

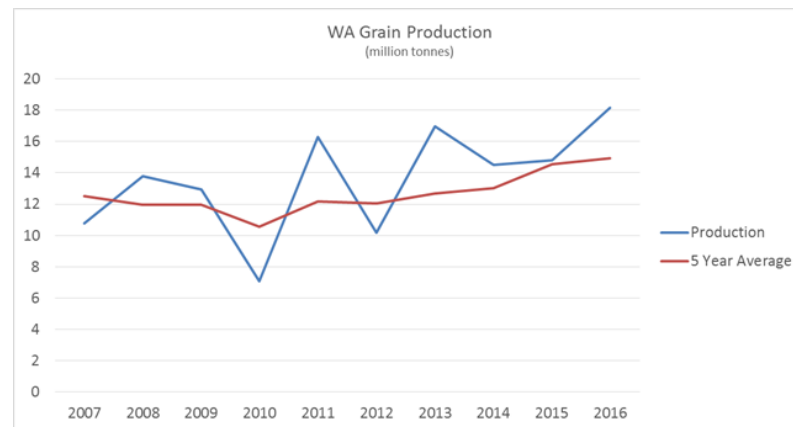


# Wheatbelt Secondary Freight Routes

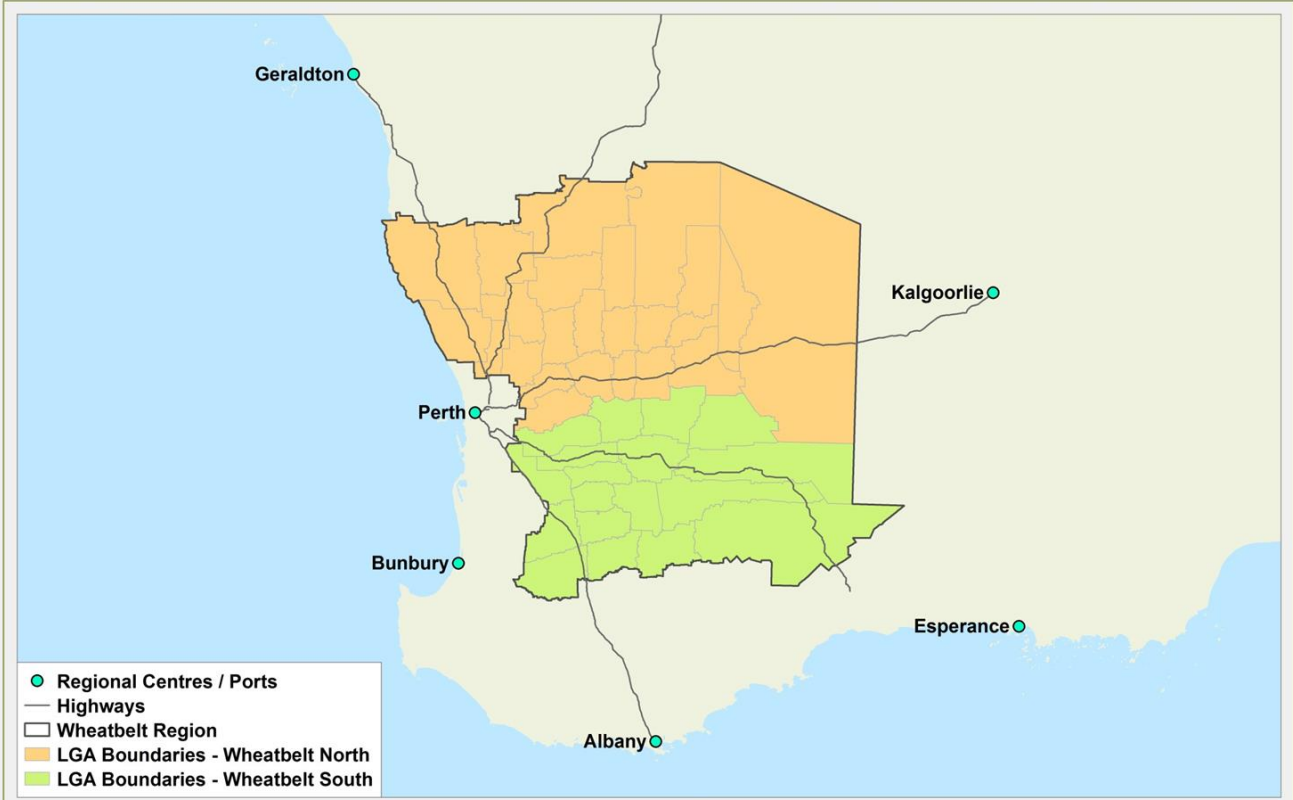
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# Wheatbelt Secondary Freight Routes

