

Key Freight Routes

2018-19 to 2021-22 Expenditure Plan

Tasmania



Introduction

At the May 2014 meeting of the Transport and Infrastructure Council, Ministers agreed to implement a series of measures to improve the heavy vehicle investment and charging framework.

The ultimate goal of the heavy vehicle road reforms is to turn the provision of heavy vehicle road infrastructure into an economic service where feasible. This would see a market established that links heavy vehicle user needs with the level of service they receive, the charges they pay and the investment of those charges back into heavy vehicle road services.

Fundamentally, properly functioning markets require informed users and road providers, and the publication of forward looking Expenditure Plans is part of a set of initial measures focused on increasing transparency and accountability around road spending, and road assets.

The ongoing delivery of the Expenditure Plans represents a substantial milestone achievement in implementing heavy vehicle road reform and is the culmination of a concerted and coordinated effort between State, Territory and Commonwealth Governments.

The Expenditure Plans are updated annually, with improvements and refinements planned as the work progresses, including extending the Expenditure Plans to cover more of the road network, and more accessible data formats including interactive mapping.

As future phases of reform are introduced, the annually updated 'open data' Expenditure Plans, (as well as the parallel process for Asset Registers and Infrastructure Ratings) will play a growing role in providing the levels of openness, transparency and accountability required for a credible and effective system.

Expenditure Plans also support reform goals of moving towards a forward-looking cost base, that will allow heavy vehicle charges to be set based on the future needs of users, rather than the past spending decisions of governments as is currently the case.

