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Westport Program Update



Managing Director's Message

We've started 2026 with strong momentum across Westport's definition activities.

Earlier this year we onboarded our marine and ports technical adviser consortia, led by Worley and Arcadis, bringing together specialist capability that will rigorously test assumptions, verify early-stage designs for the container port and critically review earlier integrated supply chain work.

Our attention will then turn to optimising the port layout and marine infrastructure, refining construction planning and developing reference designs to a level that gives Government confidence in costs, approvals pathways and future investment decisions. This work is fundamental to reducing uncertainty and ensuring construction decisions are informed by tested, buildable and efficient designs that deliver safety, sustainability and long-term value for Western Australia.

This technical work is being complemented by strong coordination and collaboration beyond the design team. Coordinated working groups have now commenced, bringing together government, industry and major project proponents to better understand shared delivery pressures and identify practical ways to de-risk Western Australia's looming infrastructure peak. At the same time, detailed site investigations across the Kwinana Industrial Area have been completed, providing critical ground and groundwater data to inform planning, approvals and future design refinement.

Environmental leadership also remains a key focus. Building on years of independent marine science, Westport is progressing early seagrass restoration trials in Cockburn Sound to test innovative methods and strengthen long-term ecosystem resilience well ahead of construction.

Alongside the port definition, important progress continues on enabling infrastructure. With the recent Australian and Western Australian governments funding announcement, procurement planning for the Anketell Road upgrade is commencing. Environmental and Heritage approvals, land acquisition and planning for utilities relocations is continuing in the meantime. This upgrade forms part of the future Anketell–Thomas Road Freight Corridor and will provide a high-capacity freight connection into Kwinana to support long-term port-related freight movements. Procurement is also nearing completion for a specialist rail Integrated Planning Team, which will complete Westport's core definition capability across road, rail and marine streams.

Beyond the technical program, important foundations are also being laid for future delivery and operation. The Westport Bill was introduced earlier this year, providing the legislative framework for the program, and engagement with industry continues through the Terminal Operator Consultation Group to ensure future operational requirements are well understood as definition progresses.

Patrick Seares

Managing Director, Westport

Supporting the future with Anketell Road upgrades

The Australian and Western Australian governments have announced funding to deliver upgrades to Anketell Road, strengthening critical freight and road connections across the Western Trade Coast.

The upgrades will support the future Westport container terminal, the redevelopment of the Kwinana Bulk Terminal, surrounding industrial areas, and the future Defence precinct in Henderson.

The investment delivers the first stage of significant upgrades to Anketell Road, including:

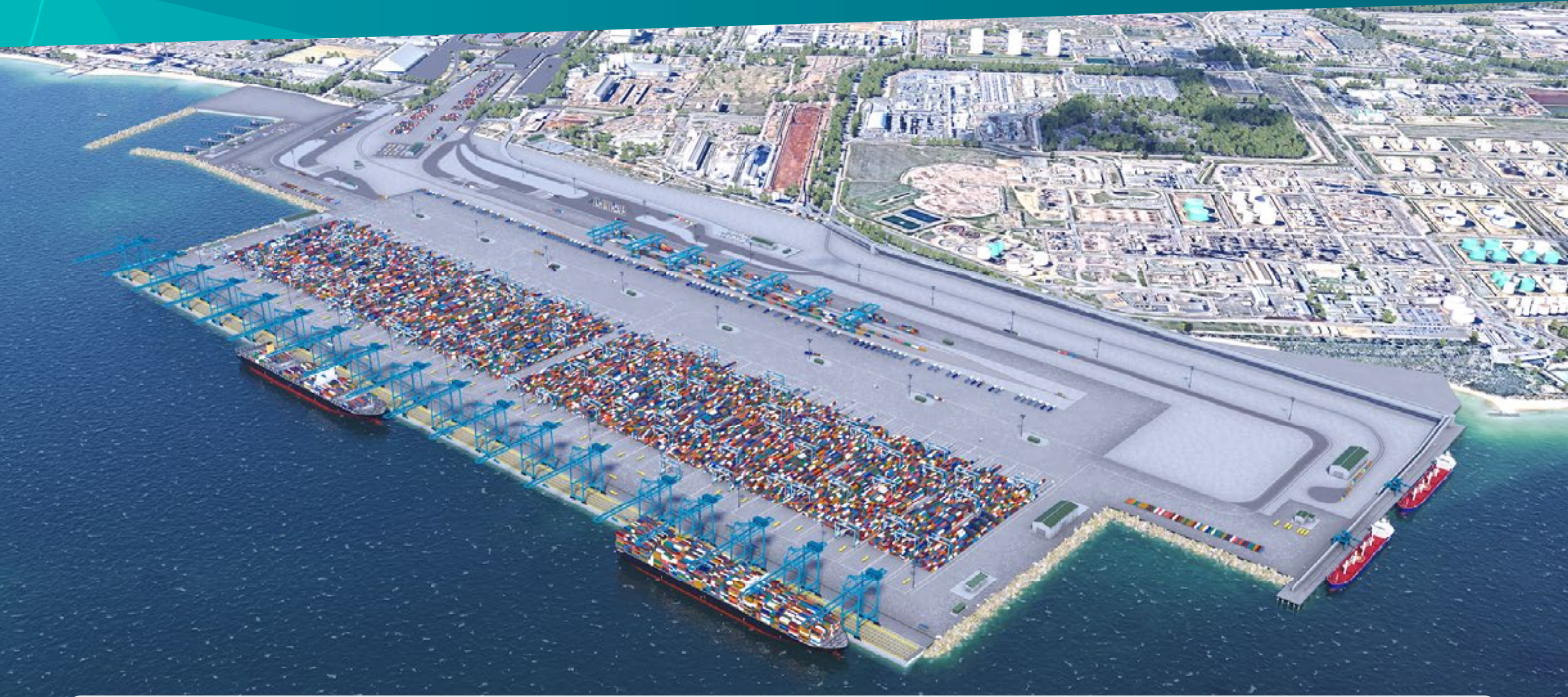
- widening the road to four lanes between Leath Road and Abercrombie Road; and
- construction of a grade separated crossing at Rockingham Road.

