

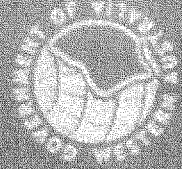
GREAT SOUTHERN DEVELOPMENT COMMISSION
Building partnerships for regional prosperity

Presentation to
House of Representatives Standing
Committee.

Great Southern Development
Commission,
Great Southern TIRES

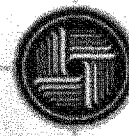


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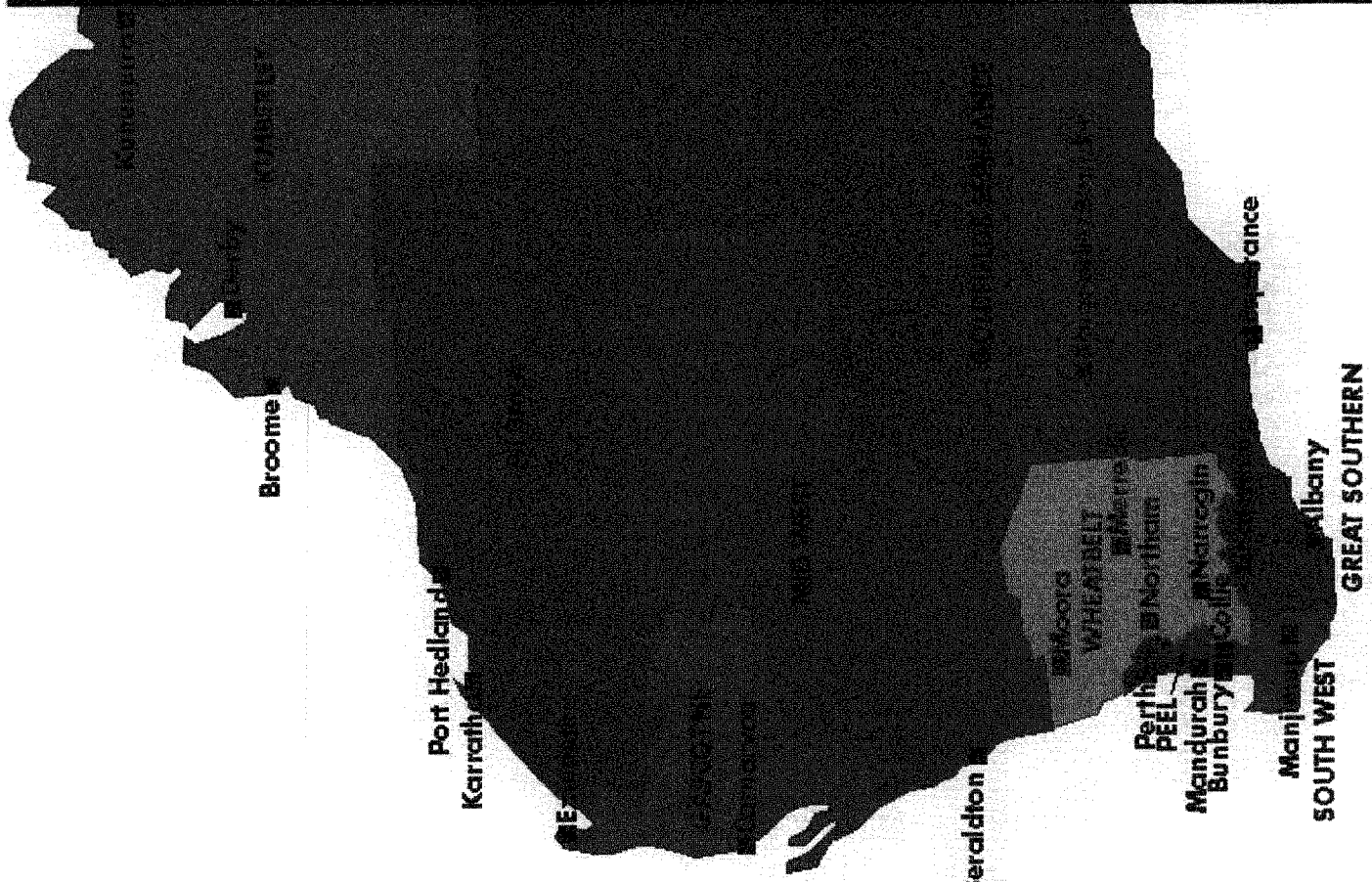