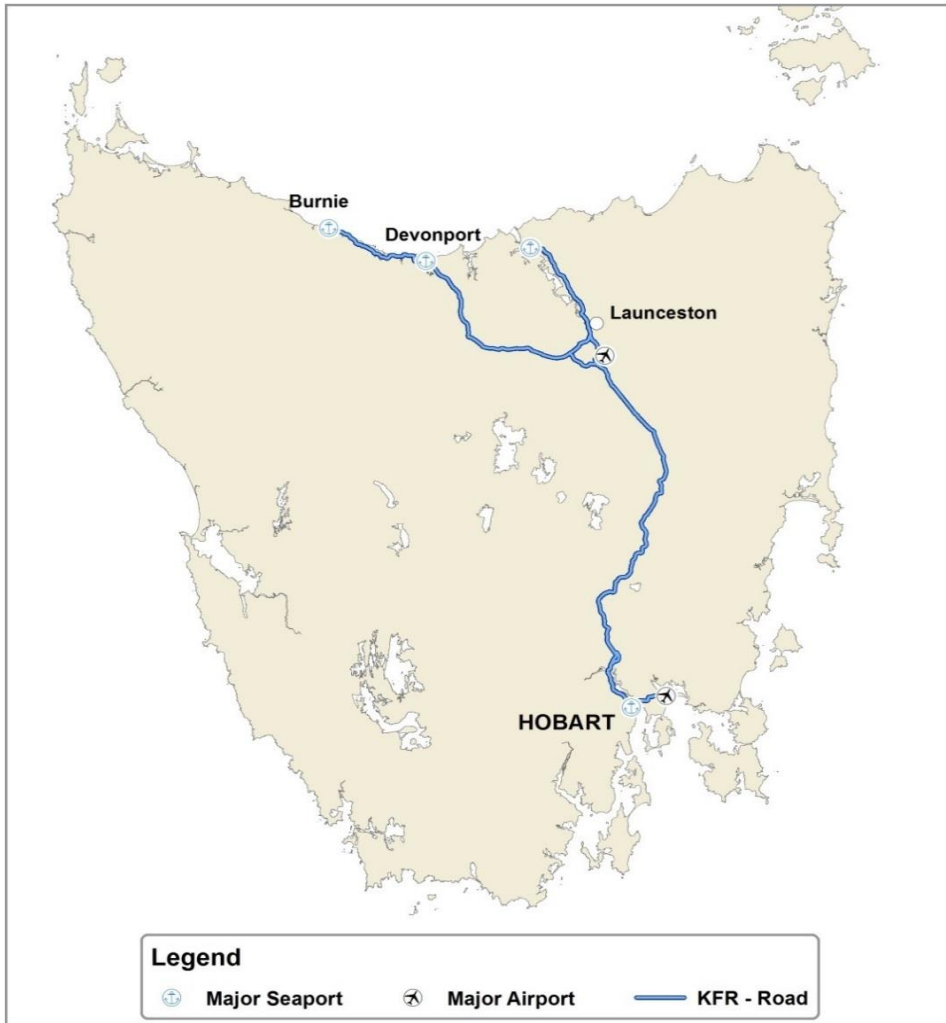
Disclaimer

Please note that while every attempt has been made to provide up to date and accurate data, the information presented in the Expenditure Plans is a snapshot in time. It should be considered indicative and subject to change.

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Tasmania: Key Freight Routes



Key Statistics

- By freight volume and strategic land use connections, the Burnie to Hobart corridor is Tasmania's premier freight corridor.
- Burnie to Hobart is Tasmania's key corridor for the movement of containerised freight, connecting to major domestic container ports at Burnie and Devonport.
- The Bell Bay industrial estate is Tasmania's largest bulk freight generating industrial area.

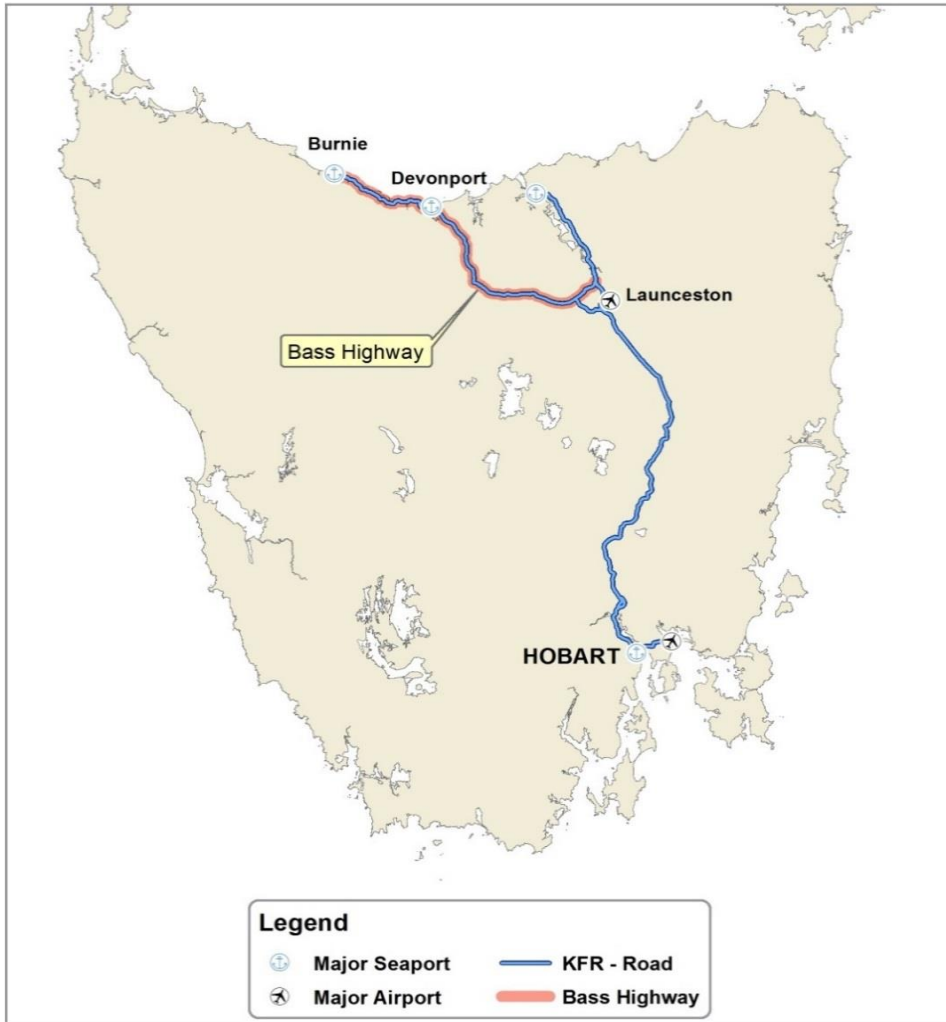
Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	88.35
2019–20 indicative	(\$m)	52.34
2020–21 indicative	(\$m)	68.86
2021–22 indicative	(\$m)	80.79
Total	(\$m)	290.33

