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Department of Agriculture
Government of Western Australia

MIDLAND SALEYARD

REVIEW OF SALEYARD OPTIONS

Western Australian Department of Agriculture

May 2002

TABLE OF CONTENTS

SUMMARY AND CONCLUSIONS	2
1. INTRODUCTION	4
2. HISTORY OF THE MIDLAND SALEYARD	6
3. LIVESTOCK TRENDS RELEVANT TO THE RELOCATION OF MIDLAND SALEYARDS 8	
3.1 Cattle	8
3.2 Sheep	10
3.3 Saleyard Throughput	12
3.4 Source of Stock Sold at Midland Saleyard	14
4. LEAST COST LOCATION FOR REPLACEMENT SALEYARDS	16
4.1 Results of the analysis	16
4.2 Other cost considerations	18
4.3 Conclusions on least cost option	20
5. ROAD TRANSPORT ISSUES	21
6. ALTERNATIVE PROPOSED SITES	23
6.1 Shire of Northam	23
6.2 Shire of Moora	24
6.3 Other Saleyards	26
7. OTHER CONSIDERATIONS	27
7.1 Environmental issues	27
7.2 Heritage issues	27
7.3 Ownership and management of saleyards	27
7.4 Equity and Competitive Neutrality Issues	28
ATTACHMENT 1 - ORIGINS AND DESTINATIONS	30
ATTACHMENT 2 - ABATTOIRS IN WESTERN AUSTRALIA	32

SUMMARY AND CONCLUSIONS

The need to close Midland Saleyard is a result of endorsement by Cabinet of proposals by the Midland Redevelopment Authority (MRA). The Midland Saleyard is a significant impediment to the MRA achieving a "high revenue scenario" return on the development of the site. The MRA would like to have the saleyard closed within about two years.

Against this background, the Meat Industry Authority (MIA) prepared a report on the relocation of Midland and recommended Muchea as its preferred location for replacement saleyard capacity. Under MIA's scenario, it would own and operate the new saleyard.

As part of the public consultation process on MIA's feasibility study, the Minister for Agriculture requested the Department of Agriculture to undertake an independent analysis of the need for a replacement saleyard for Midland and the optimal location for replacement saleyard infrastructure. The responses to the consultation process on MIA's report were assessed by the Department of Agriculture, along with an assessment of the need for further livestock selling infrastructure following the closure of Midland Saleyard.

In addition to the MIA study, submissions from the Shire of Northam and the Shire of Moora were assessed. The three locations have substantial zones from which to source cattle and sheep under current and projected livestock numbers. Analysis of livestock movements into and out of these locations highlighted the importance of the outward freight component.

This is a reflection of the situation in the agricultural area of Western Australia in which the final destination of livestock is mainly to the southern parts of the State. Apart from store stock, most cattle are transported to south-west abattoirs or for live export from Fremantle. In the case of sheep, the main destinations are to Katanning and Narrikup for slaughter and to Fremantle for live export.

An analysis of livestock movements showed the least cost option would be to build as close to Perth as possible having regard to possible urban encroachment and environmental aspects.

An important overall consideration is that there is a long term trend away from saleyards in favour of direct sales from farms to abattoirs or live export facilities. Increased concerns with animal disease, increased attention to quality assurance, and the development of livestock supply chains are encouraging this trend. While the trend from saleyards is most evident for pigs, it is only likely to increase for cattle and sheep.

Against this background, there is a risk that in the changed livestock marketing environment that will follow the closure of Midland, the current proposals for replacement saleyard capacity are excessive. In the case of sheep, the population has declined for ten years and any recovery in sheep numbers is forecast to be gradual.

This report concludes:

1. There is a need for new livestock saleyard facilities to replace Midland saleyard.
2. The optimal location for a cattle saleyard facility to replace the Midland saleyard would be at a location as close as possible to the north of Perth, if the only consideration was least cost of transporting cattle to and from the saleyard.
3. The optimal location for a sheep saleyard facility to replace the Midland saleyard would be at a location as close as possible to the east of Perth, if the only consideration was least cost of transporting sheep to and from the saleyard.
4. However, cost efficiencies from the establishment and operation of a single multi-species facility offset the transport cost advantages for the establishment of separate facilities for cattle north of Perth and for sheep east of Perth. This means that saleyard users would incur the same total cost, for transport plus saleyard usage charges, from either split facilities (cattle north of Perth and sheep east of Perth) or a single multi-species facility close to Perth.
5. The preferred location for a single multi-species saleyard facility would be north of Perth and the Muchea area has appropriate sites. This would result in less truck movements, particularly on Great Eastern Highway. This site is also preferred by Livestock Agents and the Live Exporters as it would minimise travel costs and changes to current staffing arrangements for Midland.
6. Whilst the proposal to establish the saleyard at Moora would have regional development benefits it would result in significantly higher transport costs for the industry.
7. It is recommended that the capacity of the proposed replacement saleyard facilities be scaled down, particularly in the case of sheep. There is a risk of building a facility with significant over capacity as an increasing proportion of stock are expected to be sold direct off property in response to market demand and biosecurity risk. Further consideration should also be given to operating multiple sale days, rather than building over capacity.
8. There is no need to replace pig selling facilities at the Midland Saleyard with additional infrastructure. Existing facilities at other regional centres can cater for the reducing number of pigs expected to be sold through livestock saleyards.
9. There is a need to upgrade the other major saleyards in southern Western Australia at Katanning (sheep), Mt Barker (cattle) and Boyanup (cattle) if these are to meet best practice industry standards for quality assurance.
10. All saleyards in Australia, with the exception of a saleyard in Katherine in the Northern Territory that is used twice a year, are owned and operated by the private sector and local governments. This brings into question whether any replacement saleyard infrastructure for Midland needs to be owned and managed by the State Government, through the Meat Industry Authority.
11. There is a need for further consideration of livestock vehicle movements associated with the siting and development of a replacement saleyard to reduce impacts on secondary roads and the communities in the region.

1. INTRODUCTION

The need to close Midland Saleyard is a result of endorsement by Cabinet of proposals by the Midland Redevelopment Authority (MRA). The Midland Saleyard is a significant impediment to the MRA achieving a "high revenue scenario" return on the development of the site (letter to Minister, 26 November 2001). The MRA would like to have the saleyard closed within about two years.

Against this background, the Western Australian Meat Industry Authority (MIA) prepared a report on the relocation of Midland and recommended Muchea as its preferred location for replacement saleyard capacity. Under MIA's scenario, it would own and operate the new saleyard.

The responses to the public consultation process on MIA's report were assessed by the Department of Agriculture together with an assessment on the need for further livestock selling infrastructure following the closure of Midland Saleyard.

The feasibility study prepared by MIA examined the possibility of locating the saleyard in a combined facility at either Northam or Muchea, with the third alternative being cattle saleyards at Muchea and sheep saleyards at Northam. The study concluded that a combined sheep/cattle facility located at Muchea was the most viable option. The Shire of Moora and the Shire of Northam also prepared substantive submissions in favour of a Moora or Northam location for a multi-species facility.

