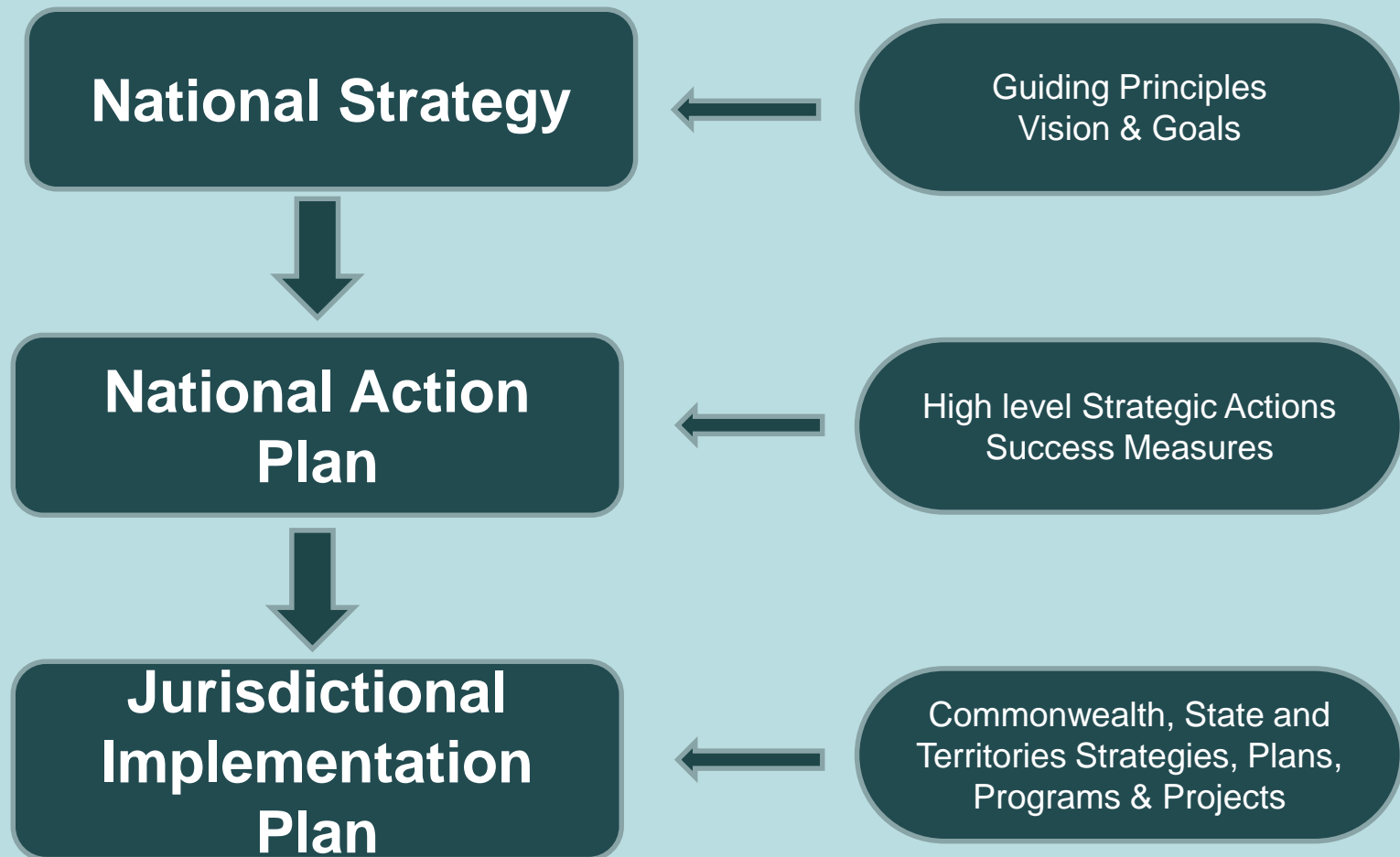


Department of
Transport

National Freight and Supply Chain Strategy WA Implementation Plan



National Freight and Supply Chain Approach



Mapping Freight Initiatives (WA)

