



# Bunbury Outer Ring Road

## Preferred Proponent Announced

A preferred proponent has been announced for the alliance contract to design and construct the Bunbury Outer Ring Road Project — the biggest transport infrastructure project in the South-West.

Southwest Connex, comprising Acciona, NRW Contracting, MACA Civil, AECOM and Aurecon will now enter into final negotiations with Main Roads.

Contract award is expected in September when the consortium will form an Alliance with Main Roads to complete the work.

Detailed design will follow with construction starting in early-2021, subject to project approvals.

## Local Business Opportunities

A key focus of the project delivery phase is to encourage and maximise local industry participation. A target spend of \$300 million has been identified for local content from the likely \$600 million for design and construction. Main Roads is working with the Local Business Advisory Group, and we will preference locally owned and operated businesses.

There are also targets in the contract to encourage Aboriginal employment and business opportunities. Alliance contractors will need to engage at least 60 Aboriginal employees and subcontract at least \$20 million of work to Aboriginal businesses during delivery of the project.

## Early planting almost complete

Early plantings will provide a buffer for landowners whose rural dwellings are located within 500m of the Bunbury Outer Ring Road, visually softening the construction works and the future road infrastructure.

Fulton Hogan is making good progress on early works with 95 per cent of planting complete in the northern and central sections with the southern section not far behind. We will monitor the planting in coming months to make sure we have enough infill planting next winter if required.



More than 20,000 native seedlings were cultivated at two local nurseries.

## Local Content to Include Crushed Rock Base Contracts

Commercial negotiations are underway to finalise contracts to local businesses for the supply of initial quantities of crushed rock road base. Both granite and basalt will make up the crushed rock base, with one supplier in the northern section and one in the south. The crushed rock basecourse will form the layer of material immediately under the bitumen seal layer, providing the primary strength and durability for the road.

Once confirmed, the contractors will start to quarry, crush and grade the crushed rock to enable an immediate start to works when construction gets underway early next year.

## BORR achieves Silver Infrastructure Sustainability Rating

Infrastructure projects like BORR have significant ability to influence economic, environmental, social and governance outcomes and values from a local to national scale. Assessing Infrastructure projects during the planning phase allows us to identify opportunities to get great sustainability results, which benefit the current community and future generations.

The Infrastructure Sustainability Council of Australia (ISCA) provides independent verification of projects against the Infrastructure Sustainability (IS) framework and awards the project a 'rating' based on assessment criteria for the project. A Silver rating is a major achievement, demonstrating our commitment to building and operating sustainable infrastructure beyond the 'business as usual' approach.

To learn more about Infrastructure sustainability visit our website at:

<https://www.mainroads.wa.gov.au/projects-initiatives/projects/regional/bunbury-outer-ring-road/community-and-environment/>



## Recommended for approval - Northern and Central section of Bunbury Outer Ring Road

The Environmental Protection Authority (EPA) has completed its assessment of the BORR northern and central sections, recommending that it may be implemented with certain conditions, and subject to an appeals process and Ministerial approval.

The EPA has looked at the impacts that these sections of the project would have on local fauna. It recommended that an offset strategy be submitted within 12 months to counterbalance impacts to the western ringtail possum, black cockatoos and threatened ecological communities.

The EPA was also supportive of our proposed measures to install local fauna crossings.

Noise mitigation measures considered as part of the approval include interchange design modifications, road surfacing, noise walls and treatment of some houses where required to comply with State Planning Policy 5.4.

The Commonwealth Department of Agriculture, Water and the Environment (DAWE) is currently undertaking its assessment of the BORR northern and central sections. Preliminary Documentation for the proposed action was available for public comment, which has now closed. No public submissions were received.

### Further information

Once the Alliance team is in place, we will undertake further community and stakeholder engagement.

Register on our project website for future consultation opportunities and receive project updates by email.

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W: <https://www.mainroads.wa.gov.au/projects-initiatives/projects/regional/bunbury-outer-ring-road/>

Bunbury Outer Ring Road will be a 27-kilometre free-flowing highway, linking Forrest Highway to Bussell Highway. It will provide an alternative route around Bunbury and separate local and regional traffic. The project is fully funded by the Australian (\$681.6 million) and State (\$170.4 million) Governments.