The Muchea proposal has received support from numerous industry and community groups including:

- City of Swan;
- WA Farmers Federation (meat, wool and pastoral sections) - excluding Merredin zone;
- Pastoralists and Graziers Association;
- West Bullsbrook Residents and Ratepayers Association;
- Ellenbrook Shire;
- North East Metropolitan Chamber of Commerce;
- Shire of Carnamah;
- Midland Redevelopment Authority;
- Advance Dandaragan Committee (Inc.);
- Shire of Chittering;
- Processors;
- Western Australian Livestock Exporters Association; and
- National Meat Association.

Particular advantages can be identified for each of the three proposals. For example, a site in Muchea would have the advantage of being located near the West Midlands where strong growth in cattle numbers is forecast. Northam offers a location which can capture advantages on inward/outward transport costs, particularly for sheep. Moora's submission places a strong emphasis on regional development with a saleyard attracting other rural-based activities.

The fundamental question is "What are the long-term needs of industry for replacement of the Midland Saleyard?" In order to assess this and either support one of the suggested locations or make alternative recommendations to those contained in the MLA feasibility study, the Department of Agriculture's analysis considered:

- current and future livestock turnover;
- livestock transport costs to the proposed saleyard locations;
- activities at other major saleyards in the State; and
- the location and needs of existing abattoirs and live export facilities in the State.

As the Midland Saleyard is the dominant saleyard for cattle and sheep its closure will have a significant impact on livestock sales throughout Western Australia. This is evident from the expressions of interest by the Shires of Chittering, Northam and Moora to build replacement capacity to service the zones which currently supply Midland. In this situation, other major saleyards in southern Western Australia at Katanning, Mt Barker and Boyanup could also have opportunities to increase throughput.

An overall consideration is that there is a long term trend away from saleyards in favour of direct sales from farms to abattoirs and live export facilities. The proportion of cattle sold through saleyards nationally declined from an average of 60 per cent in the five years to 1988/89 to 46 per cent in the five years to 1998/99. In Western Australia, 51 per cent of lambs and 58 per cent of adult sheep were sold in saleyards in 1998/99. Increased concerns with animal disease, increased attention to quality assurance, and the development of livestock supply chains are encouraging this trend. While the trend away from sale through livestock saleyards is most evident for pigs, it is likely to increase for cattle and sheep.

While restocker sales at Midland are a significant component of total sales, it is more efficient for these sales to be conducted at the regional level wherever possible.

In general, saleyards do not generate high returns on capital invested. There is a risk that excessive replacement capacity for Midland could be constructed, and that some of that capacity could be under-utilised with a negative impact on saleyard profitability. For example, in its submission the City of Albany indicated a need to attract additional throughput at the Mt Barker cattle saleyard in order to improve profitability through its yards.

2 HISTORY OF THE MIDLAND SALEYARD

A saleyard and small abattoir were first established near the current Midland Saleyard site in the early 1900s.

In 1911 the Midland municipal saleyard was officially opened and by 1914 the State Government agreed to take over the running of the saleyard and adjacent abattoir complex that had been constructed.

The landholdings and management of the abattoir and saleyard complex was vested in a Midland Junction Abattoir Board in 1968 and its successor the Western Australian Meat Commission in 1975.

In 1986 the State Government sold the 24 hectare site containing both the Midland Abattoir and Livestock Saleyards to Pilsley Investments for a sum of \$450,000. The purchaser agreed to lease the saleyards back to the Government for three years (with a three year option of renewal) at a rental of \$1 per annum.

Select committees of both the Legislative Assembly and Legislative Council subsequently held inquiries into the sale, closure and re-siting of the Midland Saleyards¹.

The Legislative Council inquiry found that previous studies and recommendations regarding the sale and closure of the Midland Saleyards were based on information that was incomplete and closure of Midland would not be possible without firstly upgrading regional saleyards.

The Legislative Council inquiry found that previous studies and recommendations regarding the sale and closure of the Midland Saleyards were based on information that was incomplete and closure of Midland would not be possible without firstly upgrading regional saleyards.

Furthermore the inquiry found that a central livestock selling facility continued to be needed and that the requirement for an alternative selling location would involve costs that the industry was unable to absorb.

The inquiry recommended that selling patterns and annual throughput be monitored, the Midland saleyards be upgraded and that industry stakeholders should be consulted prior to any variation to the future operations of the saleyards.

The Legislative Assembly inquiry also found that there are some reasons why a near metropolitan complex should be retained.

¹ Report of the Select Committee of the Legislative Assembly appointed to inquire into THE SALE OF THE MIDLAND ABATTOIR LAND in Western Australia, 28 November 1986.

² Report of the Select Committee inquiring into THE SALE, CLOSURE AND FUTURE RESITING OF THE MIDLAND SALEYARDS, October 1986.

They considered that Government needed to look at funding for the expansion and improvement of country saleyards. However they did not believe that in the event of the closure of the saleyards, the Government alone should pay the cost of relocation as shown below.

"It is apparent that the livestock agents, the livestock carriers and primary producers are the ones who benefit from the provision of saleyards and they should contribute to the cost of providing and maintaining saleyards wherever they be."

And

"We cannot see any real substantiation for Government being involved in a near Perth saleyard when it is not presently involved in any of the country saleyards ---"

In 1994 the State Government purchased approximately 13 hectares, that accommodates the saleyards, back from the Futuris Corporation for a sum of \$2.2 million.

A capital works allocation of \$1.5 million was also made available from the consolidated fund in 1994 and 1995 to separate the Saleyard from the adjoining brickworks site and establish the necessary services so that the Saleyard could operate in its own right.

In 1994 the Western Australian Meat Industry Authority was given responsibility for managing the Midland Saleyard under section 16 of the MIA Act.

3. LIVESTOCK TRENDS RELEVANT TO THE RELOCATION OF MIDLAND SALEYARDS

3.1 Cattle

Meat and Livestock Australia (MLA) prepares cattle projections for Australia for a five year period, and its projections (August 2001) indicate a period of strong growth in the cattle population. Numbers are forecast to increase from 28.3 million in 2001 to 30.9 million in 2005. Under this scenario turnoff increases from 9.6 million in 2000 to 11.7 million in 2005, an increase of 22 per cent (Table1).

Table 1. Cattle projections – Australia

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Cattle numbers (M)	26.4	26.8	26.8	26.6	27.6	28.3	29.3	30.2	30.7	30.9
Turnoff (M)										
Slaughtering	8.0	9.2	9.3	8.8	8.7	8.7	8.9	9.6	10.1	10.5
Live exports	0.7	0.9	0.6	0.8	0.9	0.9	0.9	1.0	1.0	1.2
	8.7	10.1	9.9	9.6	9.6	9.6	9.8	10.6	11.1	11.7

Source: Meat and Livestock Australia

Trends in Western Australia generally follow national trends reasonably closely. It is assumed that cattle numbers will increase in Western Australia at 2 per cent per year over the next five years. This forecast is slightly below that of MLA (2.3 per cent). Turnoff is expected to increase from 772,000 in 2000/2001 to be around 870,000 by 2005/2006.