Key Regional Drivers for the Great Southern

- Population concentrated along the Coast - Albany is the regional centre
- Steady overall population growth but static hinterland
- Strong agricultural sector but subject to seasonal variations
- Industry diversification is occurring
- Infrastructure investment is occurring



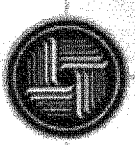
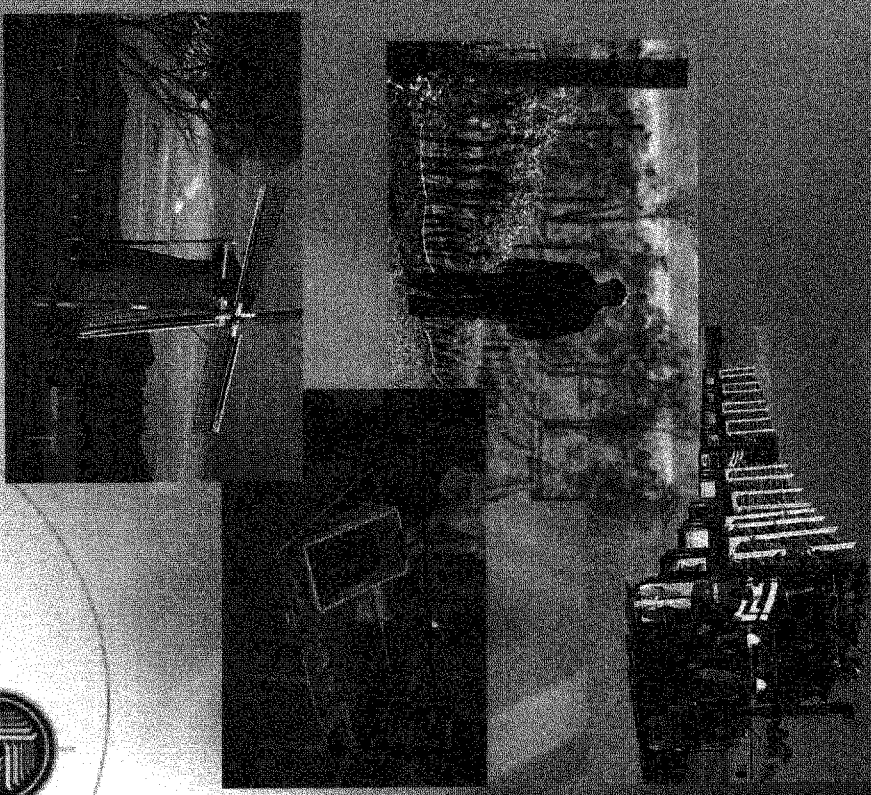
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Industry Diversification

Industries established and growing:

- Plantation blue gum timber
 - 135,000 ha in GS
 - 2.5mt of woodchips by 2008
- Viticulture/wine
 - 15 wineries, 65 labels
- Aquaculture
 - Marron, yabbies, inland trout
 - Oysters, mussels, abalone
- Tourism
 - 600,000 visitors, \$203m expenditure
- Perceived opportunity for investment: Wine Tourism
 - Need for more value add

