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Enquiries: Mr Gary Player on 91728877  
Our Ref: 04/5846-04 (D13#97405)  
Your Ref: A89156(OCR110726)

Mr C Adams  
Chief Executive Officer  
Shire of Roebourne  
PO Box 219  
KARRATHA WA 6714

ATTENTION: MR DAVID PENTZ

SHIRE OF ROEBOURNE  
RECEIVED

25 MAR 2013

Action By: David Pentz  
File No: A89156  
Document ID: ICR103638  
CC: Chris Adams.

Dear Sir

**MADIGAN ROAD, ROAD TRAIN BREAKDOWN AREA, KARRATHA**

Thank you for your letter dated 1 February 2013 expressing your concerns for provision of road train breakdown facilities within the Shire of Roebourne.

Your concerns about the lack of facilities for road trains within the Shire of Roebourne are recognised. Indeed, with the rapid increase in heavy vehicles that has occurred over the last few years as a result of the increased mining activity, this problem is also shared in Port Hedland and to a lesser extent, Newman and Roebourne.

As you are aware, Main Roads has had to suspend development of the proposed Road Train Breakdown area adjacent to the Madigan Road and North West Coastal Highway intersection because of a lack of funding. The design of this proposed facility was developed in consultation with the heavy vehicle industry and, even with staging the development, estimates indicate a minimum of \$15 million would be required to provide a first stage facility with limited capacity with funding of around \$40 million for full development. This far exceeded the funds available of around \$1.6 million and disappointingly, the funds had to be redistributed to other road projects.

Representatives of our Pilbara Regional office have met on site with your officers to try to resolve the issue of trucks parking on the open land adjacent to North West Coastal Highway opposite the Roebourne recreation facilities. I understand that it was resolved to assist the Shire in formalising this parking area in a bid to provide a local facility and reduce the dust being generated from the truck movements. Unfortunately, local residents did not wish to formalise the area because of noise, dust and town aesthetics and the Shire is now investigating other options along the Point Sampson- Roebourne Road. I have asked the Pilbara Regional office to keep to continue liaising with your officers in regard to this issue, to see if we can assist in some way.

From a pragmatic point of view, Main Roads has in other areas of the State provided Road Train Breakdown areas (ie Muchea, Carnarvon, Caversham) where it has been required by virtue of a change in the RAV access at these locations. In the case of major industrial developments in the Shire of Roebourne, such as the Burrup and Cape Lambert, RAV 10 vehicles are permitted right to the doorstep of these developments and trucks are not required to break down. Hence, the movement of these large trucks should be accommodated within these developments. Similarly Gap Ridge Estate and the Karratha Industrial Estate allow for direct access for RAV 10 vehicles into the estates. In the case of the Karratha Industrial Estate the road width and intersection configuration does not allow for the safe movement of these large vehicles and the Shire should consider improvements to the roads in this area if it wishes to ensure RAV 10 vehicles can fully access the Industrial facilities. Likewise, the haphazard parking of the trucks adjacent to the internal roads in the estate are a direct result of insufficient capacity of the premises within the Karratha Industrial Estate.

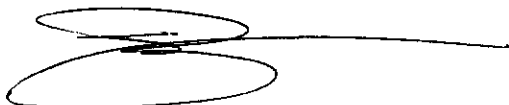
The difficulty in providing such facilities within town sites is to ensure they provide legitimately for trucks needing to break down to service their clients, as opposed to an overflow parking area for companies that have not made sufficient allowance for these trucks and trailers within their own facilities.

We do not believe that the provision of these facilities to service the internal distribution of goods and services within town sites rests exclusively with Main Roads, but we are certainly interested in working with the Shire of Roebourne to explore solutions to the current problems, bearing in mind, that currently no funding has been identified.

For your information, I have just recently been appointed Managing Director of Main Roads and I look forward to meeting you and discussing some of the transport related issues being faced in this very important part of Western Australia.

If you require any further information please contact the Pilbara Regional Manager on 9172 8877.

Yours sincerely

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke extending to the right.

Stephen Troughton  
MANAGING DIRECTOR OF MAIN ROADS WESTERN AUSTRALIA

21 MAR 2013



Mr Menno Henneveld  
Commissioner  
Main Roads Western Australia  
PO Box 6202  
East Perth WA 6992

Dear Commissioner

**Madigan Road, Road Train Breakdown Area, Karratha**

The Shire of Roebourne (the Shire) has previously raised concerns with Main Roads Western Australia (MRWA) in relation to the illegal use of road reserve near the corner of Point Samson-Roebourne Road and the North West Coastal Highway as a road train breakdown area. In particular, the safety risk posed by such a practice as well as significant degradation of the road reserve. Whilst the Shire is not required to remedy the damage caused, which is substantial during periods of rainfall, it grades the area to ensure it presents appropriately and to minimise risk to the community.

The issue of use of road reserve and other unauthorised areas for road train breakdown purposes is becoming critical. The Shire has noted an escalation in usage (and complaints about usage) in the Karratha Industrial Estate, on vacant land (adjacent to the Caltex Petrol Station on Bathgate Road) in Tambrey, in the Gap Ridge Industrial Estate and on Village Road on the Burrup Peninsula.

The issue is that increased usage appears to be accompanied by a culture of acceptance of this practice being the norm, however, the net result is that it is unsafe, unsightly and causes substantial environmental damage. The Shire has noted that a number of trailers being stored directly on the road or adjacent verge do not have reflectors affixed, which substantially increases the danger to other drivers.

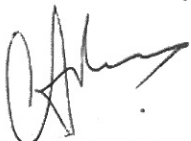
Whilst the Gap Ridge Industrial Estate has land set aside for a break down area for approximately 9 B-Triple Road Trains, this is a small sized facility for localised traffic and indications are at this stage that it will not be developed for several years.

The Shire attributes the use of road reserve to the absence of a formalised road train breakdown area within Shire boundaries. In previous discussions with MRWA it was detailed that consideration was being given to the development of a road train breakdown area on the corner of Madigan Road and North West Coastal Highway in Karratha. The Shire has since received indications that MRWA does not have the required funding to progress the latter.

The development of the Gap Ridge Industrial Estate, expansion of the Karratha Industrial Estate, and the \$140 billion in resource projects currently committed or under consideration in the Pilbara (including Anketell) foreshadows a substantial increase in road train traffic.

The Shire views that the construction of the Madigan Road breakdown area should be a priority for MRWA not only in the context of alleviating existing concerns but also because of its critical role in providing for growth. Further, it is of the opinion that the delivery of Madigan Road should be accompanied by a systematic appraisal by MRWA of road train demand in the Shire and whether this warrants consideration of other strategically located breakdown area(s) going forward.

Yours faithfully

A handwritten signature in black ink, appearing to be 'Chris Adams', written over a horizontal line.

Mr Chris Adams  
Chief Executive Officer

1 February 2013