

TRANSFER OF TIMBER FREIGHT FROM ROAD TO RAIL IN SOUTH WEST - NORTH GREENBUSHES
INTERMODAL FACILITY

1429. Mr P.D. Omodei to the Minister for Planning and Infrastructure

I refer to the Minister's recent announcement regarding the North Greenbushes Intermodal Facility and ask -

- (1) Of the \$14.45m of funding allocated to this project, how much funding has been allocated to the Southwest Highway between North Greenbushes and Northcliffe?
- (2) What is the Government's plan for the rail line south of North Greenbushes?
- (3) Given the substantial increase in local heavy haulage traffic in North Greenbushes, how much funding is allocated to road construction and maintenance in North Greenbushes?
- (4) What will be the daily timings of the following associated activities;
 - (a) loading of logs and woodchips onto trains;
 - (b) train arrivals, train departures and associated shunting at the Intermodal Facility Site; and
 - (c) arrivals and departures of log and chip trucks to the Intermodal facility?
- (5) What consultation was undertaken with the North Greenbushes community regarding the Intermodal Facility?
- (6) Does the Government have the support of the North Greenbushes community regarding the Intermodal Facility?

Ms A.J.G. MacTIERNAN replied:

- (1) All of the \$14.45 million is committed to train loading and unloading and railway line infrastructure. Additional funding has been provided for the South Western Highway and for improvements to local roads in the Greenbushes area.
- (2) It is intended to retain the railway corridor between North Greenbushes and Manjimup. However, at Bridgetown the proposed heavy haulage deviation would be constructed in the railway corridor. Should an operational railway be needed in the future at Bridgetown, there are several alternative that can be considered. The railway between Lambert and Northcliffe is the subject of tourist railway orders in favour of the Pemberton Tramway Company Pty Ltd, which operates a tourist railway over that section of the railway.
- (3) An amount of \$2.23 million has been provided in the Main Roads budget to undertake various improvements (intersection upgrades, sealing and widening) on local roads in the Greenbushes area.
- (4) These questions will need to be directed to the rail operator which following the privatisation by the Court Government is no longer in Government hands.
- (5) Since 2004, a number of community consultation sessions have been conducted with the support and cooperation of the Shire of Bridgetown-Greenbushes. Meetings have been held in Bridgetown, Greenbushes and Donnybrook;
- (6) Where there have been issues, the Government and the private sector partners in the project have endeavoured to mitigate those possible impacts.

By way of example, the woodchip loading facility was initially planned to be located near the Whitakers Mill site at the North Greenbushes station. Because of concern for the residents nearby, the woodchip facility will now be located around 1 kilometre south of the area.

Without the active intervention of our Government, the line to Bunbury would have ceased to operate - showing that the promises made by the previous government on privatisation were vacuous.