Table 2. Cattle projections - Western Australia

	1996-97	1997-98	1998-99	1999-00	2000-01	2005-06
Cattle numbers ('000)						
- agricultural	987	943	973	1,314	1,378	1,568
- pastoral	800	905	844	851	875	920
	1,787	1,848	1,817	2,165	2,253	2,488
Turnoff ('000)						
- slaughterings	410	454	445	404	421	495
- live exports	194	222	301	277	351	375
	604	676	746	681	772	870
Throughput						
Midland ('000)	101	123	119	115	120	120
Total saleyards ('000)	-	297	293	279	290	-
Midland %	-	41.6	40.4	41.0	41.4	-
Mt Barker ('000)	-	51	52	80	74	80

Source: ABS - numbers and slaughterings.
Department of Agriculture - live exports and 2005-06 estimates.
MLA - saleyard numbers.

The forecast increase in cattle numbers is expected to occur mainly in the West Midlands, Esperance and the Southern and Northern Rangelands.

Prospects for increasing cattle numbers in the wheatbelt have been assessed by the Department of Agriculture (*New Beef Production Zones - Analysis for Wheatbelt Areas, 2000*). The report indicated that the successful development and adoption of perennial pastures could accelerate beef production in the wheatbelt. Although the report contained several qualifications relating to capital requirements, water availability and cattle handling skills, these could be overcome if there was sufficient economic incentive. Cattle feedlots are increasing in the wheatbelt, capitalising on the cost saving of transporting grain, however, these businesses are not heavily reliant on saleyards.

The shires to the north of Perth with significant cattle numbers include Gingin, Dandaragan, Victoria Plains, Chittering and Moora. Between 1995 and 1999, cattle turnoff increased in all of these shires with the exception of Chittering. It is likely that this trend will continue given the recent increased investment in the cattle industry in this region. In the 1995-1999 period turnoff also increased in most shires in the Rangelands, including Meekatharra, Ashburton, Derby and Wyndham.

Table 3. Beef cattle numbers and turnoff - selected shires.

Shires	Cattle Numbers 1999	Change 1995/1999 %	Turnoff 1999	Change 1995/1999 %
Irwin	6,890	+13	2,200	+19
Carnamah	16,108	+670	6,256	+670
Dandaragan	29,336	-20	19,599	+9
Gingin	29,557	-8	16,983	+27
Moora	11,708	+193	4,796	+240
Victoria Plains	25,156	+63	12,998	+55
Chittering	15,431	+17	6,355	-15
Waroona	26,482	+13	20,554	+27
Harvey	27,718	-13	22,081	-8
Capel	19,355	-2	15,501	+15
Dardanup	13,613	-14	7,001	-38
Busselton	49,645	+8	28,912	0
Meekatharra	48,684	+120	16,855	+118
Upper Gascoyne	22,489	+14	5,281	-20
Ashburton	83,219	+61	20,858	+18
Derby	243,532	+40	49,981	+40
Halls Creek	100,979	-41	15,722	-38
Wyndham	133,083	-28	40,659	+26

Source: ABS

In recommending the Muchea site with a cattle capacity of 120,000 head per year, the MIA has opted for a facility of a size that replaces the current annual throughput at Midland.

While cattle turnoff is forecast to increase over the next five years, a decreasing proportion is expected to be sold through saleyards. This is due to the long-term trend away from saleyards, and the likely continuing strong performance of the live export trade that seeks to source stock direct from farm rather than through saleyards.

In addition, the increased focus on disease control and product traceability in the meat industry adds to the trend away from saleyards. These considerations suggest that Midland's throughput of 120,000 head per year does not need to be fully replaced in a single new facility. A scaled down facility which could possibly be utilised more intensively when required at peak times is therefore recommended.

3.2 Sheep

At the national level, MLA notes that producers continued to offload stock in large numbers in 2001, partly because of the high prices on offer. Based on MLA's projections, total sheep numbers will continue to decline from 115 million in 2001 to around 110 million in 2005. Whilst this liquidation of the flock boosts sheep meat production in the short term, if it continues it will clearly have a negative impact on future production levels. Further, if a build-up in the flock occurs subsequently, the initial impact is to lower turnoff levels.

Table 4. Sheep projections – Australia

	1996	1997	1998	1999	2000	2005
Sheep numbers (M)	121	120	117	115	119	110
Turnoff (M)						
– slaughterings	28.7	30.7	31.2	31.8	35.0	33.9
- live exports	5.8	4.9	5.0	4.9	5.4	5.6
	34.5	35.6	36.2	36.7	40.4	39.5

Source: Meat and Livestock Australia

Table 5. Sheep numbers and turnoff – Western Australia

	1996-97	1997-98	1998-99	1999-00	2000-01	2004-05
Sheep numbers(M)	27.8	27.5	26.4	26.1	25.4	26.5
Turnoff (M)						
- lambs slaughter	2.1	1.9	2.1	2.3	2.5	
- sheep slaughter	2.6	2.7	2.7	3.0	3.4	
- live exports	4.0	3.3	4.1	3.9	4.4	
	8.7	7.9	8.9	9.2	10.3	8.8
Total saleyards (M)	-	2.87	2.69	2.43	2.50	
Midland throughput (M):	-	1.47	1.49	1.29	1.27	
Midland %	-	51.3	54.2	53.1	51.0	
Katanning (M)	-	1.30	1.12	1.05	1.14	

Source: ABS - numbers and slaughterings
Department of Agriculture - live exports and 2004-05 estimates
MA - saleyard numbers

Western Australia has experienced two difficult seasons in many grazing areas that have impacted on sheep numbers, and the high turnoff in 2000-01 has been replaced by a scarcity for processing and live export in 2001-02. Annual turnoff in the next few years could decline by around 20 per cent. Given average seasons, a modest increase in sheep numbers is possible over the period to 2005 driven by a strong market for sheep meat and improved wool prices. Renewed interest in sheep in the wheatbelt could assist a recovery in sheep numbers throughout the northern, central and eastern wheatbelt. In the period from 1995 to 1999, some wheatbelt shires experienced substantial reductions in numbers, whilst in traditional wool-producing regions in the southern part of the State, shires such as West Arthur, Kojonup and Katanning increased numbers (Table 6).

However, the initial effect of a build-up in sheep numbers is to reduce the availability for turnoff. It is recommended that the operator of a new saleyard should conduct sensitivity analyses to estimate the impact on profitability of a 20 per cent reduction in recent Midland sheep yardings in the first five years of operation.

Table 6. Sheep numbers – selected Shires

Shire	Sheep numbers 1999 '000	Change 1995/1999 %
Dalwallinu	328	-2
Moora	569	+10
Wongan-Ballidu	181	-35
Dowerin	145	-21
Goomalling	199	+5
Cunderdin	181	-8
Williams	737	-4
West Arthur	1,122	+13
Boyup Brook	869	-4
Kojonup	1,603	+15
Katanning	447	+24

Source: ABS

The sheep industry in the south and south east of the State continues to be serviced by the major saleyard at Katanning and a small saleyard at Boyup Brook, supported by major export abattoirs at Katanning and Narrikup. Operators of both sheep meat export abattoirs, WAMMCO and Fletcher International, purchase sheep and lambs directly on farms and at saleyards but prefer to source stock direct from farms. Similarly, livestock exporters buy most of their requirements direct from farms. This will place a continuing downward pressure on the number of sheep sold through saleyards in the future.

