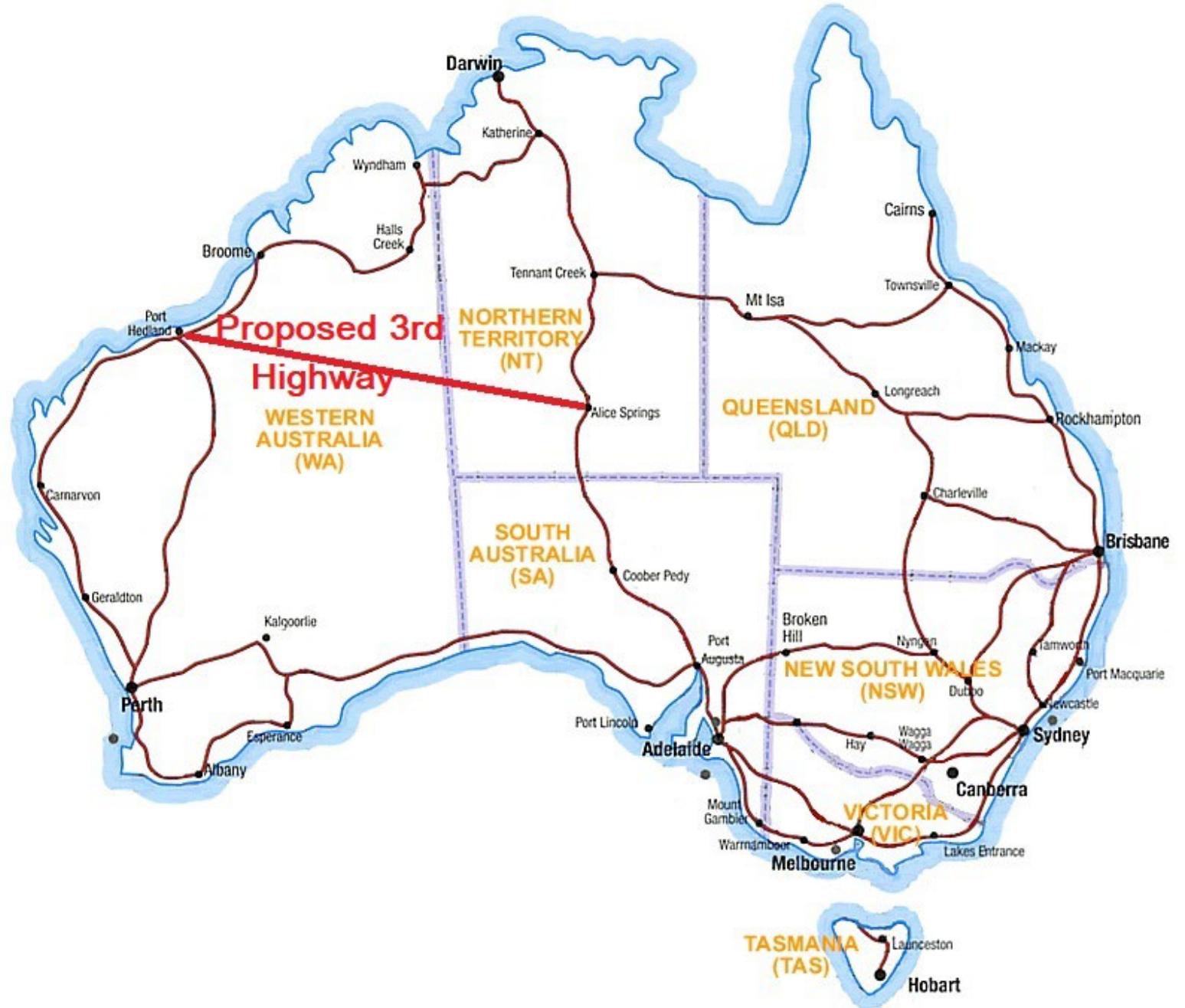




**A Proposed Gibson Desert Highway  
from Port Hedland to Alice Springs**

Only two highways travelling east-west across Australia –

- 1. Southern route** across the Nullarbor Plain
- 2. Northern route** – Perth – Port Hedland – Broome – Halls Creek – Katherine – Tennant Creek – Mt Isa