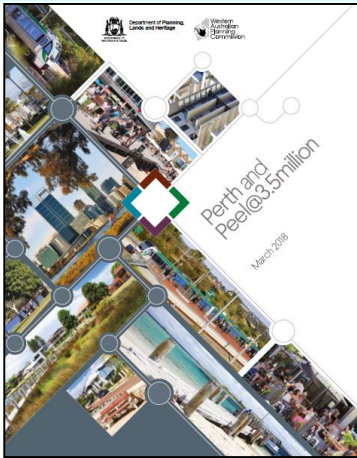
National Action Area	Sample WA Initiatives
Resilient Supply Chains	<ul style="list-style-type: none"><li data-bbox="803 396 1846 472">➤ Westport: Port and Environs Strategy<li data-bbox="803 472 1846 565">➤ Port Master Plans<li data-bbox="803 565 1846 641">➤ CBD Transport Plan<li data-bbox="803 641 1846 753">➤ Strategic Airport Assets & Financial Management Framework
Regional & Remote Infrastructure	<ul style="list-style-type: none"><li data-bbox="803 768 1846 829">➤ WA Regional Freight Transport Network Plan<li data-bbox="803 829 1846 922">➤ Revitalising Agricultural Region Freight Strategy<li data-bbox="803 922 1846 1015">➤ State Aviation Strategy
Ensure freight demand is integrated into land use planning	<ul style="list-style-type: none"><li data-bbox="803 1029 1846 1090">➤ Perth & Peel @ 3.5 Million<li data-bbox="803 1090 1846 1183">➤ State Planning Strategy 2050<li data-bbox="803 1183 1846 1285">➤ State Planning Policies 4.1 & 5.4

WA Freight Strategies & Initiatives

Perth & Peel @ 3.5 Million

Overarching objective:

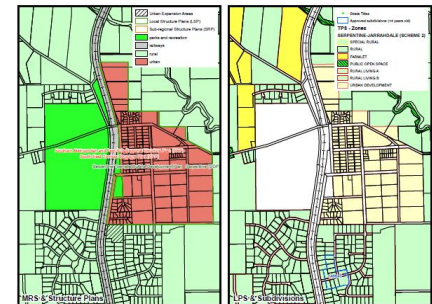
To provide an efficient regional movement network for people and freight that is integrated with land uses



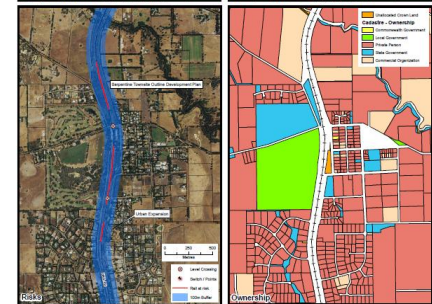
Bullsbrook
Freight and Industrial
District Structure Plan



State Planning Policy 4.1 – Industrial Interface



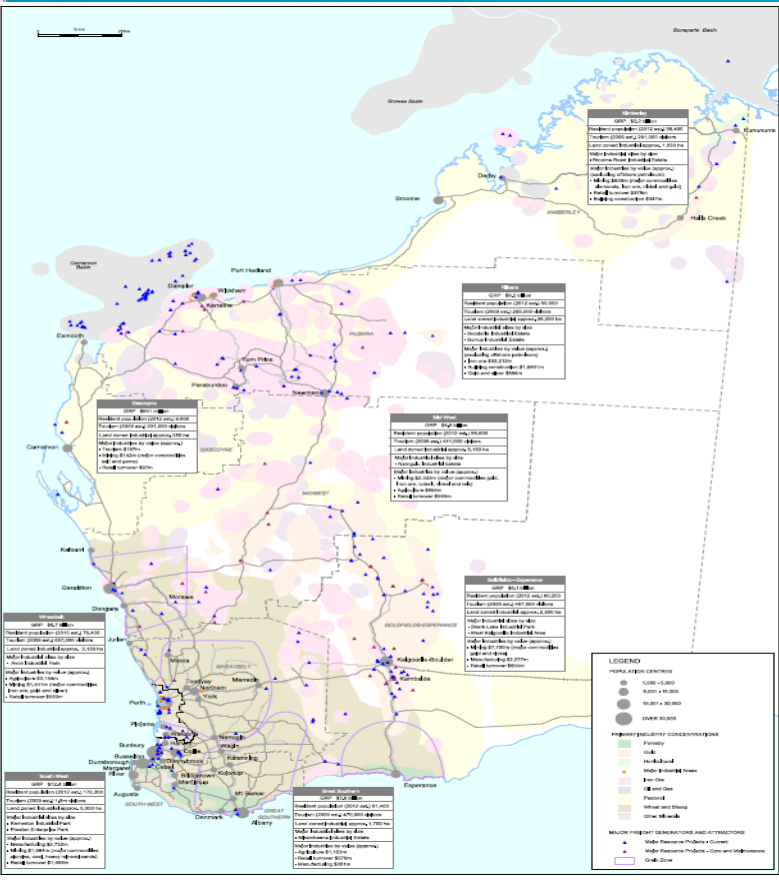
State Planning Policy 5.4 – Road and Rail Noise