- Local Government manages 88% of the public road network
  - 41,000 km in Wheatbelt Region
- Freight task is growing and changing
  - grain production increased 20%
  - average load delivered increased 37% (33.16 to 45.56)
  - lime use increased four fold (to > 1.2 million tpa)
  - 500 km of low volume rail lines closed (750,000 tpa grain)
  - responsive product marketing
  - end-to-end supply chains



# Wheatbelt Regional Transport – Snap Shot



Wheatbelt Region

# Wheatbelt – Traditional Transport



- Regional Centres / Ports
- CBH Receptival Sites
- Wheatbelt Region
- Main Roads WA
- Railways

Wheatbelt - Traditional Transport

# Wheatbelt – Modern Freight Routes

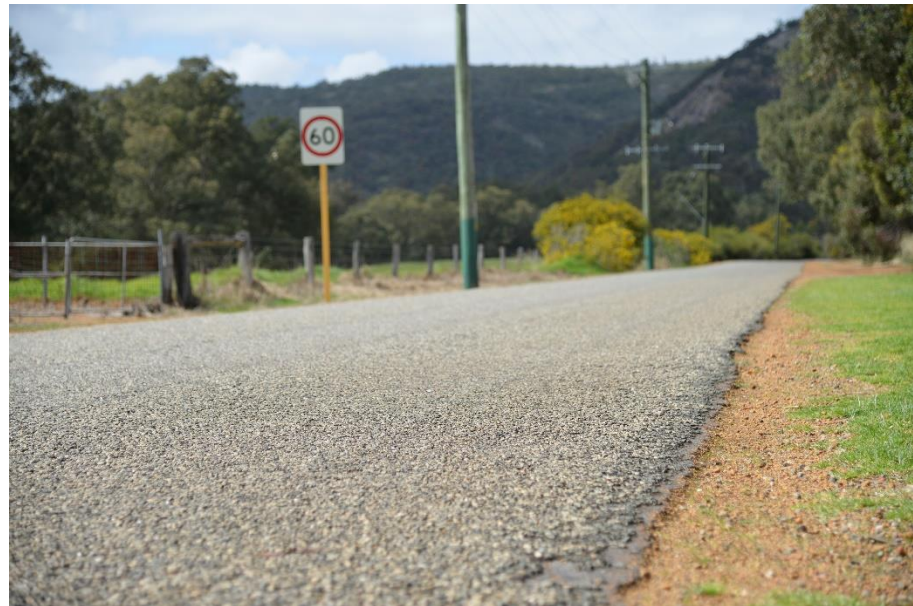


Wheatbelt - Modern Freight

# Wheatbelt Secondary Freight Routes

## Integrated Network

- RAV network continuity
- Seal width (> 7m)
- Formation width (10m)
- Strength
- Intersection Geometry



# Wheatbelt Secondary Freight Routes



## Outcomes

- competitive export industries
- reduced life-cycle costs for roads
- efficient road transport fleet and operations
- reduced road trauma

# Wheatbelt Secondary Freight Routes

## Process

- Proposal driven through Regional Road Groups
- Preferred routes identified in consultation with local industry
- Data collection for preferred routes
- Seeking funding for detailed analysis, design and business case
- State Government support for business case or case development