3.3 Saleyard Throughput

The MIA has provided an analysis of the stock purchases from the major saleyards. Results are as follows.

Table 7. Cattle saleyard throughput

	1997/98	1998/99	1999/2000	2000/2001
Midland	123,444	118,559	114,178	119,202
Midland %	41.6%	40.4%	41.0%	41.4%
Mt Barker	50,982	51,861	80,200	73,917
Boyanup	50,215	58,861	41,042	43,799
Total Saleyards	296,683	293,235	279,183	289,651

Source: MIA

Midland Saleyard has consistently handled at least 40 per cent of all cattle sold through the saleyard system with the next highest throughput occurring at Mt Barker. The majority of cattle sold at Midland to processors and live exporters are transported south of Perth.

Table 8. Sheep and lamb saleyard throughput

	1997/98	1998/99	1999/2000	2000/2001
Midland	1,474,421	1,485,323	1,294,692	1,275,489
Midland %	51.3%	54.2%	53.1%	51.0%
Katanning	1,300,414	1,161,132	1,050,300	1,144,331
Total Saleyards	2,872,166	2,689,100	2,434,692	2,497,627

Source: MIA

For sheep, Midland has handled around 50 per cent of sales through the saleyard system, with Katanning accounting for 45 per cent.

Processors account for the majority of sheep sales through the Midland Saleyard (59 per cent) with restockers accounting for 28 per cent and live exporters for 13 per cent. The major meat processors are located to the south of Perth at Katanning, Narrikup and Bunbury. As with cattle, the majority of sheep and lambs sold at Midland to processors and live exporters are transported south of Perth.

Table 9. Pig saleyard throughput

	1997/98	1998/99	1999/2000	2000/2001
Midland	41,986	29,049	20,518	20,749
Midland %	67.8%	71.5%	64.2%	72.3%
Total Saleyards	61,933	40,646	31,917	28,710

Source: MIA

There has been a consistent decline in the throughput of pigs sold through saleyards with only two saleyards remaining that operate on a regular basis (Midland and Narrogin). In recent years, Midland has handled around 70 per cent of pigs still sold through the saleyard system. This downward trend in sales is a result of processors developing long-term contractual arrangements with larger growers for direct consignment. Given the declining trend, it is recommended that replacement capacity for pigs should not be provided on the closure of the Midland Saleyard. This view is strongly supported in submissions by the Western Australian Pig Producers Association and Westpork Pty Ltd, a major processor.

Niche requirements for saleyards for pigs could be met by Narrogin and small regional saleyards which can identify a commercial opportunity in this activity.

3.4 Source of Stock Sold at Midland Saleyard

Table 10 shows the source of cattle sold at Midland Saleyard in 1988/89 and 1998/99.

Table 10. Cattle movement through Midland Saleyard

Statistical Area	1988/89 %	1998/99 %	Change %
Perth	13.6	15.4	+ 1.8
South-West	4.2	9.0	+4.8
Lower Great Southern	1.3	0.2	- 1.1
Upper Great Southern	2.7	4.6	+1.7
Midlands	21.5	32.4	+ 11.1
South-Eastern	7.8	7.3	- 0.6
Central	22.0	22.2	+0.2
Pilbara	25.4	8.9	- 16.5
Kimberley	1.4	0.0	- 1.4
	100.0	100.0	

Source: MIA

The data shows a trend of increased cattle numbers from the Midlands region being sold through the Midland Saleyard over the past 10 years and is consistent with the overall trend in the change in the distribution of cattle in the State. The reduction from the Pilbara is a reflection of the increase in live cattle exports direct from northern ports.

The south of the State still produces significant numbers of cattle, extending from Harvey around the south coast to Esperance. When looking at the impact that the relocation of Midland Saleyard will have on this region, it is logical that producers in this region will sell most of their stock destined for auction sales through the saleyards at Mt Barker and Boyanup. As the throughput of cattle sold through Midland Saleyard sourced from the Lower Great Southern, South West and Upper Great Southern regions accounts for only 13 per cent of total throughput at Midland, the other facilities are capable of handling much of this turnoff. The smaller saleyards operated by the Western Australian Livestock Salesmen's Association at Brunswick, Manjimup, Waroona, Bridgetown and by the local Shire at Margaret River, provide additional capacity for southern producers.

Table 11 shows the source of sheep sold at Midland Saleyard in 1988/89 and 1998/99.

Table 11. Sheep movement through Midland Saleyard

Statistical Area	1988/89 %	1998/99 %	Change %
Perth	2.6	3.9	+ 1.3
South-West	6.2	4.5	- 1.7
Lower Great Southern	3.7	0.3	- 3.4
Upper Great Southern	21.8	16.4	- 5.4
Midlands	51.6	62.0	+ 10.5
South-Eastern	1.2	3.1	+ 1.8
Central	12.7	9.8	- 3.0
Pilbara	0.2	0.0	0.0
Kimberley	0.0	0.0	0.0
	100.0	100.0	

Source: MIA

A significant proportion of the sheep sold through the Midland Saleyard is drawn from the Midlands region (62 per cent). This includes 39 per cent drawn from the Avon region. The report by MIA noted that with the relocation of saleyards to Muchea it would expect a reduction in sheep throughput of around 180,000 head, with these numbers being delivered to Katanning. The report also noted that if Northam were to establish a sheep saleyard there would be a negative impact on numbers sold through Katanning, estimated to be between 10-15 per cent of total throughput at Katanning.

4. LEAST COST LOCATION FOR REPLACEMENT SALEYARDS

The Department of Agriculture developed a transport cost model and undertook an analysis to establish the average least cost location for a replacement saleyard for sheep and cattle assuming sites at Muchea, Northam and Moora:

- Estimated movements of livestock from shires to a saleyard at Muchea, Moora and Northam were calculated. This was based on total turnoff from ABS data and adjusted to obtain numbers sold through saleyards using MIA data.
- After sale, the percentages of livestock destined for processing, live export and restocking, based on recent purchasing patterns at Midland, were used to obtain movement patterns of livestock to their final destination.
- Total distances for livestock movements into and out of the possible sites were calculated and weighted by the livestock numbers transported.
- Transport costs per km were based on the schedule of recommended transport rates used by the Western Australian Livestock Transporters Association. (Attachment 1)

4.1 Results of the analysis

The least cost transport analysis showed the most competitive sites were Muchea for cattle and Northam for sheep. The comparison of transport costs for separate cattle and sheep facilities is shown in Table 12.

For cattle the Muchea site provided transport cost advantages for most abattoirs, exporters, sellers and restockers.

For sheep the Northam site provided transport cost savings to all sectors and in particular to sellers and restockers from the Avon catchment who currently supply 37 per cent of the sheep yardings to the Midland Saleyard.