Alongside the previously announced \$700 million joint upgrade of the Kwinana Freeway, these coordinated investments will improve freight reliability, reduce pressure on surrounding road networks, ease congestion for local communities, and underpin economic growth across the Western Trade Coast as Western Australia diversifies and expands its trade capacity.

The Anketell Road upgrade also forms part of the future Anketell-Thomas Road Freight Corridor – the State's long term plan to connect Tonkin Highway in Oakford with Kwinana's strategic industrial and port areas.

[Read the full statement here.](#)





Marine and Ports Infrastructure Technical Adviser onboarded

Worley Arcadis Joint Venture (JV) has been onboarded as the Marine and Ports Infrastructure Technical Adviser (TA) for Westport.

The TA delivers specialist expertise to progress key components of the port’s design, including the channel, breakwater, quay line, port precinct and connections to road and rail networks.

The TA is integrated with the Westport team and supports the development of reference designs, approvals, construction planning and reliable cost estimates ahead of future investment decisions.

A key part of their role is to review and verify the preferred design of the port (image above) and progress it through to a reference design stage.

“This appointment brings substantial expertise to the Westport Office,” said Westport Managing Director Patrick Seares.

“Our Westport goals will provide the guide rails for the optimisation to ensure the best value for the State and will remain embedded in every stage of the design process.”

“It’s about delivering on Westport’s vision for infrastructure that keeps trade moving, strengthens supply chains and creates long-term value for Western Australians.”

The TA will be part of Westport for at least three years working across three phases. Phase A continues until June this year and covers the container terminal, Kwinana Bulk Terminal and early works definition.

Phase A Work packages include:

- verify the *concept* “Preferred Design” documentation
- conduct critical reviews of Stage 3 Supply Chain Integrated Design
- reassess trade and fleet forecasts
- assess interfaces between engineering and environmental approvals
- collate materials to support the Environmental Impact Assessment.

Through to 2028

Definition and Verification
Phase A

Design Optimisation
Phase B

Reference Design
Phase C

Collaboration the way to address WA's infrastructure peak

In February, five new working groups were launched, bringing major project proponents, government agencies and industry representatives together to develop solutions to the pressures building across Western Australia's infrastructure pipeline.

The meetings come as major works planned across the Perth region signal a period of heightened, overlapping demand on materials, logistics capacity and specialist workforce – a trend expected to extend across a 20-year horizon.

Westport's recognition of the potential impacts – based on lessons learned from the delivery of major projects around Australia delivered in the recent stimulus boom – prompted the establishment of the WA Major Projects Roundtables in 2025, where senior project leaders came together to build a collective view of the challenges emerging across the State's largest builds over a number of workshops. Those discussions identified five system-wide issues now guiding the new working groups' focus: basic raw materials, procurement, project pipeline, workforce demand and materials and components.