Planned Expenditure and Investment

Route	2018-19 budgeted (\$m)	2019-20 indicative (\$m)	2020-21 indicative (\$m)	2021-22 indicative (\$m)	Total 2018-19 to 2021-22 indicative (\$m)
Bass Highway	5.92	5.44	5.44	5.44	22.25
Illawarra Road	0.18	0.12	0.12	0.12	0.56
East Tamar Highway	0.73	0.66	0.66	0.66	2.72
Midland Highway	68.13	35.32	47.84	67.99	219.28
Brooker Highway	0.64	0.78	0.78	0.78	2.96
Tasman Highway	12.74	10.01	14.01	5.79	42.56
Total	88.35	52.34	68.86	80.79	290.33

Bass Highway



Key statistics

- 3.1 million tonnes of freight are moved along this route annually, including 510 trucks per day between Burnie and Devonport.
- Key commodities include dairy, agriculture and mining ores.
- This route connects key domestic container ports at Burnie and Devonport, and major industrial and agricultural sites.

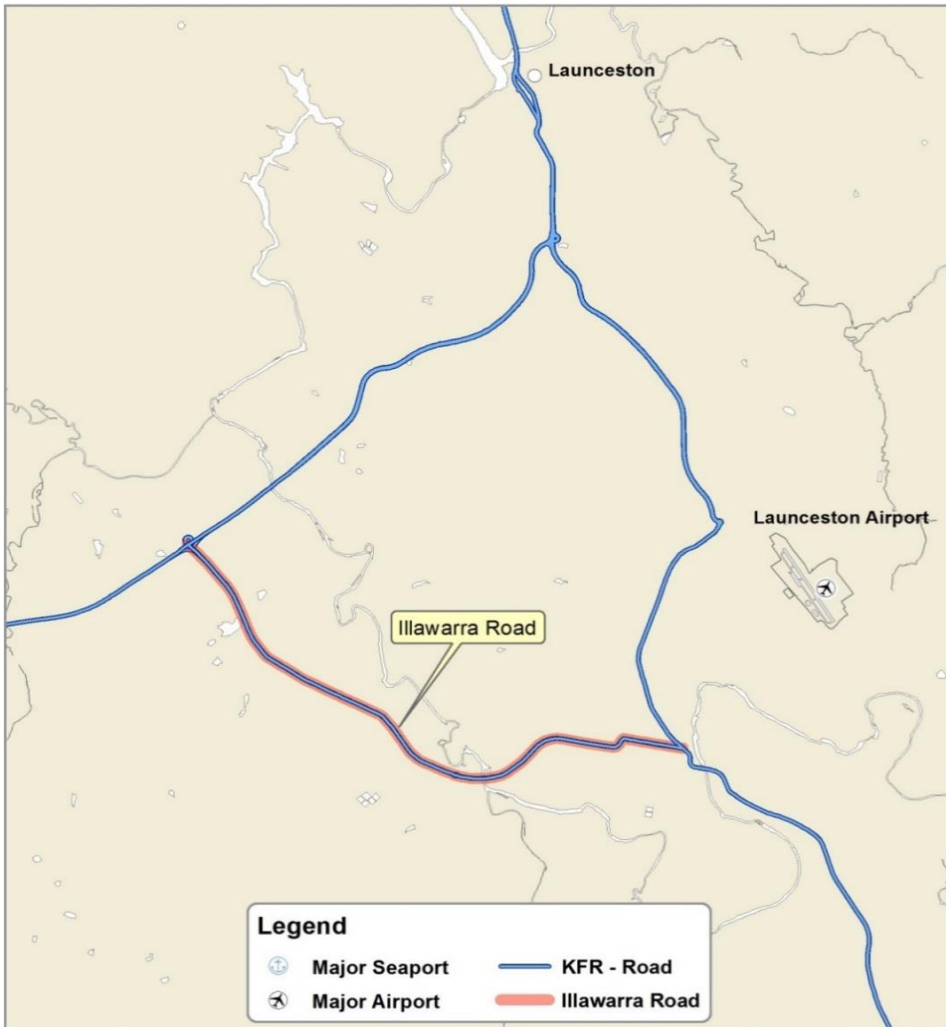
Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	5.92
2019–20 indicative	(\$m)	5.44
2020–21 indicative	(\$m)	5.44
2021–22 indicative	(\$m)	5.44
Total	(\$m)	22.25