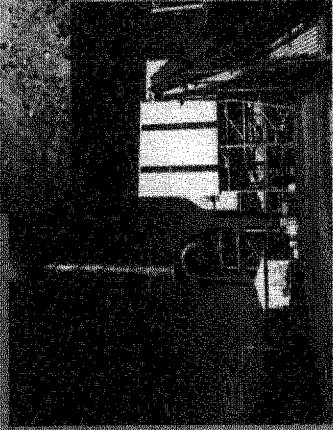
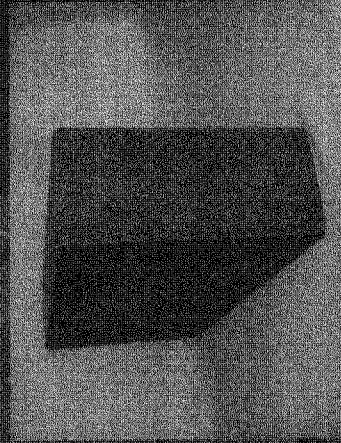


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Industry Diversification

Emerging industrial developments:

- Lignor engineered strand lumber
- Grange Resources magnetite mine
- Beacons biomass power station

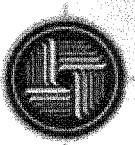


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Infrastructure Development

Industrial / Real Estate

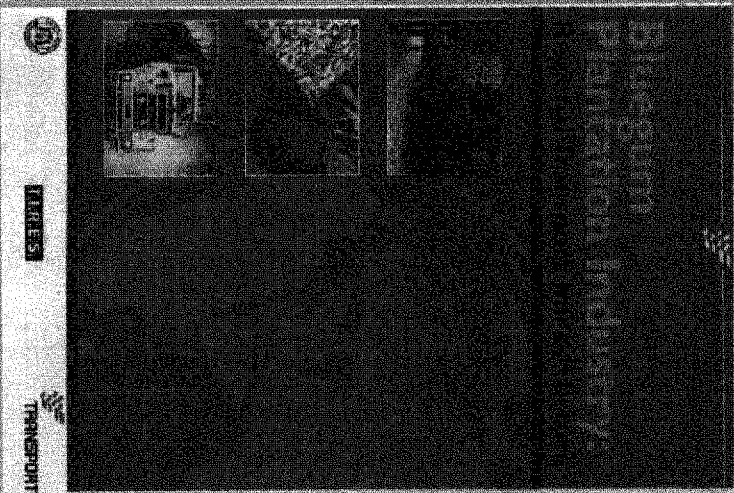
- Industrial land
 - Establishment of the Mirambeena Timber Processing Product
 - \$10 million Infrastructure package under consideration by WA Gov't
 - Rail spur extension
 - Working group chaired by GSDC
- Power
 - Establishment of \$6m Bremer Bay wind/diesel system
 - Proposed 220kV transmission line to Southdown mine project
 - Broader regional benefits are under assessment
- Roads
 - State Gov't funding for the Mt Barker northern by-pass and Albany ring road - \$15.5m
 - State Gov't support for local timber industry roads - \$4.8m
- Land development
 - Prospective release of Emu Point land for higher end housing / accommodation



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Timber Industry Road Evaluation Strategy

