

MINING-RELATED TRANSPORT INFRASTRUCTURE, DEPARTMENT OF TRANSPORT POSITION  
PAPER

**575. Hon MURRAY CRIDDLE to the parliamentary secretary representing the Minister for Planning and Infrastructure:**

In October 2000 the then Department of Transport released a position paper on mining-related transport infrastructure, which identified future transport requirements for the north east midlands area due to five potential mining developments.

- (1) Will the minister advise what plans, other than the southern transport corridor, are in place to address the needs outlined in this report, given that two of the major projects are now up and running and another two are progressing towards coming on line in 2006?
- (2) Has the integrated transport study which was recommended by this position paper been completed; and, if so, can the minister please table it?

**Hon KATE DOUST replied:**

I thank the member for some notice of this question. As the response is quite lengthy I would like to seek leave to have it incorporated into *Hansard*.

Leave granted.

The following material was incorporated -

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**I thank the Hon. Member for some notice of this question.**

The Department of Transport Paper entitled "Mining Related Transport Infrastructure October 2000" contained a preliminary assessment of the likely implications for port, road and rail infrastructure should any of the five major mining development opportunities, identified at the North East Midlands Economic Development Summit conducted in 2000, eventuate.

Since the paper was released over four (4) years ago:

- ☐ Main Roads WA has undertaken a range of road network upgrades in keeping with the actual developments of the mines currently operating and the general increases in road freight activity serving the region;
- ☐ The Geraldton Port Authority has invested over \$100 million in port infrastructure upgrades to meet the growing trade activity through the port, and
- ☐ WestNet Rail has invested in the Geraldton to Mullewa section of the railway line to accommodate the growing iron ore traffic from the Mount Gibson mining operations at Tallering Peak.

It needs to be appreciated that before the surge in Chinese demand for iron ore, many of the known iron ore and other mineral deposits in the region were considered unviable.

I am pleased to advise that in April 2005 the Government conducted the Mid West Strategic Infrastructure Forum in Geraldton to discuss the emerging resource projects and the infrastructure implications of this sudden increase in viability of mineral deposits in the region.

The Mid West Strategic Infrastructure Working Group has been established to work on the issues that came out of the forum. One key project currently underway is a taskforce working on the road, rail and port infrastructure issues that will address the full logistic chain movements of minerals from the various existing and proposed mining projects to the port.

Whilst the Department of Transport discussion paper promoted the development of an "Integrated Transport Study", it is important to appreciate that since that recommendation in 2000:

- ☐ The WestRail Freight Business was privatised;
- ☐ The Geraldton Port has been substantially upgraded;
- ☐ Many mineral deposits dismissed in the earlier analysis as unviable are now viable, and
- ☐ The Southern Transport Corridor has been completed.

I am confident that the Government has a firm understanding of the infrastructure issues in the region and I can assure the Member that the Government will address the issues as will be required.

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