Table 12: Comparison of transport costs for cattle and sheep facilities

Cattle only		Midland	Northam	Muchea	Moora
Estimated transport costs in 2001 ³					
- Inward	\$M	3.9	3.9	3.8	3.8
- Outward	\$M	1.9	2.2	2.0	2.9
Total Annual Cost	\$M	5.8	6.1	5.8	6.7
Total transport costs over 40 years (*NPV)	\$M	77.0	81.5	77.7	89.7
40-year cost differential compared to Midland	\$M		4.5	0.7	12.7
	%		6%	1%	17%

Sheep only		Midland	Northam	Muchea	Moora
Estimated transport costs in 2001 ⁴					
- Inward	\$M	2.5	2.2	2.5	2.7
- Outward	\$M	2.5	2.6	2.7	3.4
Total Annual Cost	\$M	5.0	4.8	5.2	6.1
Total transport costs over 40 years (*NPV)	\$M	66.4	64.7	69.2	80.8
40-year cost differential compared to Midland	\$M		-1.8	2.8	14.4
	%		-3%	4	22%

Combined Facility (Cattle and Sheep)		Midland	Split facilities Northam Sheep⁵ Muchea Cattle	Combined facilities		
				Northam	Muchea	Moora
Annual costs		10.8	10.6	10.9	11.0	12.8
Total costs over 40 years (*)	\$M	143.4	142.3	146.1	146.9	170.5
40-year cost differential compared to Midland	\$M		-1.1	2.7	3.5	27.1
	%		-1%	2%	2%	19%

* Net Present Value, assuming a 7% discount rate

The results of the analysis of the estimated freight costs of moving stock inward and outward of alternative sites were:

1. Muchea was estimated to have a \$290,000 per annum (5%) freight advantage for cattle transport over Northam and a \$900,000 per annum (15%) freight advantage for cattle transport over Moora.
2. Northam was estimated to have a \$340,000 per annum (8%) freight advantage for sheep transport over Muchea and a \$1.3 million per annum (17%) freight advantage for sheep transport over Moora.
3. The analysis also looked at the transport costs of a combined facility at either Moora, Muchea or Northam. The transport costs for a combined facility were essentially the same for a Muchea or Northam location (\$11.01 million for

³ Costing were calculated on annual throughput of 120,000 cattle

⁴ Costing were calculated on annual throughput of 1.2 million sheep

⁵ Assumes post-sale southward movements from Northam use Albany Highway.

Muchea and \$10.96 million for Northam) but were \$1.8 million per annum (16%) less than for a combined facility at Moora.

4. Moora is not competitive for either a sheep, cattle or a combined livestock saleyard facility.
5. There could be a transport cost saving between \$290,000 and \$340,000 per annum from establishing split facilities compared to a combined facility at either Muchea or Northam.

4.2 Other cost considerations

The above analysis is based on modeling least transport costs. However, there are additional cost considerations which need to be taken into account.

4.2.1 Infrastructure and planning costs

Industry estimates indicate a saving in planning and capital costs of \$2.5 million could be expected if a combined facility is established. Efficiencies can be gained through having combined facilities and the non-duplication of effluent management systems, truck washes and parking facilities. There would also be less expenditure on road upgrades if only one site was established.

In addition to the saving in capital costs (\$175,000 on an annualised basis⁶) there would be savings in annual operating costs of order \$100,000 per annum.

4.2.2 Additional transport costs for split facilities

The Western Australia Livestock Transporters Association (WALTA) considered that split facilities would increase the number of truck movements operating due to the need to service separate sheep and cattle saleyard sites. WALTA believes that a single multi-species site, combining sheep and cattle sales, would increase back-loading options and transport efficiency. Many in the industry are moving to convertible stock-crates that can carry either cattle or sheep. Clearly any increase in the number of empty truck movements would be reflected in increased freight charges and would substantially reduce the transport cost advantages of operating separate facilities captured in the above analysis.

4.2.3 Other costs from operating at split locations

Assuming that separate facilities were established for sheep at Northam and cattle at Muchea there would additional costs for livestock agents in servicing the two sites. Whilst they would no doubt adjust staffing arrangements to suit split locations there could be a short term need for up to 25 people to travel twice per week to Northam. These people

⁶ \$2.5 million expressed as an annual amortized cost, at an interest rate of 7% over 40 years

generally live in the northern suburbs of Perth. This increased costs to livestock agents running sales at two sites is estimated at \$85,000 per year.⁷

4.2.4 Muchea versus Northam as a location for a combined site

The livestock transport cost analysis reported in section 4.1 indicated that the combined livestock transport costs were similar for a Muchea or a Northam location. Albeit that sheep producers would be better off with a Northam location and cattle producers better off with a Muchea location. There are two additional factors for consideration when comparing Northam and Muchea as possible locations for a combined saleyard facility. These are additional staff travel costs and road safety considerations.

Northam is 32 kilometres further than Muchea from Midland. There are additional costs for buyers and livestock agents, based in the metropolitan area, travelling to Northam compared to Muchea. The Western Australian Livestock Salesmen's Association (WALSA) believes that between 25 and 40 Perth based staff would be affected, depending on the type of sale (i.e. cattle sale, sheep sale or combined sales). WALSA considers it inappropriate to relocate the permanent staff and believed that skilled contract staff could not be found in Northam. However, it is considered over time agents could source staff close to each facility. In the short term the increased costs to WALSA in running a combined saleyard facility at Northam compared to Muchea are estimated at \$150,000 per year.⁸ The additional travel costs of buyers are not estimated as it could be argued that they regularly travel large distances to purchase stock and the increased cost of attending sales at Northam compared to Muchea would not be significant.

The Western Australian Livestock Transporters Association also considered that a Northam site would increase road safety risks. In particular WALTA was concerned about the increased volume of heavy haulage vehicles on the Great Eastern Highway and considered that the "flat run" to and from Muchea would provide a safer and less costly transport route. There would be a major increase in road transport on Great Eastern Highway if Northam location was selected as the site for a multi-species saleyard. Sheep and cattle trucks would be travelling to and from Northam in large numbers compared to one way movements of sheep and cattle from Northam to the Muchea site and then down Great Northern Highway to Fremantle or down the South West or Great Southern highways to abattoirs.

⁷ Assuming an extra travelling distance of 64 km per sale @ \$0.56/km with 10 vehicles travelling, and increased travel time of 90 minutes per sale for 25 staff @ \$15/hr.

⁸ Assuming an extra travelling distance of 64 km per sale @ \$0.56/km with 10 vehicles travelling, and increased travel time of 90 minutes per sale for 30 staff @ \$15/hr

4.3 Conclusions on least cost option

There is a need for new livestock saleyard facilities to replace Midland saleyard.

- The optimal location for a cattle saleyard facility to replace the Midland saleyard would be at a location as close as possible to the north of Perth, if the only consideration was least cost of transporting cattle to and from the saleyard.
- The optimal location for a sheep saleyard facility to replace the Midland saleyard would be at a location as close as possible to the east of Perth, if the only consideration was least cost of transporting sheep to and from the saleyard.
- However, cost efficiencies from the establishment and operation of a single multi-species facility offset the transport cost advantages for the establishment of separate facilities for cattle north of Perth and for sheep east of Perth. This means that saleyard users would incur the same total cost, for transport plus saleyard usage charges, from either split facilities (cattle north of Perth and sheep east of Perth) or a single multi-species facility close to Perth.
- The preferred location for a single multi-species saleyard facility would be north of Perth and the Muchea area has appropriate sites. This would result in less truck movements, particularly on Great Eastern Highway. This site is also preferred by Livestock Agents as it would minimise travel costs and changes to current staffing arrangements for Midland.
- Whilst the proposal to establish the saleyard at Moora would have regional development benefits it would result in higher transport costs for the industry.

