

Roads to Export



Greater Bunbury Infrastructure Investment Plan

The South West Economy

Gross Regional Product (GRP) generated by the South West region of Western Australia has climbed significantly over the past decade from \$4.93 billion in 2000/01 to \$16.8 billion in 2010/11.

The South West has the State's most diversified economy: the principal components are mining, manufacturing, construction, retailing, tourism and agriculture. Mining output ranks internationally with the region producing more than half the world's tantalum and lithium and about one quarter of alumina, zircon, rutile and ilmenite.

The Bunbury Port Authority forecasts growth of export tonnage of 50 percent over the next five and doubling by 2020, generated primarily by the mining sector.

The growth trends for GRP and Bunbury Port throughput are expected to continue and will exceed the capacity of the local transport infrastructure.

Roads to Export

In 2009 the South West Development Commission, the Bunbury Port Authority, Chamber of Minerals

and Energy and Bunbury Wellington Economic Alliance examined the relationship between forecast growth of exports through the Bunbury Port, and the associated freight tasks.

The Greater Bunbury Infrastructure Investment Plan (Roads to Export) evolved from the logistics analysis and formed the basis of a business case bid for funding that was lodged with Infrastructure Australia (IA) in October 2009. The estimated capital cost for the required infrastructure was \$756 million.

Continuous review and re-assessment of the priority for each infrastructure component has reduced the estimated capital cost to \$621 million. The funding and priority changes are captured in the table below.

Infrastructure

The road network, comprising the Port Access Road, Bunbury Outer Ring Road and Coalfields Highway; a second railway line from Brunswick Junction to the Port; and diverting the Preston River, which dissects and impedes the efficient use of the Bunbury Port Authority's land; are inextricably linked catalysts to future economic development.

Estimated Capital Cost of the Greater Bunbury Infrastructure Investment Plan (\$'million)

Infrastructure	October 2009 Costs	October 2011 Revised Costs
Brunswick to Bunbury and Bunbury Port rail link	129	65
Divert Preston River	45	65
Bunbury Outer Ring Road	260	455
Coalfields Highway Upgrade	40	36
Bunbury Port Container Facility	65	Deferred – staged development by Bunbury port Authority
Eelup Roundabout	110	Stage 1 Funded - Stage 2 (grade separation) Deferred
Port Access Road	40	Funded
Picton – Greenbushes Railway Line	47	Deferred – not supported by a business case
Foreshore and Entry Statement	20	Deferred
Total	756	621

- Infrastructure Australia (IA) listed the Greater Bunbury Infrastructure Investment Plan as an 'Early Stage' project in the June 2010 report – *Getting the Fundamentals Right for Australia's Infrastructure Priorities* - to the Council of Australian Governments.
- IA's June 2011 report to COAG – *Communicating the Imperative for Action* – advanced the Greater Bunbury Infrastructure Investment Plan one step to a project of Real Potential.

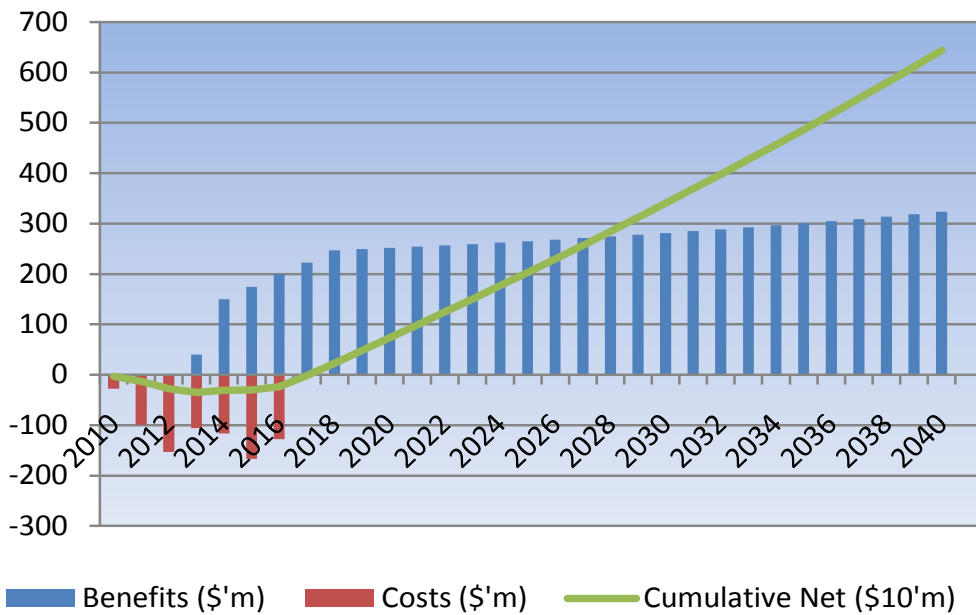
The Brunswick Junction to Bunbury Port railway line is operating at near capacity, moving the annual alumina freight task of about 9.7 million tonnes. Planned expansions at the Wagerup and Worsley alumina refineries and a coal-to-urea plant near Collie will increase rail freight by 40 percent. Coal exports through Bunbury Port are also being evaluated.