Regions



2000



2002

FIVE-YEAR REGIONAL TRANSPORT PLAN
FOR THE TIMBER INDUSTRY
IN THE WA GREAT SOUTHERN REGIONS

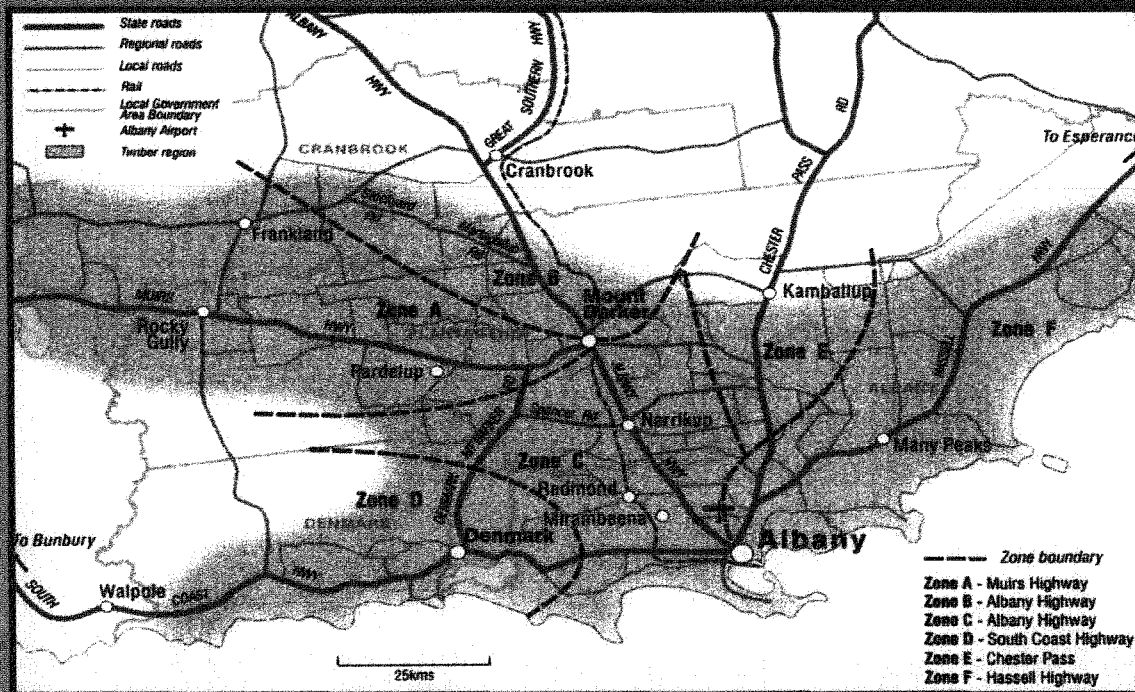
Prepared by NICK KILGUSMAN
For the WA Great Southern Timber Group
Updated in Quarter 2006
Updated in March 2006

2004, updated in 2006

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Regio



	Average Annual Tonnage		
	Chipped On-site and Transported by Road to the Port, tonne pa	Transported by Road to Mirambeena for Chipping, tonne pa	Total
Zone A	197,253	357,978	555,231
Zone B	42,373	149,766	192,139
Zone C	273,232	296,610	569,842
Zone D	35,067	731	35,798
Zone E	86,937	9,497	96,435
Zone F	178,989	197,253	376,242
Total	813,852	1,011,835	1,825,687
	45%	55%	

The Infrastructure Plan 2006/7 - 2011/12

Priority	Class	Road Name	Project No	Cost, \$
1	State	Albany Ring Road Stage 1	ALB5	\$10,500,000
2	State	Mr Barker Bypass	PL09	\$5,000,000
1	Regional	Spencer Rd	PL01	\$5,900,000
1	Regional	Stockyard/Martagallup Rd	CRAN1/PL03	\$1,010,000
1	Local	Palmdale Road	ALB1	\$650,000
		<i>Sub-total</i>		<i>\$23,060,000</i>
2	Local	Blue Lake Road	PL04	\$420,000
2	Local	Springs Road	PL06	\$600,000
2	Local	Mertlers Lake Road	ALB2	\$130,000
2	Local	Pfeffer Road	ALB3	\$250,000
2	Local	Noobjup Road	CRAN2	\$160,000
2	Local	Jackson Road	PL05	\$650,000
2	Local	Scotsdale/Roberts Rd	DE2/DE5	\$1,310,000
		<i>Sub-total</i>		<i>\$3,520,000</i>
3	Local	Deep Creek Road	ALB4	\$280,000
3	Local	St Werburghs Road	PL08	\$790,000
3	Local	Perihup Sib Road	PL07	\$160,000
		Albany Ring Rd (Stage 2&3)	ALB6/ALB7	\$16,000,000
		<i>Sub-total</i>		<i>\$17,230,000</i>
		<i>Total</i>		<i>\$43,810,000</i>

