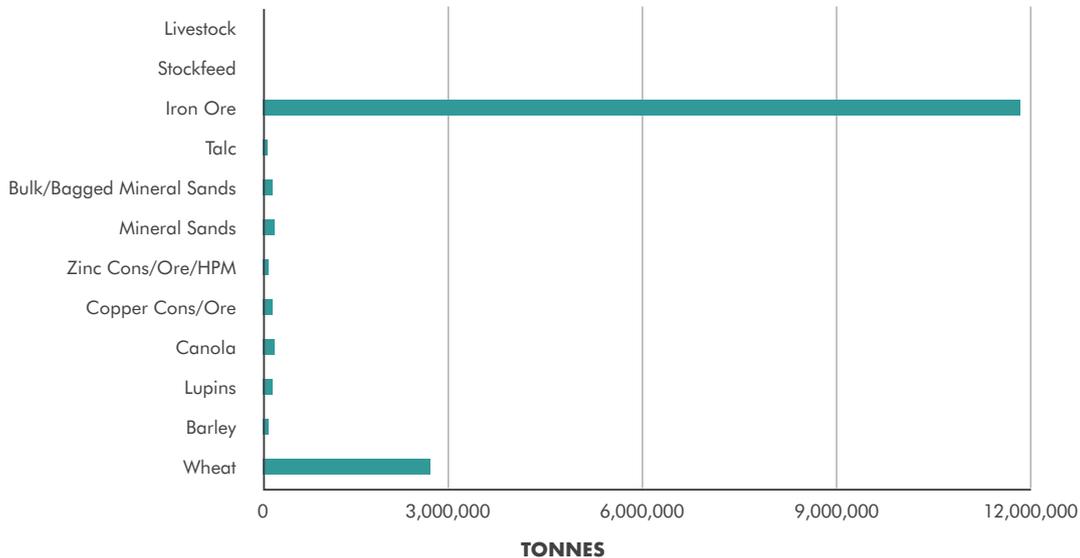


Transport & Logistics

OVERVIEW

Transport and Logistics contributes \$555 million to the Mid West's economic output and employs 1,429 people

Export Volumes from Mid West Ports (Tonnes) 2017



Strategically located, the Mid West is half-way between the Fremantle Port and the Pilbara, the country's leading direct shipping iron ore province. To capitalise on its position, the region has a busy Panamax port in Geraldton with plans for a deep-water port at Oakajee. These exporting facilities are supported by an integrated network of dual gauge rail infrastructure, several major roads, the Dampier Bunbury Gas Pipeline, grid supplied power with access to groundwater.

The Mid West has a strong commodity base with heavy reliance on access to export markets and trade relations. Access to a market comprises physical access (including efficient transport infrastructure) and business relationships and networks. Transport connections and other infrastructure provision assists in attracting and retaining population and businesses.

Opportunities have been identified to capture demand locally transportation and logistics supply chains in industries such as:

- > Professional services, administrative services, and auxiliary finance and insurance services (\$10.8m).
- > Fuels and oils, mechanical and vehicle components, and railway and rail components (leakage too small to support a viable local industry).

Ports

The Mid West has one major port located at Geraldton and a second port proposed at Oakajee. More than half of the exports leaving Geraldton Port are from the mining sector (minerals and iron ore). Iron ore exports make up over 74% of the total volume throughput of the port, which is growing at an increasing rate. The Geraldton Port can currently accommodate Panamax (70,000 dead-weight tonnage) vessels. The proposed Oakajee deep water port will enable the region to accommodate Capesized vessels and service the region's mining industry by establishing itself as a new gateway to Asia.

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