



KEY PRIORITY # 1 for MWCCI Members

The Mid West Chamber of Commerce and Industry represents a broad cross section of small, medium and large businesses throughout the Mid West, many of which are well known Australian companies.

The Chamber supports a consolidated approach, between Commonwealth, State & Local Government in providing support and funding for short and long term infrastructure to accelerate this region's economic growth.

With this in mind, the Midwest Chamber of Commerce & Industry submitted a joint submission to the Commonwealth Standing Committee on Transport and Regional Services in June last year.

Immediate Short Term Priorities

1. Southern Transport Corridor (Phase 2) - the commencement of the phase two of \$88 million Southern Transport Corridor project to be brought forward to as soon as possible to help defuse the impact of increased traffic on the existing road access routes through to the port.
2. Completion of Indian Ocean Drive (Cervantes to Lancelin) with the increase in road train traffic on the Brand Highway safety of the "grey nomads" and other tourist traffic is at risk. The extension of the Indian Ocean Drive needs to be completed to move the tourist traffic from the Brand Highway.
3. The Rail Line from Geraldton to Mullewa to Perenjori needs to be upgraded immediately and sufficient rolling stock purchased to enable Iron Ore to be transported by rail.
4. Provision of passing lanes on existing roads.

Immediate Longer Term Priorities - within 7 years

1. Establishment of a deep water port and associated Heavy Industrial Area at a site deemed the most appropriate.
2. Establishment of a rail line from the proposed Deep Water Port site to the major iron ore deposits in the region
3. Upgrade of existing rail links to accommodate the increased phases of iron ore mining, in particular the development by an existing exporter Mt Gibson Iron and Midwest Corporation and Ginalbie Metals.

4. Upgrade of Dalwallinu to Geraldton via Mullewa Rail Link to accommodate existing tonnage volumes being handled from Talling Peak together with planned increases from other Murchison mining operations

BACKGROUND

The Midwest region of Western Australia is one of the most diverse and richest Mineral Provinces in the World, with deposits of iron Ore, Lead, Copper, Zinc, Gold, Vanadium Rare Earths and Mineral Sands.

The Midwest Iron Ore deposits and coal reserves are currently recognized as the second largest resource in Australia after the Pilbara. The region also has a developed broad acre agricultural and fishing industry and an emerging gas and oil industry.

Koolanooka Mine at Morawa was the first Iron Ore Exporting Mine in Australia which was developed in the 1960s. The existing bulk Port infrastructure was constructed to service this mine. The rail and road infrastructure was constructed in 1920 to develop the region for agriculture and gold mining.

During the 1970's the rail infrastructure was removed from the Murchison Region of the Midwest which halved the amount of rail in the Midwest. This was due to a number of factors which included, the improvements in road transport, the down turn in Gold Mining during that period in the region and the population shift to the coastal communities.

Iron Ore Mining in the Midwest ceased in the 1970s due to the closure of the Koolanooka Mine and the emergence of large scale mining in the Pilbara. It recommenced in 2004 with the opening of the Talling Peak Mine to service the increasing demand from China.