5. ROAD TRANSPORT ISSUES

Existing access routes to the Midland Saleyard site consist of Great Northern Highway from the north, Great Eastern Highway from the east and south east, and Roe Highway from the south west. The other major arterial roads used are Brand Highway, Albany Highway and South West Highway.

It was noted in the MIA report that approximately 59 per cent of cattle sold through the Midland Saleyard arrived in Midland via Great Northern Highway, with Albany and South West Highway accounting for about 25 per cent of the throughput.

By locating saleyards at Muchea most producers will continue to travel the same route that they have been travelling to Midland. For the majority of producers located to the north and north east of Perth the distance travelled will be less, whilst those producers to the east and south of Perth will be travelling on average an additional 33 km which would add \$0.30 per head on a 200 km haul for sheep.

Should sheep saleyards be located at Northam producers in the north will face an additional 86 km journey. There are alternative shorter routes for these producers, however, there are problems with travelling through the town of Toodyay.

Saleyard developments in the region are of concern to the Shire of Toodyay because of the impact of stock vehicles on roads within the town and the shire. In July 2001, the Shire advised that it did not wish to obstruct the relocation of Midland Saleyard, but it considered that the relocation should be undertaken in consultation with local government. The Shire proposed that a condition should be that "all stock vehiclesare at all times to utilise State-controlled roads, unless specific authority has been obtained from the controlling local authority".

It is mentioned in each of the proposals for Muchea, Northam and Moora that the completion of Lime Cartage Route No. 2 will benefit the relocation of the saleyard.

The MIA study assumes that the primary highway network of Brand, Great Northern, Great Eastern and Roe Highways will be used. Carriers coming from the east via Great Eastern Highway would have to travel an extra 33 km past Midland up to Great Northern Highway (accessed via Roe Highway off Great Eastern Highway) to reach the Muchea site. An alternative route, Julimar Road, is more direct and shorter (the same distance as currently travelling to Midland), but presents more difficulties due to the nature of the link. Stock vehicles taking this option would be a major concern to the Shire of Toodyay.

The Minister for Agriculture requested the Minister for Planning and Infrastructure to provide comments on the proposed site, and the Department for Planning and Infrastructure (DPI) prepared a Position Paper, "Proposed Relocation of Midland Saleyard to Muchea", in March 2002.

The DPI Position Paper has further addressed these transport options and considers that "the most significant transport issue for the Muchea site is the possibility that

livestock trucks accessing the site from the east will seek to take a shorter route and deviate through Toodyay. Julimar Road offers the greatest distance saving for transporters moving stock from some eastern areas”.

However, permit vehicles are not allowed to use routes such as Julimar Road, so only “as-of-right” stock vehicles should deviate through Toodyay Shire. DPI suggests this could amount to an extra seven vehicles per day through Toodyay during peak stock movements. Furthermore, the DPI report notes that neither the planned Toodyay Bypass, nor the future development of Lime Cartage Route One (should that occur) would remove many of the concerns of the shire and communities in directly affected areas.

Main Roads has suggested there is “an ongoing need for further technical assessment of potential road development options, including any longer term redevelopment options for the Julimar-Chittering-Muchea East roads” (DPI Position Paper, p21).

The MIA report was based on stock vehicles mainly using the highway network, but it recognised concerns over some usage of secondary roads. It is evident from the additional information provided on likely vehicle movements that some concerns remain, and that a process to resolve them will be required.

The DPI report suggests an interim alternative might involve a conciliatory approach whereby the livestock transport industry is encouraged, in consultation with the Shire of Toodyay, to develop a code of practice or a memorandum of understanding for route selection.

6. ALTERNATIVE PROPOSED SITES

The Position Paper prepared by the Department for Planning and Infrastructure notes in respect to the Muchea location:

- The site is zoned Rural 1–Landscape protection and intended for rural development under the Shire of Chittering's Town Planning Scheme No 5. Under a proposed new Town Planning Scheme, the Shire proposed areas for future rural residential and rural retreat development. These areas are concentrated around the existing nodes of development, but also include areas along the eastern boundary of the shire on either side of Julimar Road.
- Similarly, the Shire of Toodyay is promoting a strategy for a range of rural lifestyle opportunities. The intent of both strategies is to promote the rural quality of life, and this would not include significant increase in through truck traffic along rural roads. However, both shires recognise the need to attract industry and employment.
- The Muchea site is designated for General Agriculture, and zoned in the Shire of Chittering's proposed new scheme as Agricultural Resource. The DPI report concluded that "the proposed land use would not be inappropriate as the area is not identified in the strategy for more intensive residential development, and the use has a close association with rural activity" (p.26). This conclusion supports the views expressed by the Shire of Chittering, and in the MIA's study.
- The proposal would require mandatory referral to the Environmental Protection Authority. Amongst the issues of concern would be location of the site in the Ellenbrook catchment, and any potential impact of the development on the wider Swan/Canning catchment. This requirement has been recognised in the MIA's study.

6.1 Shire of Northam

In response to the MIA feasibility study Northam has submitted a proposal for its case to be reconsidered for establishment of a split livestock handling facility, with a sheep facility located in Northam and cattle facilities at Muchea. Subsequently, the Shire of Northam advised that its proposal could be widened to include cattle also in a dual complex.

Northam's case is based on the following:

- the increasing importance of the Central and Eastern Wheatbelt regions in sheep production, which has been identified in its report;
- the likely increase in sheep numbers through the Northam saleyards as a consequence;
- Northam's strategic advantage because of its central location for the delivery of services, confluence to the arterial road network and proximity to other value added industries such as feedlots and new feed manufacturing industries; and

- a range of suitable sites available, featuring low acquisition costs, long-term security of tenure and zero risk of urban encroachment.

Analysis of the stock origins undertaken by MIA showed that 38.2 per cent of sheep sold through the Midland Saleyard were sourced from the Avon area, which includes Dalwallinu, Wongan-Ballidu, Goomalling, Dowerin, Wyalkatchem, Northam, Cunderdin and Tammin shires. Based on these figures and considering that only 15.8 per cent were sourced from the Moora area, it would appear that there is a case for having sheep saleyards located at Northam. The transport analysis for total sheep movements into and out of Northam is also favourable for Northam.

Offsetting these considerations is that the MIA analysis indicated that the capital cost of a Muchea/Northam split facility would be \$2.3 million higher than for a dual facility at Muchea. This estimate is supported by independent engineering advice which indicated additional capital cost of \$2.5 million in an assessment for a split facility of a similar size in eastern Australia. In addition, the upgrade of roads that would be required would be significantly higher in servicing two sites.