Bass Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	TAS Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Westbury Road Intersection Upgrade	Westbury	Safety upgrade	2.36	0.05	0.40	0.40	-	-	-
<i>Subtotal project expenditure</i>			<i>2.36</i>	<i>0.05</i>	<i>0.40</i>	<i>0.40</i>	<i>-</i>	<i>-</i>	<i>-</i>
Other expenditure									
Maintenance						4.35	4.48	4.48	4.48
Rehabilitation						1.17	0.96	0.96	0.96
<i>Subtotal other expenditure</i>						<i>5.52</i>	<i>5.44</i>	<i>5.44</i>	<i>5.44</i>
Total			2.36	0.05	0.40	5.92	5.44	5.44	5.44

Illawarra Road



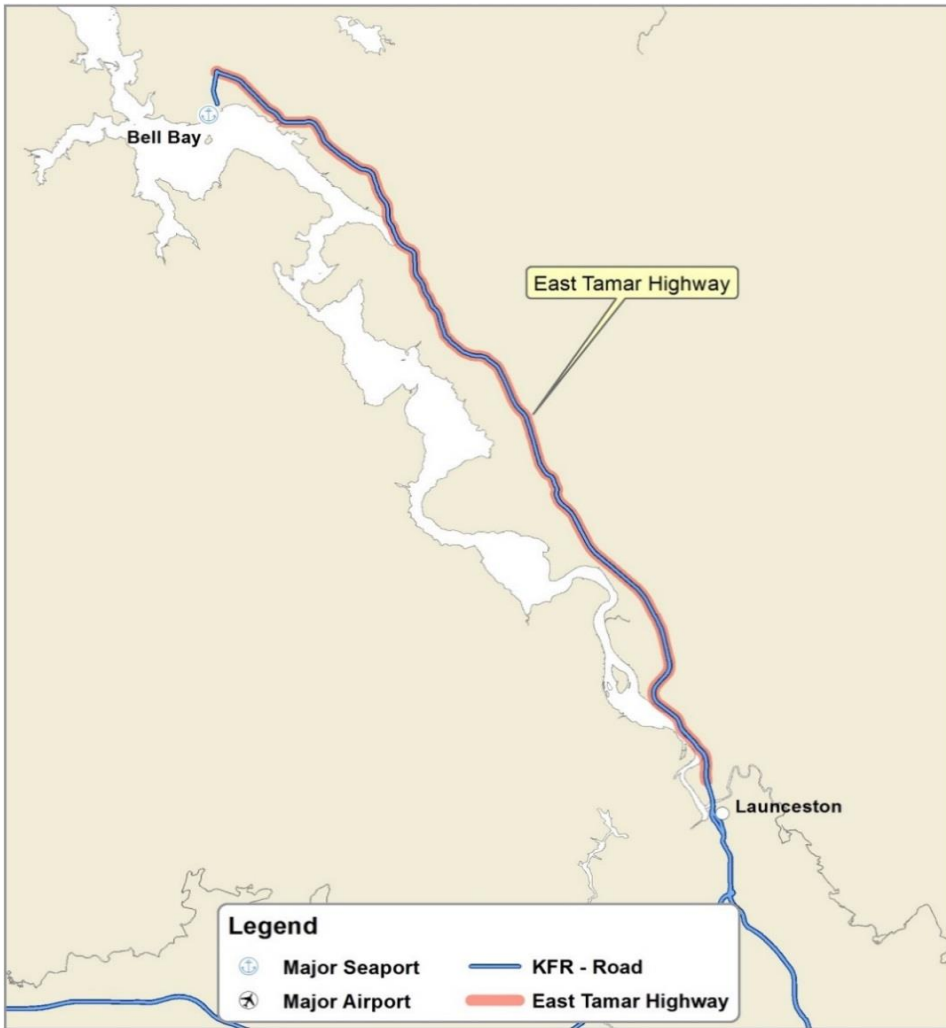
Key statistics

