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Presentation to: Standing Committee on Transport and Regional Services

Regional road and rail networks

- The City of Albany has developed around and enveloped the port creating the common issue of conflict between urban enjoyment, tourism and port access.
- There is a well developed heavy haulage port access route from the Albany Highway/Chester Pass Road intersection to the port via Hanrahan Road and Princess Royal Drive.
- Chester Pass Road was projected to carry 92% of road hauled grain and 38% of woodchips estimated at 333 loads/day by 2010¹. The most direct route from Bakers Junction to port is via Chester Pass Road, Hanrahan Road and Princess Royal Drive.
 - the proposed Ring Road adds 9.5 km to the journey
 - the proposed inland port at Mirambeena adds 6.2 km of road haul plus 23.5 km of rail haul to the journey plus unload and re-loading costs.
- The GHD, 2001 "Economic analysis of a potential inland freight depot for the Albany region" used many skewed assumptions to favour the proposition for an inland port. For example, the capital costs of rail were omitted and it assumed the ring road was constructed. In spite of these assumptions, the study could not avoid the conclusion that "the [inland port] scenario represents a less efficient way of operating..." (p 51)
- The Department of Planning and Infrastructure, 2002 "Albany heavy freight issues discussion paper" also finds that an inland freight depot would "result in increased costs for freight movements that are not economically viable." (p3)
- It is our view that the efficiency of freight movement to the port of Albany would be best improved with improvement of heavy freight movement through the Chester Pass Road/Albany Highway intersection.
- Stage 1 of the Ring Road will reduce the traffic at this intersection and through Albany and should proceed.
- Primary production including grains and woodchips for export are grown on a dispersed network of local roads. These commodities are hauled to Port over local and regional roads rather than national highways and railways.
- In this region there are no Auslink roads or rails. It would be better to increase funding for local and regional roads through the Roads to Recovery program or specific industry development programs.
- Local and regional road upgrade and maintenance should receive higher priority than development of stages 2 and 3 of the Albany ring road or an inland port.

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¹ GHD, 2001. Economic analysis of a potential inland freight depot for the Albany region.