

LEGISLATIVE COUNCIL
Question on notice

22 JUN 2011

Tuesday, 12 April 2011

3825. Hon Robin Chapple to the Parliamentary Secretary representing the Minister for Regional Development.

I refer the proposed Lucknow, Pharlapp, Milanese Open cuts, the Westralia Lode gold mineralization, the gold resources known as Sons of Gwalia, Charlotte Fault and Golden Dream located close to the Trans Australian Railway line in the vicinity of the Mt Charlotte/Cassidy mining operations owned by Barrick Gold and Newmont Mining managed by KCGM, and the Goldfields Esperance Region 2010-2020 Strategic Plan produced by the Goldfields Esperance Development Commission (GEDC), and I ask -

(1) Will the Minister and the GEDC advocate to the Minister for Transport the critical importance of removing the railway line from its current location which will then facilitate the proposed mining of the proposed Lucknow, Pharlapp, Milanese Open cuts and the Westralia Lode gold mineralization in the near vicinity of the Trans Australian Railway, providing for approximately another 10-20 years of open cut mining giving enormous confidence to the Kalgoorlie-Boulder community?

(2) If no to (1), why not?

(3) If yes to (1), -

(a) how; and

(b) when will this be undertaken?

(4) With reference to the Goldfields Esperance Region 2010-2020 Strategic Plan does the Minister recognize the land which encompasses the railway land covering the northern railway line from around Piccadilly Street through to at least Killarney Street, Kalgoorlie and possibly further, could be sold off as private land lots to offset some of the cost for the \$60 million dollar relocation of the railway bypass around Kalgoorlie- Boulder?

Answer

(1) Yes.

(2) Not applicable.

(3) I have already held discussions with the Minister for Transport regarding the Portlink project, which is a new initiative in the 2011-12 State Budget allocated \$5 million in Royalties for Regions to investigate and undertake detailed planning to link the ports of



Oakajee, Port Hedland, Kwinana/Perth and Esperance with the Eastern States through road and rail corridors with strategic intermodal freight logistics hub constructed in Kalgoorlie.

This project includes a potential new rail alignment around Kalgoorlie, which may align with the needs and expansion of the open cut mining operations in Kalgoorlie. The investigation and planning for the project will be delivered through the Department of Transport and the Minister for Transport over the next two years 2011-12 to 2012-13.

GEDC met with KCGM General Manager to discuss Portlink and rail realignment around Kalgoorlie and likely impacts/possibilities for expansion.

(4) The details regarding the use of land which encompasses the railway land covering the northern railway line from around Piccadilly Street through to at least Killarney Street, Kalgoorlie and possibly further, will be investigated as part of the rail realignment of the Portlink project. Once the planning is completed and all information is provided to Government in relation to the costs of implementing the Port Link project, a proposal will be submitted to State Cabinet for consideration and approval to proceed. This may include an option to for the land to be sold off as private land lots to offset some of the cost for the relocation of the railway bypass around Kalgoorlie- Boulder.