

LIME SANDS CARTAGE ROUTES, COMMUNITY CONSULTATIONS

61. Hon Jim Scott to the Parliamentary Secretary representing the Minister for Planning and Infrastructure
- (1) What community consultations is the Government carrying out on the proposed Lime Sands Cartage Routes?
 - (2) Who will be conducting the community consultations given that community members have been dissatisfied with Main Roads WA consultations to date?
 - (3) Was rail considered as an option for lime cartage?
 - (4) If yes, who conducted the assessment of the rail option?
 - (5) Will the Minister seek an independent report on the feasibility of rail?
 - (6) Will the Minister table a copy of the existing assessment report on the rail option?

Hon G.T. GIFFARD replied:

1. In accordance with the pre-election undertakings and commitments I made at a community meeting in Toodyay on 30 June 2001, the Government will undertake a broad ranging consultation with the community to review the need for Route 1 and the community impacts and benefits of its development. The review will also consider whether Route 2 offers a better solution to this transport ask.

The review will directly consult with groups and agencies including:

communities along both Routes 1 and 2; Toodyay Action Group; Progress Associations; Chambers of Commerce; Local Governments along the routes; Environmental and LandCare Groups; Members of the Lime Sands Industry (including farmers); Transporters and Suppliers; Government agencies (including WA Planning Commission, Conservation and Land Management, Department of Environmental Protection, Water and Rivers Commission, Agriculture WA, Department of Transport, WA Government Railways); and Westnet rail operators.

It is anticipated that the comprehensive stakeholder and community consultation will be completed in 2001/02.

2. Community consultations will be facilitated by an independent chair.
3. Some initial assessment of the viability of implementing a rail solution was carried out. The assessment found that due to the multiple sources and destinations for the lime sand; the lack of existing rail lines; need for additional infrastructure, including rolling stock and storage and handling facilities; coupled with the relatively low tonnages and the cost of double handling, the rail option was not viable. Some further rail opportunities may exist when annual tonnages increase significantly.
4. Main Roads arranged to compile information from a number of key stakeholders.
5. The issues of the feasibility of using rail will form part of the proposed consultation process. It is anticipated that a review team, which includes membership from the community, will likely engage consultants to undertake an assessment and report on rail.
6. There is no formal report of these initial investigations. The assessment is contained in a 3-page summary on file. The planned consultation process will involve a review of all previous and existing studies associated with the development of road and rail transport options to service the Agricultural Lime Sand Transport needs.