6.2 Shire of Moora

The Shire of Moora has expressed interest in the Government relocating saleyards to Moora. The Shire has prepared a submission in conjunction with Eastern States livestock consulting firm Kattle Gear Australia Ltd which focuses on the following key points:

- substantially decrease the capital cost to construct and deliver modern livestock sale facilities;
- divert heavy haulage away from the Perth metropolitan area;
- integrate the cost savings of the proposal into the completion of Lime Cartage Route No. 2;
- safeguard livestock auction infrastructure from future urban encroachment;
- integration of a modern and efficient cattle holding facility adjacent to the auction complex at Moora;
- redevelopment of the Katanning and Mt Barker auction complexes to meet contemporary standards; and
- meet Government expectations and State needs with regard to regional development.

The Moora Shire proposes to locate the saleyards facility in a precinct on the outskirts of the town. In order to achieve this the Shire has obtained letters of intent from individual farmers willing to sell approximately 1,000 ha to house the precinct. Moora Shire will purchase the landholding and subsequently subdivide the land on which the saleyards would be built, leaving the rest available for other agribusiness operations. The saleyards land would

subsequently be leased/sold back to the Government for the saleyards. The purpose of the Shire purchasing such a large landholding is that they believe that the saleyards will provide industry with an incentive to locate operations in Moora, developing industry and regional growth. The cost of the land acquisition has not been budgeted for in their report.

The Shire currently has expressions of interest from parties who would be interested in co-locating to this site, namely:

- Westpork proposes to establish a 10,000-sow breeder unit;
- 8,000– 10,000 head cattle feedlot/grow out facility; and
- Wesfeed has indicated a willingness to relocate/establish a new feedmill in Moora.

With regard to the size and cost of the facility proposed by Moora, Kattle Gear Australia Ltd has prepared initial figures based on a facility capable of handling 85,000 head of cattle and 700,000 head of sheep per annum. The Shire has indicated that their yarding fees would be \$6.00 per head for cattle and \$0.50 per head for sheep. This would appear to be a significant increase in fees to producers who are currently being charged \$3.10 per head for cattle and \$0.37 per head for sheep at Midland.

The Moora proposal indicates a total capital expenditure of \$9.85 million with optional facilities of an additional \$1.2 million. There are also feasibility study contingencies of \$250,000. The capital budget has not included the cost of land as this is to be met by the Moora Shire but this is a real cost to the project and would be in the order of \$1.0-\$1.2 million.

The clean-up costs for the Midland site have not been accounted for in the Moora proposal and would need to be added to the total project cost. MIA has allowed \$500,000 for Midland clean-up costs, however the total cost may be higher.

There is significant focus within the Moora proposal on the diversion of heavy haulage away from the metropolitan area by the completion of Lime Cartage Route No. 2. It is proposed that with the savings in capital expenditure on a saleyard, these funds be used to assist in funding the completion of this road. Heavy haulage vehicles would transport lime sand from Lancelin to the eastern wheatbelt and transport livestock from the east to the proposed saleyard, reducing traffic along Great Eastern Highway and Great Northern Highway.

Both the Moora and Muchea proposals present to industry the concept of a central selling complex which will mostly accommodate livestock from the northern and north eastern regions of the State. Neither of the proposals indicate that they want to take existing business from Katanning, Mt Barker and other smaller saleyards throughout the State. It is the intention of the "Alliance" (Moora) that any savings in capital expenditure be utilised to

upgrade existing southern saleyards in order to service southern producers. The MIA reached a similar conclusion in its report, recommending that a Ministerial task force, made up of the Authority, WALSA, producers, live exporters, transporters and local government, review facilities in the area in light of the outcomes of the relocation study. This would include consideration of upgraded facilities at Katanning, Mt Barker and Boyanup.

6.3 Other Saleyards

Following the call for submissions in response to the MIA feasibility study, the City of Albany submitted a proposal for the Great Southern Regional Cattle Saleyards at Mt Barker. The submission seeks funding of \$1.2 million from the sale of Midland to rectify problems associated with the effluent treatment system and to reduce outstanding debt on the saleyard.

The Shire of Katanning has advised of plans for a significant upgrade of its saleyard costed at \$1-2 million, and is seeking funding for this. The MIA forecast that in the event of a saleyard at Muchea, throughput at Katanning could increase by 180,000 sheep per year. This estimate is based on the number of sheep that would be diverted from Midland.

The MIA feasibility study noted that there was a need for a review of saleyards in the south west of Western Australia between Perth and Margaret River in the light of the outcomes of the relocation study.

7. OTHER CONSIDERATIONS

Input on environmental and heritage issues affecting the relocation of the Midland Saleyard was sought from the Minister for the Environment and Heritage.

The following is a summary of issues raised by the Minister for consideration in the selection of a site for any new saleyard facility.

7.1 Environmental issues

- The proposals presented are intended to be used to select the appropriate site for further investigation. They cannot be considered a proposal for the purposes of the *Environmental Protection Act 1986*.
- Once the development location has been finalised, the subject land needs to be appropriately zoned through an amendment to the relevant Town Planning Scheme.
- The scheme amendment would require referral to the Environmental Protection Authority (EPA) under section 48A of the *Environmental Protection Act 1986*.
- An odour impact assessment would be an important component in establishing the required buffers around the saleyard.
- Noise impact assessment would also need to be a consideration.
- The Works Approval application will need to include all aspects of effluent management. This would include an effluent-monitoring program that would determine the quality of the effluent prior to being disposed onto land, such as irrigating effluent onto crops.
- A dust management strategy would need to be established.

7.2 Heritage issues

- It was noted that the existing saleyards are not entered on the State Register of Heritage Places, or included on the City of Swan's Municipal Inventory.
- The only action that would be required by the Heritage Council of Western Australia would be that the existing site is documented to record the history and function of the site. An expansion of the information contained in the MIA report and a photographic record with associated site plans would suffice.

7.3 Ownership and management of saleyards

The impending closure of the Midland Saleyard provides an opportunity to consider future ownership and management of a replacement facility. Throughout Australia, saleyards are owned and managed by local shire councils or private interests such as livestock agents. Western Australia is unique in having Midland Saleyard owned and managed by a statutory authority of the State Government. While there are historical reasons for this, the relevance of

continued State Government involvement in saleyards is questioned. The only other State or Territory Government owned saleyard is at Katherine in the Northern Territory which is only used twice per year.

7.4 Equity and Competitive Neutrality Issues

Whilst market failure may have justified government ownership of the Midland saleyard in the past it is notable that today no other saleyards in Australia (with one exception at Katherine in the Northern Territory) persist under State Government ownership or control.

The need to relinquish the Midland site provides the opportunity to encourage wider interest and competition in establishing and managing future facilities to replace Midland saleyard.

Regardless of who ultimately owns and operates the replacement infrastructure, the industry considers State government has an obligation to assist in establishing replacement facilities as it is forcing relocation due to redevelopment plans for the Midland site.

However from an equity and competitive neutrality perspective there is also a need to consider the impacts of the State Government establishing new "state of the art" facility on the commercial operations and viability of other saleyard owners or developers. The provision of debt free facilities could potentially result in the new saleyard operator charging lower fees because it does not have to service the capital costs. If there is under-pricing it will be to the detriment of regional facilities and will contribute to crowding out any private investment in saleyards.

Current Midland saleyard fees compared to those provided in other major saleyards in Western Australia as shown in Table 13.

Table 13 Comparison of saleyard pen fees for cattle and sheep.