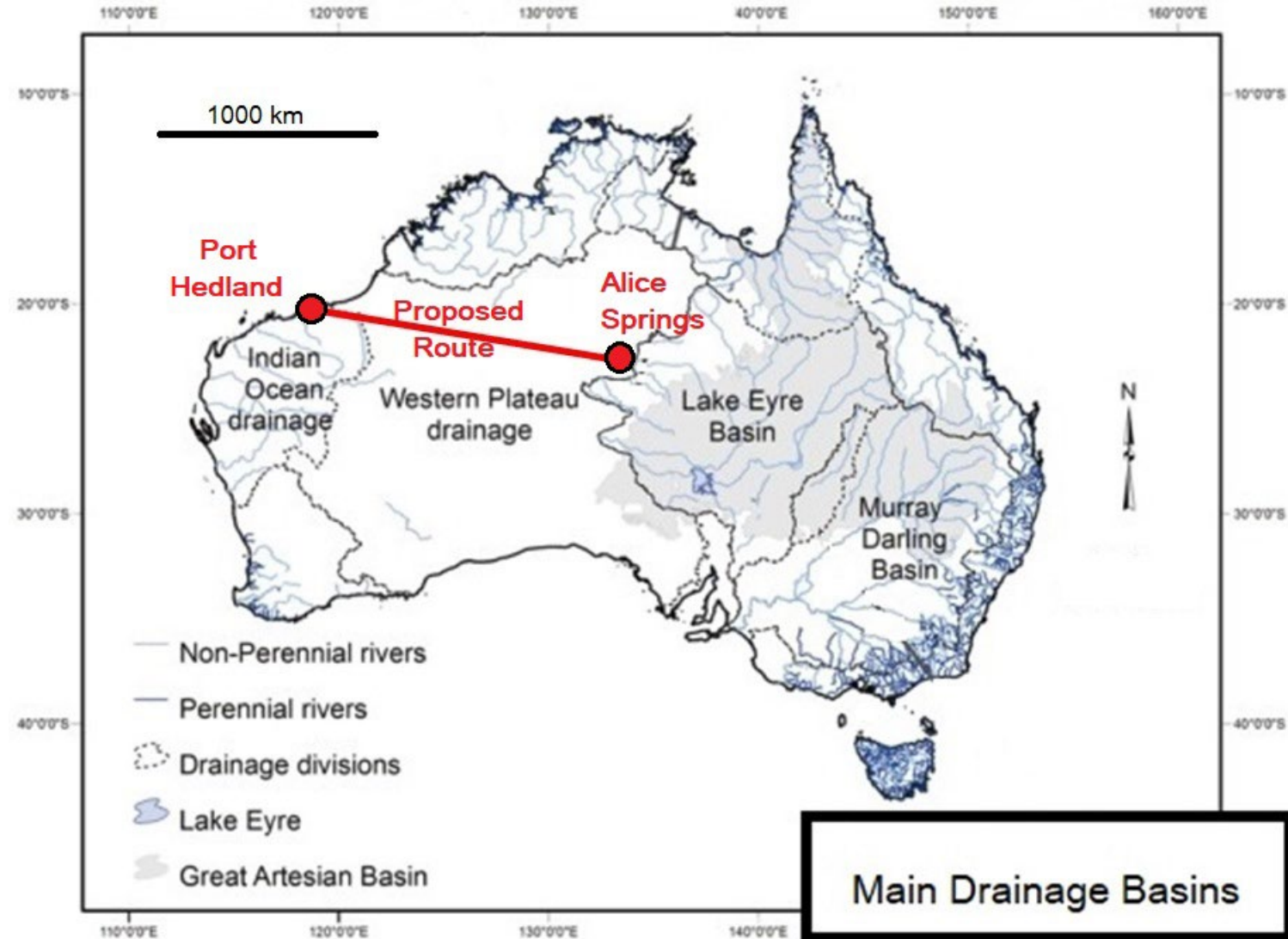
## Proposed Route

From Port Hedland to Alice Springs

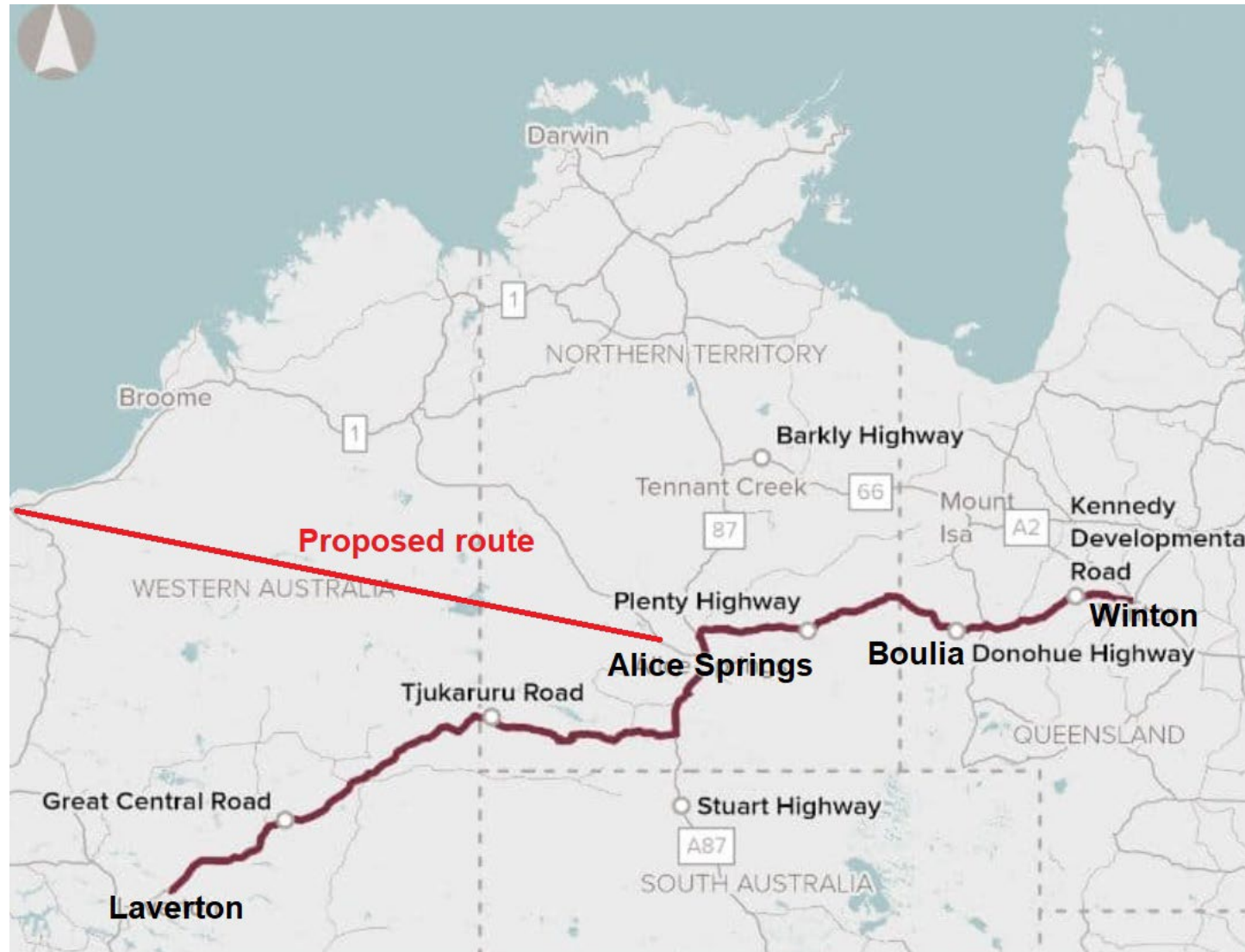
Uses existing gravel road network

Travels across the Western Plateau 300m above sea level

Avoids river systems draining from the Plateau to the coast

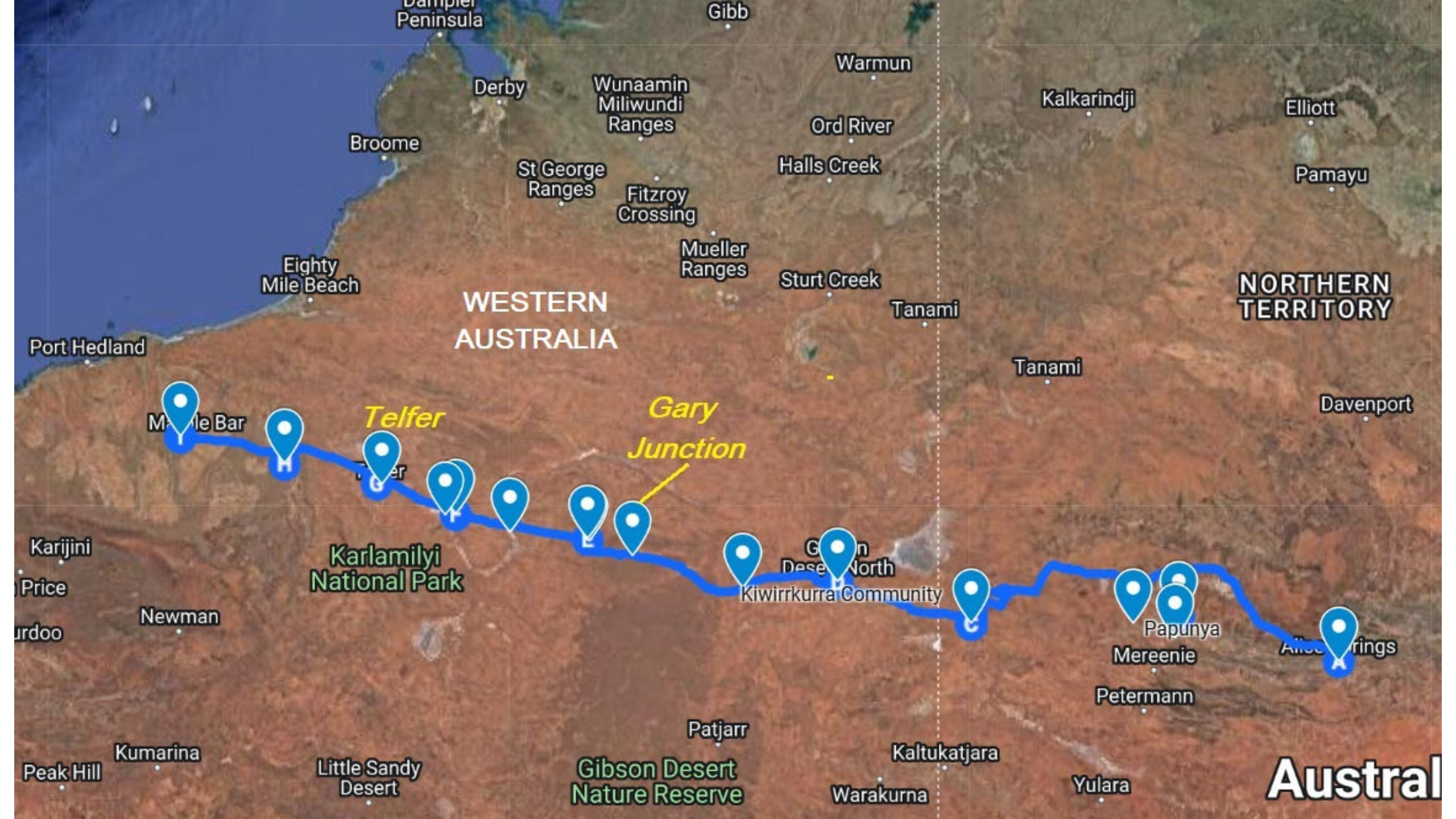


# Outback Way already under construction



# Why is it needed?

- **TRANSPORT** - Avoids road closures due to coastal river flooding, backup route for supplies after cyclones
- **DEFENCE** - Enables rapid troop deployment to NW Australia – Port Hedland is the closest port to Singapore
- **IMPORTS** - Could promote increased petroleum and container deliveries from Singapore for road distribution to central & eastern Australia
- **INDIGENOUS ADVANCEMENT** - Opens up remote communities to tourism, job creation and better facilities



