

# Optimising our port infrastructure and planning for growth



Government of Western Australia  
Department of Transport





*Post-Panamax ship MSC Confidence arrives on its first visit to Fremantle Ports.*

## Foreword

One of the Liberal-National Government's key priorities is to ensure our ports and related transport infrastructure support Western Australia's current and future trade needs.

To achieve this we must ensure that the needs, trends and opportunities of our transport services and infrastructure are well understood.

To support trade growth we need to optimise the use of our existing port infrastructure, improve supply chain efficiencies, minimise community impacts and provide additional facilities in a timely way.

Fremantle Port is WA's main general cargo gateway and the Inner Harbour will continue to be a working harbour into the future. Most of WA's container trade goes through Fremantle, most is metropolitan-based and the Government's confirmation of the Inner Harbour's future will capitalise on the port's significant capacity for trade growth.

The Inner Harbour will reach its full potential in the next decade, however, and port users and service providers need certainty to plan for future investment in facilities and services.

Fremantle's Outer Harbour in Cockburn Sound will play an important role in meeting future growth in bulk imports and exports and our rapidly growing container trade, and planning for its expansion is well underway.

The efficiency of our ports is vital in keeping import costs down, our exports competitive and ensuring Western Australia's long-term economic future.

**Troy Buswell MLA**  
Minister for Transport



## Increased Inner Harbour capacity for bigger ships

The recent \$250 million deepening of Fremantle's Inner Harbour and associated berth works means the port can handle the larger, post-Panamax size container ships that now service Australian ports.

This minimises the cost of imported goods for consumers and ensures Western Australian businesses have continued access to major direct shipping services.

The deepening of the harbour and approach channels and the associated North Quay berth strengthening works were completed in April 2011.

## Additional land for port purposes

Reclaimed land at Rous Head has provided an additional 27 hectares for port-related purposes and created an opportunity to improve landside access and efficiency.

Fremantle Ports has undertaken extensive planning and consulted with key supply chain parties to ensure that the future layout of the port precinct:

- provides adequate capacity for the port to achieve its full potential;
- provides lot sizes that support efficient operations;
- maximises the separation of public and heavy vehicle traffic;
- co-locates facilities that have high traffic interaction to minimise travel distances and ease road congestion;
- establishes a heavy vehicle precinct to facilitate use of high productivity vehicles;
- improves the interface between the rail terminal and the container terminals;
- provides a truck area that efficiently caters for trucking operations and driver amenities; and
- provides flexibility to accommodate possible future changes.



*Land newly reclaimed at Rous Head as part of the Inner Harbour deepening will be used for port-related purposes.*

The reclaimed land also allows planning for a truck marshalling area with communication and control systems to direct heavy vehicle flows.

The result is Fremantle port will continue to grow over the next 10 years to its anticipated capacity of 1.2 million containers per year, and this is expected to present transport challenges.

## Land transport linkages

The Fremantle Inner Harbour will continue to provide for future trade growth while ensuring efficient transport linkages.

There are a number of key landside issues; some specific to Fremantle because of its location and others that are common to ports in Australia and around the world.

Fremantle Ports is working with Western Australian Government agencies, port service providers and the transport industry to ensure the port has effective and efficient transport linkages now and into the future.

A Land Transport Linkages Strategy is being developed to clearly establish the key actions needed and to clearly define responsibilities. The strategy will outline work that is currently underway and identify new initiatives that need to be pursued.

Key areas addressed in the strategy include:

- planning for future facilities at Fremantle Port;
- planning to ensure transport corridors and inland distribution sites are protected and developed;
- removing obstacles to improving transport efficiency; and
- improving supply chain coordination.

Improvements in trucking efficiency, such as increasing two-way loading and limiting dead running, will benefit trade and the community by reducing costs and minimising unnecessary truck movements.

## Intermodal terminals

The Department of Transport, Fremantle Ports, and the Public Transport Authority, are currently evaluating potential sites for a modern freight terminal in the Kewdale/Forrestfield area to support the Inner Harbour to Kewdale container rail service.

The Kewdale/Forrestfield area's accessibility by road and rail and proximity to industrial areas makes it an important component of Western Australia's freight network.

The area's location and facilities enable efficient transport and distribution of goods to local, intrastate, interstate and international destinations, as well as to and from Fremantle Port.

A number of private freight operators use terminals in the area, and these terminals use the existing rail and road network.

## The Outer Harbour's expanding role

Fremantle's Outer Harbour in Cockburn Sound currently plays an important role in the import and export of bulk products such as grain, petroleum, liquid petroleum gas, alumina, mineral sands, fertilisers, coal and sulphur.

Future growth in the bulk products trade is anticipated and this will continue to stimulate demand for additional Outer Harbour port facilities and associated transport logistics.

Additional container facilities will also be required once the Inner Harbour reaches capacity, and studies over time have shown the Outer Harbour is the best site for these.

The Western Australian Planning Commission is assessing the environmental, transport and planning issues that will enable provision of port facilities to support the future of the State while protecting Cockburn Sound.



Fremantle Ports' Kwinana Bulk Terminal.



Kwinana Bulk Berth 2 is the operational berth at the Kwinana Bulk Terminal.

Recently, new trade opportunities have arisen. After assessing a number of proposals, Fremantle Ports has negotiated commercial arrangements for the future use of the Kwinana Bulk Terminal by Mineral Resources Limited for the export of iron ore.

The commercial agreement between Fremantle Ports and Mineral Resources will facilitate the export of up to 4.4 million tonnes of iron ore through Kwinana annually, with Mineral Resources undertaking the installation of a new product handling system.

Griffin Coal, which was acquired recently by Indian infrastructure group Lanco Infratech, has been exporting coal through the Kwinana Bulk Terminal since January 2007. Fremantle Ports' capacity allocation to Griffin Coal will enable the export of 750,000 tonnes of coal annually over four years.

Significant upgrading of facilities at the Kwinana Bulk Terminal is required to ensure efficient servicing of the needs of these and other customers and it is planned that this work will begin in the first half of 2011, subject to approvals.

## Benefits for Western Australia

The new export proposals for Fremantle Ports' Kwinana Bulk Terminal and associated infrastructure upgrading will bring significant economic benefits to Western Australia. And the planned \$44 million investment to upgrade facilities at the terminal will increase the export capacity of the terminal.



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