	Pen Fee \$ / Animal			
	Midland	Katanning	Boyanup	Mt Barker
Cattle	3.10		3.15	4.00
Sheep	0.37	0.33		

The higher saleyard pen fees at Mt Barker are largely due to the need to service debt on these relatively new facilities. The Midland facilities however are State Government owned and largely debt free.

The MIA Midland Saleyard Relocation Feasibility Study provides operating cost estimates for new facilities based on the current operating cost of the Midland Saleyard. These figures are based on current saleyard fees. The estimates show that for a joint cattle and sheep facility at Muchea an annual operating surplus of \$391,000 can be generated. With estimated total project costs of \$13.5M this represents a 2.9% return on investment.

Significant increases in saleyard fees plus maintenance of the current levels of through-put would be needed to enable adequate return on investment for the services provided. The replacement facilities for Midland saleyard should be required to operate on a full commercial basis to ensure competitive neutrality. If owned and operated by the State Government they would need to charge commercial rates to service depreciation and a return on investment back to the State Government.

Saleyards can become quality assurance accredited with the National Saleyard Quality Assurance Scheme, NSQA. This HACCP-based quality assurance aims to improve animal welfare and reduce the stresses that affect meat quality, taking into account many factors including livestock receipt procedures and yard construction.

Western Australian saleyards have not achieved national saleyard quality assurance accreditation. The replacement facilities for the Midland Saleyard will be designed to ensure accreditation is achieved. However this will provide a competitive advantage over other saleyards, as local governments have not invested sufficiently to enable best practice standards to be implemented at their facilities at Katanning, Mt Barker and Boyanup. These major saleyards will require upgrades if they are to meet best practice industry standards for quality assurance.

ATTACHMENT 1 - Origins and destinations

- Cattle – origins to destinations
- Sheep – origins to destination

Cattle sales and distances to saleyard sites, abattoirs and Fremantle by Sub Division

Statistical Division Sub Division	Estimated yardings from Sub Division No	Prospective Saleyard Sites		
		Northam '000 CatKm (a)	Muchea '000 CatKm (a)	Moora '000 CatKm (a)
Perth	15,496	1,908	1,226	3,272
South - West				
Dale	8,302	1,572	1,229	2,352
Preston	620	167	168	226
Vasse	2,013	705	623	881
Blackwood	nil	nil	nil	nil
Lower Gt Southern				
Pallinup	204	58	68	78
King	nil	nil	nil	nil
Upper Gt Southern				
Hotham	3,504	637	697	1,128
Lakes	2,066	587	749	938
Midlands				
Moore	26,746	3,495	1,950	2,747
Avon	11,168	1,187	1,870	1,975
Campion	2,462	664	863	811
South Eastern				
Lefroy	4,302	2,448	2,934	2,802
Johnston	4,372	2,778	3,041	3,615
Central				
Gascoyne	6,499	6,247	5,966	5,325
Carnegie	12,545	10,637	10,878	9,550
Greenough River	7,534	2,836	2,496	1,642
Pilbara				
De Grey	5,541	7,169	6,869	6,287
Fortescue	5,350	7,106	6,436	5,875
Total to saleyard	118,724	50,200	48,063	49,504
To abattoirs in SW	42,741	9,403	7,907	13,250
To Northam	14,247	71	1,567	2,422
To Gingin	11,872	1,484	665	1,365
To exporters	14,247	1,738	1,239	2,735
To restockers	35,617	14,981	13,047	17,816
TOTAL	118,724	77,877	72,489	87,092

(a) Product of cattle sales and distance, expressed in thousands of units

Sheep sales and distances to saleyard sites, abattoirs and Fremantle by Sub Division

Statistical Division Sub Division	Estimated yardings from Sub Division No	Prospective Saleyard Sites		
		Northam '000 ShpKm (a)	Muchea '000 ShpKm (a)	Moora '000 ShpKm (a)
Perth	34,156	3,581	2,078	6,635
South- West				
Dale	26,433	5,740	4,624	8,293
Preston	5,259	1,458	1,348	1,951
Vasse	22,740	8,089	7,195	10,140
Blackwood	2,289	859	778	1,019
Lower Gt Southern	ns	ns	ns	ns
Upper Gt Southern				
Hotham	173,974	30,501	38,646	58,414
Lakes	34,228	9,221	11,814	15,040
Midlands				
Moore	200,512	30,429	21,278	14,849
Avon	486,605	45,917	83,123	96,363
Campion	103,113	23,202	32,284	32,558
South Eastern				
Lefroy	39,267	25,379	29,425	28,282
Johnston	-	-	-	-
Central				
Gascoyne	6,542	6,222	5,881	5,273
Carnegie	7,426	4,125	4,299	3,538
Greenough River	113,260	45,660	41,299	28,076
Total to saleyard	1,255,803	240,384	284,072	310,430
To Katanning	113,022	39,558	37,862	50,860
To Narrikup	263,719	127,904	123,948	154,275
To Bunbury area	175,812	46,590	40,437	63,292
To Narrogin	62,790	10,988	14,756	21,663
To Merredin	87,906	15,384	24,174	27,251
To Geraldton	37,674	16,200	15,070	10,549
To Fremantle (live)	163,254	26,447	20,733	37,875
Total to other	351,625	59,550	79,742	94,194
TOTAL	1,255,803	583,005	640,794	770,389

(a) Product of sheep sales and distances, expressed in thousands of units

ns - not significant

ATTACHMENT 2-Abattoirs in Western Australia

Export Plants (Beef)

E G Green & Sons, Harvey
Nebru Exports, North Dandalup

Export Plants Sheep/goats

Fletcher International, Narrikup
Geraldton Meat Exports
Beaufort River Meats, Woodanilling
Gascoyne Abattoirs, Carnarvon Not operating
WAMMCO, Katanning

Export Plants Multi Species

Fremantle Commodity Traders, Waroona (cattle, sheep)
Walsb V & V, Bunbury (cattle, sheep)

Export Plants Pigs

Watsons Foods, Spearwood

Export Plants Emus/ostriches

Dot Com Au Pty Ltd, Baldivis

Domestic Plants Multi Species Medium Size(S=Sheep, C = cattle, P = pigs, D = deer)

Red Meats, Capel (S,C)
Cowaramup Abattoirs (S,C,P,D)
Dardanup Butchering Co (S,C,P,D)
Derby Industries, Wooroloo (P)
Eastern Districts, Merredin (S,P)
Gingin Abattoirs (C)
Goodchilds, Australind (S,C)
Hagan Bros, Greenough (S,C,P)
Hillside Meats, Narrogin (S,C,P)
Kununurra Abattoirs (C)
Manjimup Abattoirs Not operating
Mt Barker Not operating
Roediger Bros, Northam (C,P)
Shark Lake, Esperance (S,C,P)

Domestic Plants Multi Species Small

Cullen T E & Son, Coolgardie (S)
Forbes W W & Co, Corrigin (S,C,P)
Haslam B J & J A, Hyden (S,C,P)
Kellerberrin (S,P)

Domestic plants Other Species Medium Size

Freegro, Oakford (Rabbits)
Koonyen Farms, Baldivis (Rabbits)
Mount Gibson Emu Abattoir Not operating or approved