Maintenance 5 Year Plan

Class	Length, km	Avg Cost, \$/km pa*	Cost, \$
State Roads	516	\$2,340	\$6,041,034
Regional Roads	103	\$500	\$257,500
Local Roads	1,417	\$500	\$3,627,733
<i>Total</i>			<i>\$9,926,267</i>



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Financial Contributions

	Funding, \$ million					Total
	Common-wealth	State	Council	Private Sector		
<i>Projects</i>						
State Road	\$0	\$18,000,000	\$0	\$0	\$18,000,000	
Regional Road	\$4,139,850	\$1,740,000	\$482,000	\$0	\$6,361,850	
Local Road	\$3,518,150	\$1,860,000	\$570,000	\$0	\$5,948,150	
<i>Total</i>	<i>\$7,658,000</i>	<i>\$21,600,000</i>	<i>\$1,052,000</i>	<i>\$0</i>	<i>\$30,310,000</i>	
	25%	71%	3%	0%	100%	
<i>Maintenance</i>						
State Road	\$0	\$6,041,034	\$0	\$0	\$6,041,034	
Regional Road	\$0	\$193,125	\$64,375	\$0	\$257,500	
Local Road	\$0	\$0	\$2,419,358	\$1,208,375	\$3,627,733	
<i>Total</i>	<i>\$0</i>	<i>\$6,234,159</i>	<i>\$2,483,733</i>	<i>\$1,208,375</i>	<i>\$9,926,267</i>	
	0%	63%	25%	12%	100%	
<i>Total Plan</i>	<i>19%</i>	<i>69%</i>	<i>9%</i>	<i>3%</i>	<i>100%</i>	



Note only \$2,500,000 of Stage 2&3 included.

Five Year Financial Plan

<i>Projects</i>	Funding, \$ million	
	5 Years	
State Road		\$18,000,000
Regional Road		\$6,361,850
Local Road		\$5,948,150
<i>Sub-total</i>		<i>\$30,310,000</i>
<i>Maintenance</i>		
State Road		\$6,041,034
Regional Road		\$257,500
Local Road		\$3,627,733
<i>Sub-total</i>		<i>\$9,926,267</i>
<i>Total</i>		<i>\$40,236,267</i>



Funding Assumptions – the Roads to Recovery/Funding

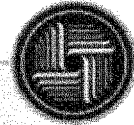
Council	R2R Allocation over 4 years, \$	Allocation to Plan	
		%	\$
Albany	\$3,300,000	10%	\$330,000
Plantagenet	\$1,370,000	70%	\$959,000
Denmark	\$950,000	15%	\$142,500
Cranbrook	\$1,590,000	5%	\$79,500
Total	\$7,210,000		\$1,511,000

Funding Assumptions – State and Council Contributions

Council	State Contribution	Council Contribution	Percentage Council
Albany	\$800,000	\$240,000	30%
Plantagenet	\$2,300,000	\$650,000	28%
Denmark	\$400,000	\$130,000	33%
Cranbrook	\$100,000	\$32,000	32%
<i>Total</i>	<i>\$3,600,000</i>	<i>\$1,052,000</i>	<i>29%</i>

Allocation of Supplementary Commonwealth Funding

Council	Percentage Allocation	Supplementary Commonwealth Funding
Albany	10%	\$614,700
Plantagenet	70%	\$4,302,900
Denmark	15%	\$922,050
Cranbrook	5%	\$307,350
<i>Total</i>		<i>\$6,147,000</i>



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Infrastructure Development

- Sudden Industry growth requires a timely response from the 3 spheres of government in meeting associated infrastructure demands
- TIRES model is an example that is working.



Authenticated - 8/3/06 in Albany
(Jim Hall)

Figure 5.1: Location of Projects in Infrastructure Plan