Dampier Peninsula

Gibb

Warmun

Derby

Wunaamin Miliwundi Ranges

Kalkarindji

Elliott

Broome

Ord River

Pamayu

St George Ranges

Fitzroy Crossing

Halls Creek

Eighty Mile Beach

Mueller Ranges

Sturt Creek

NORTHERN TERRITORY

WESTERN AUSTRALIA

Tanami

Port Hedland

Tanami

Davenport

Mile Bar

Telfer

Gary Junction

Karlijini

Karlamilyi National Park

Kiwirrkurra Community

Price

Newman

urdoo

Papunya

Mereenie

Alice Springs

Petermann

Peak Hill

Kumarina

Little Sandy Desert

Patjarr

Gibson Desert Nature Reserve

Kaltukatjara

Warakurna

Yulara

Australia

# What's in it for me?

- Shorter road route back east
- Lower freight costs
- Increased Port activities & employment
- Increased tourism – direct to Port Hedland
- Native Title Holders along the route be granted Freehold Title to adjacent land where any building is currently constructed. Freehold land provides collateral to borrow to construct & own/manage roadhouses, motels, general stores, tyre & mechanical repairs, indigenous tourism attractions.

# COST

- Full feasibility study is needed
- Rough estimate is **\$3.8 million per lane kilometre** for 1,700 KILOMETRES
- Two lanes for 100% of its length and 10% will be three lanes for overtaking lanes, the cost is roughly estimated at:
- $\$3.8\text{M} \times 2 \times 1700\text{km} + \$3.8\text{M} \times 170\text{km}$  (passing lanes)  
= **\$13.6 billion dollars.**

## PUBLIC – PRIVATE PARTNERSHIP?

- Mining companies and other businesses contributing who set up new operations along the route would pay no royalties or taxes for 5 years, and 50% of current royalties and taxes for further 5 years.