- Illawarra Road is a key link road between the North-West and Southern Tasmania, connecting the Bass and Midland Highways.
- Key commodities moved along this route include agriculture and consumer goods.

Overview of Expenditure and Investment

	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Maintenance	0.10	0.12	0.12	0.12
Rehabilitation	0.09	-	-	-
Total	0.18	0.12	0.12	0.12

East Tamar Highway



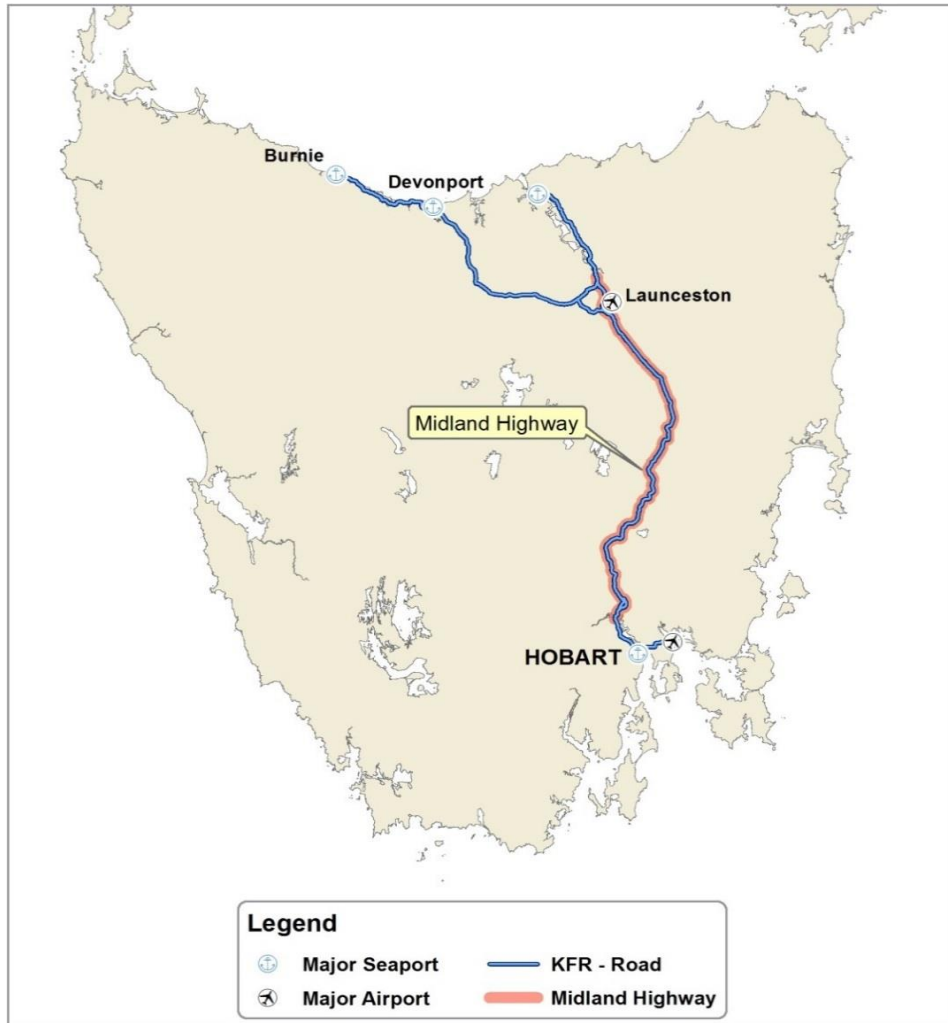
Key statistics

- 1.1 million tonnes of freight are moved along this route annually, including 100 trucks per day.
- Key commodities include forestry, construction materials, iron and steel.
- The East Tamar Highway connects to Bell Bay Port and industrial estate.