About 2.3 million tonnes of plantation timber products and mineral sands is delivered to the Port on a road system that contains a mix of heavy and light traffic. Completion of the Bunbury Port Access Road and the Bunbury Outer Ring Road will improve the efficiency of these linkages and public safety by separating heavy and domestic traffic.

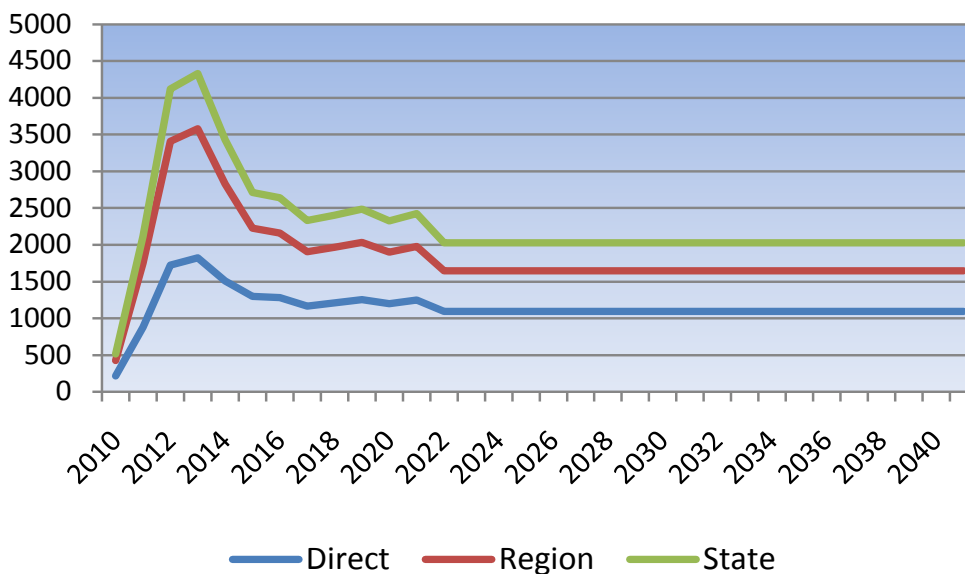
The Bunbury Port Authority holds 468 hectares of land that surrounds the inner harbour. The land is dissected by the Preston River, which limits development and impedes cargo assembly and movement within the Port precinct. Diversion of the river is essential to give the Port Authority the capacity to effectively handle future cargos.

