

# Western Trade Coast Freight and Logistics

## THE ISSUE:

The Perth Metropolitan Area only has one heavy industry site which adjoins the Fremantle Outer Harbour. Whilst the Fremantle Inner Harbour currently contains Western Australia's major container handling port, landside access constraints will require additional container handling capacity.

**2017/18 container trade is expected to be over 765,000 Twenty-Foot Equivalent Units (TEUs) and longer term trade is expected to increase by 3.5% a year.**

A review by the Westport Taskforce is due to report in 2019 on the preferred make-up of WA's Port infrastructure. Irrespective of that process, there is a need for a major transport logistics hub, improved east west links and additional industrial land in the South West Metropolitan Region.

Population of the adjoining area, Henderson – Hammond Park, is forecast to grow from 6,616 in 2018 to 12,549 in 2036, an increase of 89.7%. Growth of nearby suburbs Beeliar, Munster and Success (from 25,333 residents in 2018 to 32,100 in 2036) will place stress on Russell Road and necessitate additional east west links. The City of Kwinana has projected population growth of 44,791 in 2018 to 85,158 in 2036. This will place significant stress on Thomas Road which is currently a major access for the Kwinana Industrial Area and Outer Harbour.

## THE OPPORTUNITY:

These three projects are a component of the existing Infrastructure Australia Priority Projects List (Perth container terminal capacity and land transport access). The three infrastructure projects are also a component of the development of the Western Trade Coast.

This 3,900 hectare zone already generates over \$15 billion in annual economic activity and employs over 11,000 people. These three projects are part of an expansion to lift economic activity in the Western Trade Coast by 50% and to double employment to 22,000. Latitude 32 is a 1,400 hectare, master planned, development within the Western Trade Coast. It is divided into six distinct development areas. Flinders Estate (Development Area 1) has already been completed. The planned intermodal is within Development Area 5.

The project involves developing a simple container terminal of around 100,000 TEU capacity by 2026, constructing either Anketell Road or Rowley Road to divided carriageway between Kwinana Freeway and the coast, and as a high wide load corridor between Kwinana Freeway and Tonkin Highway. By 2036 a full 500,000 to 1,000,000 TEU intermodal is required to handle 2 kilometre-long trains.

Both Anketell Road and Rowley Road need to be constructed as divided carriageways and high wide load corridors for the full distance between Tonkin Highway and the coast. Grade separation required at seven intersections on Tonkin Highway and duplication of the section of rail from Cockburn Triangle to Latitude 32 will also be required by 2036. Work to 2026 on roads and intermodal terminal is estimated to cost \$450 million with the likely road being constructed being Rowley Road with grade separation at Hammond Road and over the freight rail.

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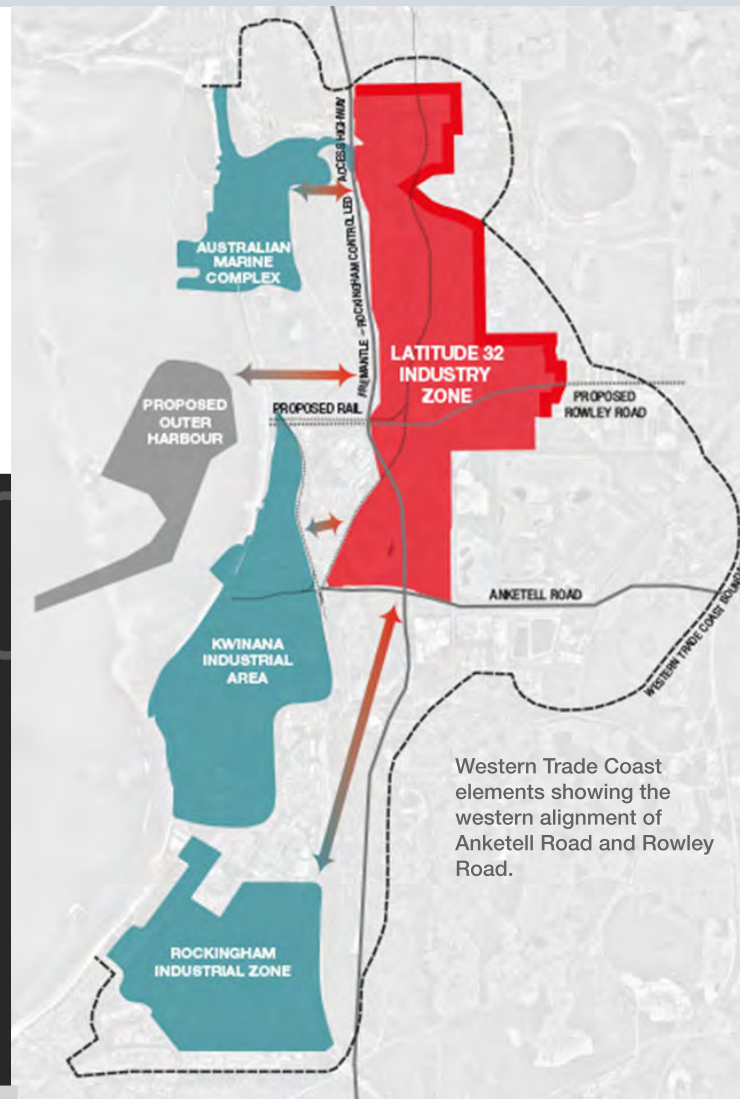
## WHAT IS THE OPPORTUNITY WORTH?

The cost of congestion is at least \$20 million annually and is expected to increase exponentially in future years.

## OUR ASK OF GOVERNMENT

We ask that the WA State Government plan and budget for the delivery of these vital projects.

“ There is a need for a major transport logistics hub, improved east west links and additional industrial land in the South West Metropolitan Region.



Western Trade Coast elements showing the western alignment of Anketell Road and Rowley Road.

**Latitude 32 Development Area 5 which is planned to contain the intermodal terminal. Land is in multiple ownership and has a variety of land use including quarrying. The reserve for part of Rowley Road is at the bottom of the picture**



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