Overview of Expenditure and Investment

	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Maintenance	0.73	0.66	0.66	0.66
Rehabilitation	-	-	-	-
Total	0.73	0.66	0.66	0.66

Midland Highway



Key statistics

- 2.3 million tonnes of freight are moved along this route annually, including 340 trucks per day.
- Key commodities include agriculture, forestry and consumer goods.
- The Midland Highway is a key connection between Southern Tasmania and northern export ports, and between major population centres in Hobart and Launceston.

Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	68.13
2019–20 indicative	(\$m)	35.32
2020–21 indicative	(\$m)	47.84
2021–22 indicative	(\$m)	67.99
Total	(\$m)	219.28

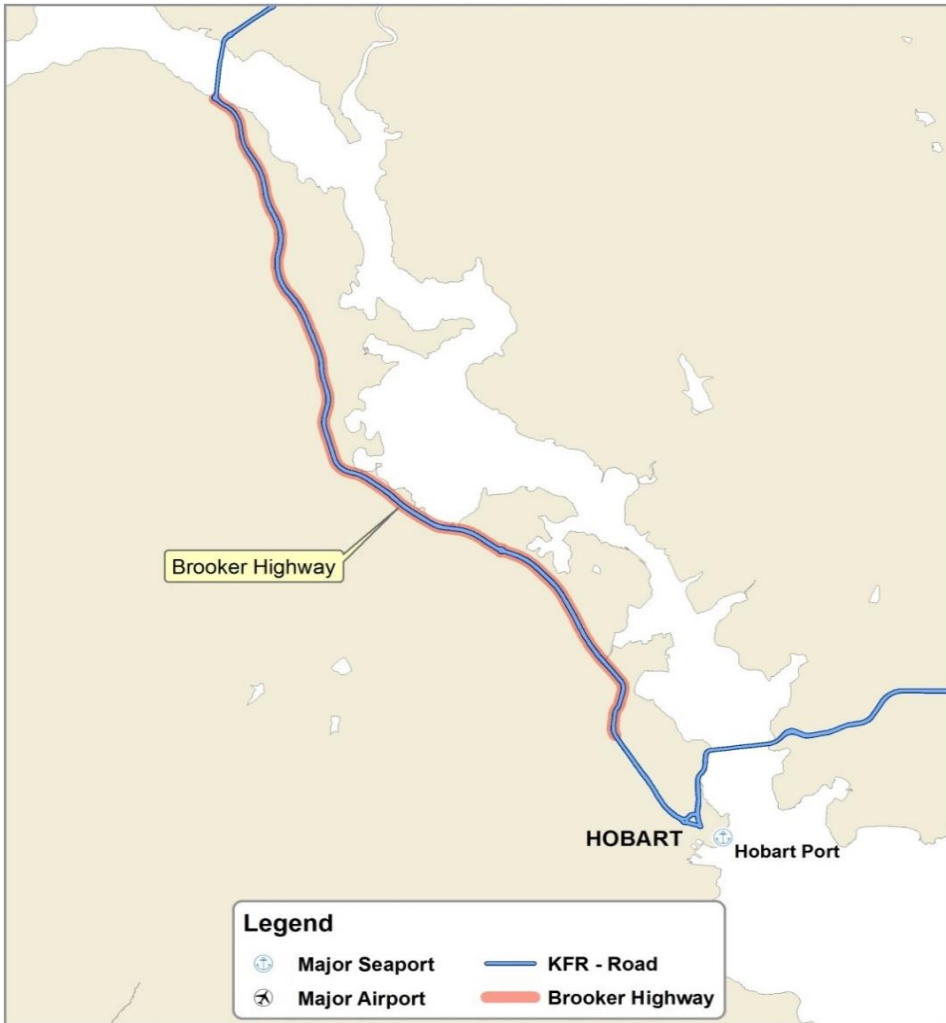
Midland Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	TAS Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Midland Highway Upgrade	Various	Preconstruction	6.00	1.20	4.80	0.00	-	-	-
Midland Highway Upgrade	Mangalore to Bagdad (Stage 2 - Mangalore)	Safety upgrades	27.03	2.70	24.33	1.51	-	-	-
Midland Highway Upgrade	Perth to Breadalbane Duplication	New dual carriageway	44.38	8.88	35.50	0.10	-	-	-
Midland Highway Upgrade	Mona Vale to White Lagoon	Safety upgrades	22.98	4.60	18.38	0.15	-	-	-
Midland Highway Upgrade	Symmons Plains to Perth	Safety upgrades	17.40	3.48	13.92	0.50	-	-	-
Midland Highway Upgrade	St Peters Pass to South of Tunbridge	Safety upgrades	37.20	3.72	33.48	18.50	0.54	2.31	-
Midland Highway Upgrade	Epping Forest to Powranna	Safety upgrades	34.25	6.85	27.40	3.20	0.16	-	-