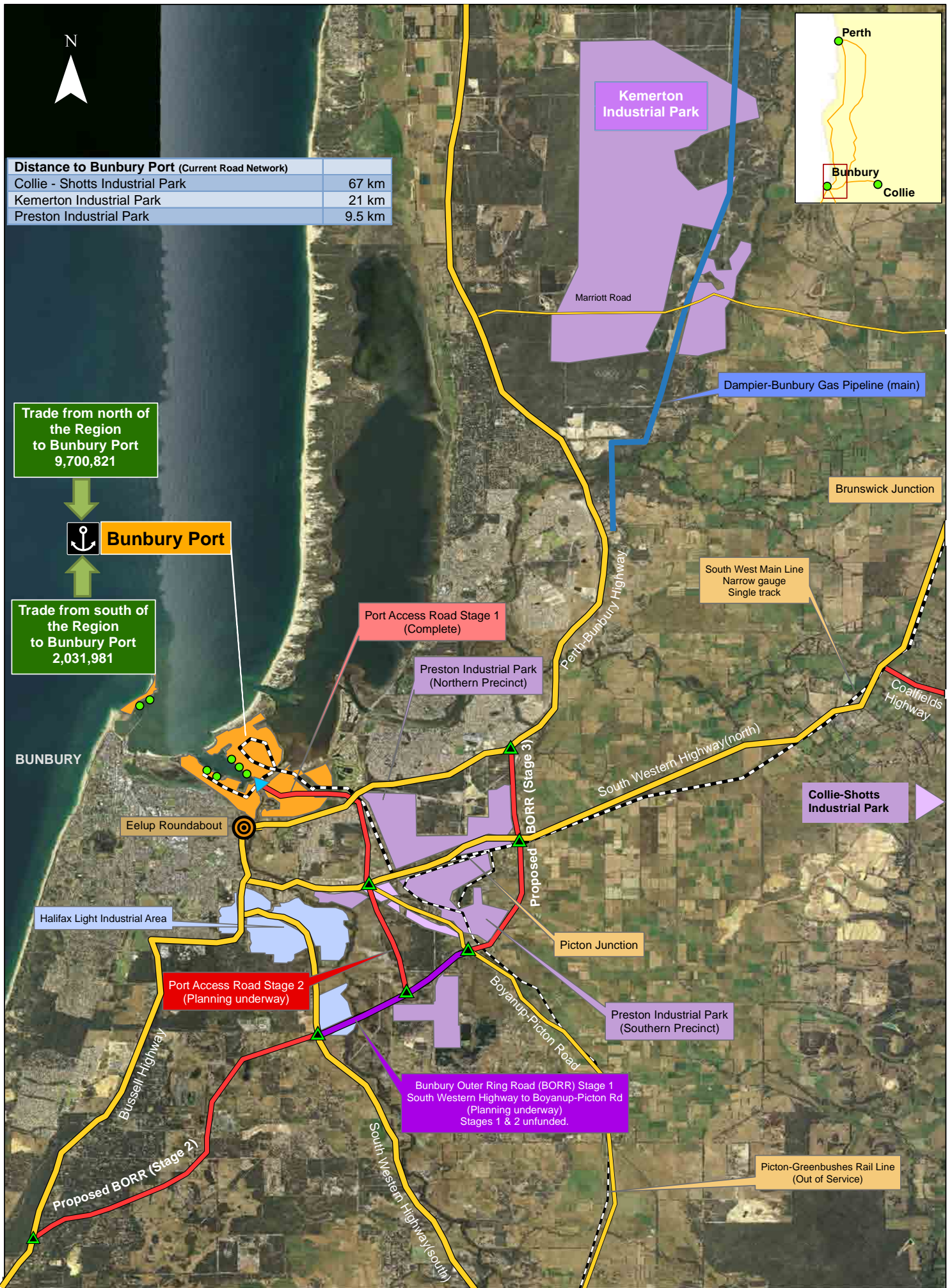
These transport infrastructure upgrades are required to unlock significant port-focused regional growth and assist the South West Region to maintain Gross Regional Product (GRP) at the decade-long increasing trend of 10.2 percent.

Public Benefits and Costs of Road, Rail and Port Investments, over 30 years (\$'millions)



Economic Impacts of Infrastructure Projects (\$'millions)





Distance to Bunbury Port (Current Road Network)	
Collie - Shotts Industrial Park	67 km
Kemerton Industrial Park	21 km
Preston Industrial Park	9.5 km

Trade from north of the Region to Bunbury Port
9,700,821



Bunbury Port

Trade from south of the Region to Bunbury Port
2,031,981

Industry Linkages in Greater Bunbury

0 0.5 1 2 3 4 5 Kms

This map is intended as a guide only. No business decision should be made on the basis of information shown on this map.

- Industrial Land
- Light Industrial Land
- Bunbury Port
- Port Berth
- Major Roads
- Railway
- DBNGP
- New Strategic Intersections
- Strategic New Roads

Data Source: Landgate (Base map/rail) DPI (GBRS) Issued October 2011