Westport's Program Delivery Manager - Facilitation, John Gallagher, said last year's Roundtables made it clear a combination of factors in play required a more coordinated approach than business as usual delivery settings allow.

"Everyone involved agreed collective action is going to be critical to successfully deliver all the projects," he said.

"The working groups that kicked off last month are giving us system-wide insight we haven't had before.

"We're understanding where interests align and beginning to shape solutions that help de-risk delivery across the market."

The working groups bring together subject matter experts from Defence, Perth Airport, Water Corporation, the Department of Transport, Western Power, Kwinana industrial stakeholders, Infrastructure WA, the Coordinator General and industry representatives. They will work to find practical ways major proponents can better align their delivery requirements and prepare recommendations for the quarterly leadership Roundtables to consider for progression to investment stage, with the next sitting scheduled for April.

With even basic materials like sand to face tighter availability as multiple projects progress, the group examining basic raw materials is looking for solutions.

"We're hearing consistently the supply of basic materials used in construction may not meet demand" Mr Gallagher said "Not only that, there is also the issue of making sure we have enough trucks to get material to sites. It's about making sure we have a holistic view of the challenges we're facing and have the right solutions."

Across all groups, several consistent themes have emerged: industry's need for certainty of a committed pipeline of work to justify investment; concerns about attracting and retaining the workforce required; and the importance of early, open engagement. Proposed approaches under consideration range from coordinated scheduling and long-term purchasing strategies to streamlined approvals, aligned contracting settings and targeted skills initiatives.

Mr Gallagher said the quality of engagement reflects a shared understanding of the stakes.

"Everyone at the table knows the peak is coming," he said. "When we work together, opportunities will emerge that no single project could unlock alone."



Westport completes Detailed Site Investigations

Westport has completed Detailed Site Investigations within the Kwinana Industrial Area (KIA). We extend our thanks to all neighbouring Kwinana industries for their cooperation and collaboration throughout this process.

The work undertaken involved drilling boreholes and installing monitoring wells to gather soil and groundwater samples for evaluation from various sites across the KIA.

The insights gained from this work are helping shape future planning for Westport's terrestrial footprint, bringing us closer to delivering WA's trade future.



Common ground through shared data



Groundwater doesn't follow property boundaries, and neither did the thinking behind Westport's hydrogeological modelling project.

To understand how the port development would affect the region's groundwater system, Westport invited neighbouring industries across the KIA to pool selected hydrogeological, geological and groundwater monitoring data into a single dataset.

Throughout 2025, an independent consultant anonymised and digitised each contribution, keeping the process neutral and the data consistent across sources.

The combined dataset is now feeding directly into Westport's hydrogeological model, informing port facility design and the upcoming environmental impact assessment. Participants have access to the digital versions of the data set – a shared resource built on a collective effort.

Innovators needed for seagrass restoration trials

Westport is seeking requests for proposal to procure multiple innovative seagrass restoration providers for a seagrass restoration trial in Cockburn Sound.

We're preparing for two trials. The first commencing summer 2026 will engage providers of delivery-ready seagrass restoration methodologies. The second will seek emerging and innovative seagrass restoration solutions to collaborate for a trial planned in summer 2027.

These are early trials planned well ahead of development of the new port facilities, building on years of independent, peer-reviewed science conducted from the WAMSI Westport Marine Science Program.

Aiming to build long-term ecosystem resilience in Cockburn Sound, the seagrass trials are part of Westport's commitment to trialling and investing in innovative technology that can have a widespread impact beyond Western Australia.

Requests for proposal can be submitted via [Tenders WA](#).



[Watch a recording](#) of the Seagrass Restoration Program Innovation Trials to find out more.

We answer your frequently asked questions



Who will own and operate the proposed container terminal in Kwinana?

The WA Government is planning to own the new port at Kwinana under a traditional landlord model, similar to the current operation at Fremantle Port, giving the Government control over the port's development and operation.

This provides Government the ability to retain a high degree of control over the development and operation of the port, and an ability to control the competitive landscape around private stevedore operations, fees and charges.

It also aligns with market appetite from contractors and terminal operators, given the tried and tested nature of this model.

Have a question for Westport?

Email enquiries@westport.wa.gov.au