(continued)

Project	Location description	Work description	Indicative total cost (\$m)	TAS Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)	
Midland Highway Upgrade	Perth Link Roads	Upgrade	92.32	9.23	83.09	36.61	25.30	11.53	-	
Midland Highway Upgrade	York Plains to St Peters Pass	Safety upgrades	19.94	3.99	15.95	3.15	0.32	-	-	
Midland Highway Upgrade	- Unallocated Midland Highway Upgrade funding		0	137.06	43.07	93.99	-	-	13.99	
Midland Highway Upgrade	Bridgewater Bridge Replacement		0	576.00	115.00	461.00	1.00	5.00	30.00	50.00
<i>Subtotal project expenditure</i>			<i>1,014.55</i>	<i>202.71</i>	<i>811.84</i>	<i>64.72</i>	<i>31.32</i>	<i>43.84</i>	<i>63.99</i>	
Other expenditure										
Maintenance						3.41	2.98	2.98	2.98	
Rehabilitation						-	1.02	1.02	1.02	
<i>Subtotal other expenditure</i>						<i>3.41</i>	<i>4.00</i>	<i>4.00</i>	<i>4.00</i>	
Total			1,014.55	202.71	811.84	68.13	35.32	47.84	67.99	

Brooker Highway



Key statistics

- 2.0 million tonnes of freight are moved along this route annually, including 340 trucks per day.
- Key commodities include construction materials, petroleum and consumer goods.
- This route is Hobart's key urban freight corridor, connecting to key urban industrial sites and the Brighton Transport Hub.