WA Regional Freight Plan (2013)



Western Australian Regional Freight Transport Network Plan



LAYOUT: HOW TO READ THIS DOCUMENT

The Western Australian Regional Freight Transport Network Plan comprises four key parts as outlined below:

PART 1: OVERVIEW

HIGHLIGHTS: FREIGHT TRANSPORT PRIORITIES TO 2031 Provides a high-level summary of the key drivers, directions and priorities of the Western Australian Regional Freight Transport Network Plan

PART 2: CONTEXT

INTRODUCTION: SHAPING WESTERN AUSTRALIA FOR THE FUTURE Outlines the need for the Western Australian Regional Freight Transport Network Plan and describes the context for and scope of the Plan

OVERVIEW: THE WESTERN AUSTRALIAN FREIGHT TASK Describes regional Western Australia's freight network, current and future freight flows and freight demand and the implications for the regional freight network to 2031

PART 3: STRATEGIC DIRECTIONS AND PRIORITIES

APPROACH: COORDINATING THE FREIGHT TRANSPORT NEEDS OF REGIONAL WESTERN AUSTRALIA Articulates the Western Australian Government's vision and objectives for the regional freight network, Government's role in relation to the network and the general directions it will take to manage future freight growth and address cumulative impacts on the network to 2031

TO 2031: SYSTEMS FREIGHT PLANNING, POLICY AND PROJECT PRIORITIES Articulates the Western Australian Government's planning, policy and project priorities for the State's regional freight network to 2031

PART 4: FURTHER GUIDANCE FOR THE ROAD

METHODOLOGY: EVIDENCE-BASED PLANNING Outlines the methodology and project governance model employed to develop the Western Australian Regional Freight Transport Network Plan and the planning and policy issues for further consideration

PART 5: APPENDICES



Western Australian Regional Freight Transport Network Plan

2014 REPORT CARD

PROJECT HIGHLIGHTS

The Western Australian Regional Freight Transport Network Plan was released in May 2013. Of the 110 priority activities, studies and projects the plan identifies, almost half have secured funding, commenced work or completed at least one stage, with 25 per cent completed in their entirety. The 2014 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
 - The Kalgoorlie Intermodal Terminal feasibility study was completed in 2013. The study identified expansion of the existing Aurizon West Kalgoorlie terminal as the preferred option for providing common-user intermodal terminal facilities in the Kalgoorlie area.
- Direction 2**
Prepare for growth in Western Australia's regional freight task - ports
 - Dampier Floating Deck Transshipment System and the Dampier Floating Deck (extension to Dampier Cargo Wharf) are being developed.
- Direction 3**
Plan regional freight corridors for future development
 - A contract has been awarded for the PortLink regional roads and rail corridors study. This work will focus on investigating a transport corridor between the Mid West and Goldfields regions.
- Direction 4**
Connections between regional and metropolitan freight networks



Western Australian Regional Freight Transport Network Plan

2016 REPORT CARD

PROJECT HIGHLIGHTS

- The Asia req
- The line ship
- Gat unit

MAI
Nearby theme
Direct Road
network

There means
Est
unit

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 Morawa 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-Northernhampton including a bypass of Geraldton, also contributes to expanding trips road train access southwards from Carnarvon.

The *Revitalising Agricultural Region Freight Transport Strategy* identifies core issues relating to the movement of agricultural freight over the next **10-15 years** and provides a list of **infrastructure and non-infrastructure priorities** to support the **efficiency** of WA's agricultural supply chains

WA's Agriculture and Food sector is important to the State's economy, representing:

- **\$7.7 billion** exports in 2015-16
- More than **30,000 jobs**



Global demand for agricultural products **continued to grow** when mining activity slowed

The *Revitalising Agricultural Region Freight Strategy* covers the following supply chains:



Grain



Livestock



Agricultural Lime



Fertiliser



Hay

The **Strategy** has six key objectives:

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

The Strategy is the result of extensive stakeholder consultation aimed at identifying deficiencies and opportunities in the regional transport system, including both infrastructure and the policy/regulatory settings.

CBD Transport Plan

- Last mile issues are prevalent in built up areas
- Lessons can be learnt from Sydney and Melbourne, where freight delivery has become a challenge
- City of Perth Last Kilometre Freight Study being refreshed
- DoT will build on last kilometre freight issues in the CBD Transport Plan