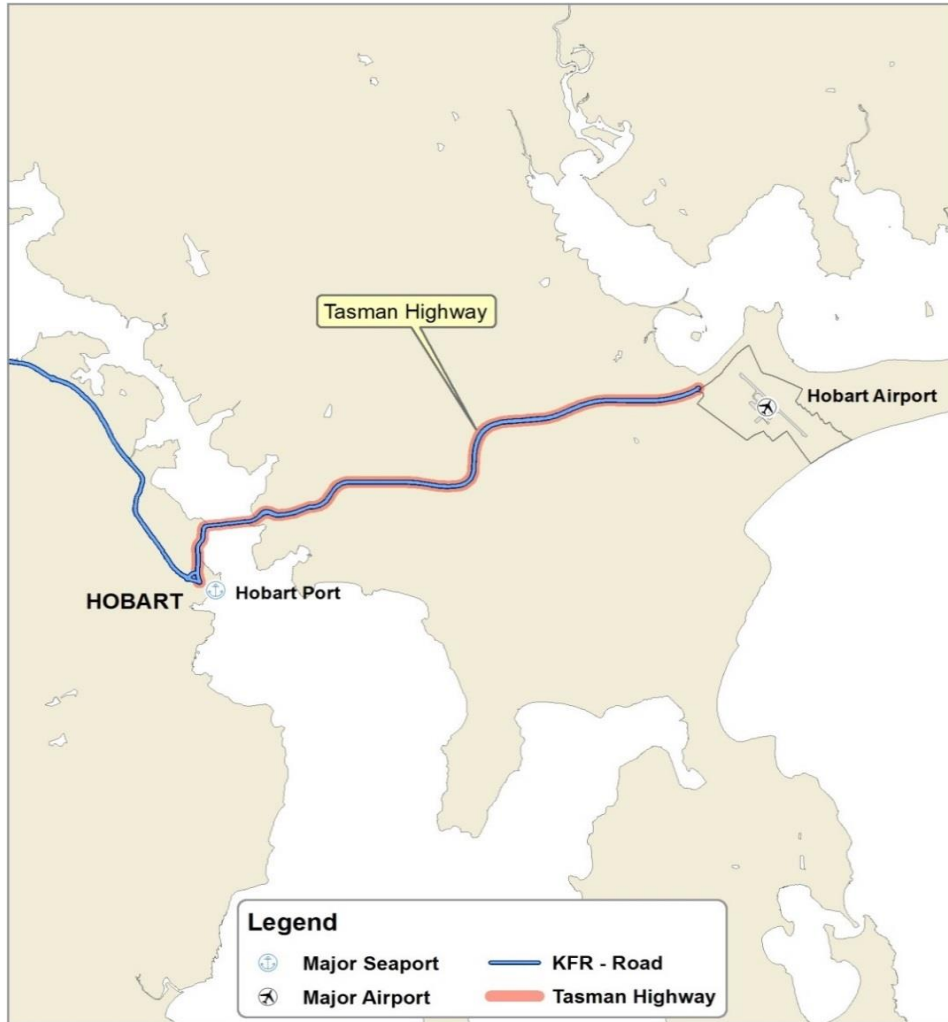
Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	0.64
2019–20 indicative	(\$m)	0.78
2020–21 indicative	(\$m)	0.78
2021–22 indicative	(\$m)	0.78
Total	(\$m)	2.96

Brooker Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	TAS Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Domain Highway Planning	Domain Highway Interchange	Planning	2.75	0.55	2.20	0.33	-	-	-
<i>Subtotal project expenditure</i>			<i>2.75</i>	<i>0.55</i>	<i>2.20</i>	<i>0.33</i>	<i>-</i>	<i>-</i>	<i>-</i>
Other expenditure									
Maintenance						0.31	0.77	0.77	0.77
Rehabilitation						-	0.00	0.00	0.00
<i>Subtotal other expenditure</i>						<i>0.31</i>	<i>0.78</i>	<i>0.78</i>	<i>0.78</i>
Total			2.75	0.55	2.20	0.64	0.78	0.78	0.78

Tasman Highway



Key statistics

- 1.0 million tonnes of freight are moved along this route annually, including 130 trucks per day (South of Hobart).
- Key commodities include construction materials, consumer goods and petroleum.
- The Tasman Highway connects to Hobart Airport and southern industrial areas.

Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	12.74
2019–20 indicative	(\$m)	10.01
2020–21 indicative	(\$m)	14.01
2021–22 indicative	(\$m)	5.79
Total	(\$m)	42.56

Tasman Highway: Planned Expenditure and Investment

Project	Location description	Work description	Indicative total cost (\$m)	TAS Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Hobart Airport Interchange	Hobart Airport	Upgrade	30.00	6.00	24.00	9.28	7.00	11.00	2.78
<i>Subtotal project expenditure</i>			<i>30.00</i>	<i>6.00</i>	<i>24.00</i>	<i>9.28</i>	<i>7.00</i>	<i>11.00</i>	<i>2.78</i>
Other expenditure									
Maintenance						3.46	3.01	3.01	3.01
<i>Subtotal other expenditure</i>						<i>3.46</i>	<i>3.01</i>	<i>3.01</i>	<i>3.01</i>
Total			30.00	6.00	24.00	12.74	10.01	14.01	5.79