

navigate

Westport Program Update



Managing Director's Message

As we cap off 2025, our 3 primary design contracts spanning marine, road and rail are now either under way, or set for award in the new year, putting us squarely in definition.

With the Business Case now in the rear-view mirror following its approval last November, the past 12 months have seen us gearing up the Westport Program for definition and future delivery.

The *Marine and Ports Infrastructure Technical Advisor* will soon be awarded, adding significant firepower to the Westport Office. This integrated outfit will progress design for key port components including the channel, breakwater, quay line, port precinct and interfaces with the road and rail network. This will be the first significant marine design work since the completion of the Supply Chain Integrated Design (SCID) project in 2024.

Concurrent to procuring the people and systems needed to deliver one of Western Australia's most significant infrastructure programs, this year we have also forged ahead with definition for the upgrades to Anketell Road between Leath Road and the Kwinana Freeway, gone to market for an integrated project team to commence rail definition, commenced geotechnical studies in Cockburn Sound, progressed redevelopment planning for the Kwinana Bulk Terminal through close-knit collaboration with Fremantle Ports, delivered 3 years of findings from the state's largest marine science program to inform environmental impact assessment, and advanced key strategies on net-zero, resource efficiency and workforce.

With a peak period of mega infrastructure project delivery looming for south-metropolitan Perth, 2025 has also seen significant efforts to collaborate with partner agencies and other infrastructure projects to identify shared risks and leverage opportunities.

This activity leaves us well-placed to ramp up definition, especially for our marine workstream. While the level of external involvement has no doubt tapered since the finalisation of the supply chain design, the uptick in definition activity over the next 12 months will provide new and targeted opportunities to engage with Westport. From early 2026, the Technical Advisor will begin optimisation of the preferred design from Westport Business Case, a catalyst for considerable engagement with supply chain operators.

As we wrap up 2025, it's clear this year has been about building the foundations for what comes next. From strengthening partnerships to embedding the systems and expertise required, we're well positioned for definition and future delivery and I thank everyone involved for their ongoing support.

Patrick Seares

Managing Director, Westport



Photo credit: Fremantle Ports

Key design decisions to future proof WA's bulk trade

Kwinana Bulk Terminal is being replaced through a modular design, with Westport and Fremantle Ports working in lockstep to ensure continuity and resilience.

In the shadow of ageing steel and concrete, a new chapter is emerging for one of WA's most critical trade assets. The Kwinana Bulk Terminal (KBT), a key link in the state's dry bulk supply chain, is slated for replacement by 2032 – an undertaking now advancing through coordinated planning and delivery between Fremantle Ports and Westport.

Built in the mid-1960s, KBT has long been a cornerstone of WA's import infrastructure. It currently serves as the state's sole clinker import gateway – essential for cement production – and supports LPG exports and other dry bulk materials such as gypsum and slag. Integrity assessments have identified the need to bring a new facility online by the end of 2031 to ensure continued reliability and trade flow.

Industry signals drive infrastructure coordination

Recent operational constraints at the adjacent Kwinana Bulk Jetty (KBJ) have prompted renewed focus on integrated infrastructure planning. Industry groups have highlighted the need for greater efficiency and capacity across the precinct, and Fremantle Ports and Westport are responding with a unified approach.

"We are looking at KBT and KBJ as an interconnected ecosystem," said Paolo De Carolis, General Manager Major Projects at Fremantle Ports. "The aim is to reduce pressure across the precinct by improving flexibility, resilience and operational redundancy."

In October 2025, Fremantle Ports launched a \$91 million clinker circuit at KBT, improving unloading continuity, storage and environmental management. This investment positions KBT as a key enabler of WA's housing and infrastructure pipeline and supports future landside integration.

Independent path clears way for bulk terminal delivery

Set within the evolving Kwinana Industrial Area, the replacement of KBT is progressing as a priority project. While located at the southern end of the Westport footprint, the project is moving forward on a separate timeline designed to meet trade needs without being tied to the container terminal's delivery.

"Decoupling of KBT from the container terminal de-risks delivery and gives Westport the flexibility to move ahead with the KBT marine structures as soon as environmental approvals are secured, without the need to construct the southern extent of the container terminal first," said Oliver Latham, Principal Project Director Marine Infrastructure at Westport.

Modular design anchored in local expertise

The new terminal will adopt a modularised version of the traditional Pilbara structure – a concrete deck supported on steel piles. Guided by annual trade forecasts, the two teams are working closely to ensure alignment across specifications and delivery, with Fremantle Ports leading the landside and topside assets, while Westport leads the marine infrastructure.

"It's a proven structural form adapted to suit local conditions, offering flexibility in delivery including options for transporting materials and equipment by road and sea," said Mr Latham. "Modularisation allows simplification of construction, reduced risk and engagement with local suppliers."

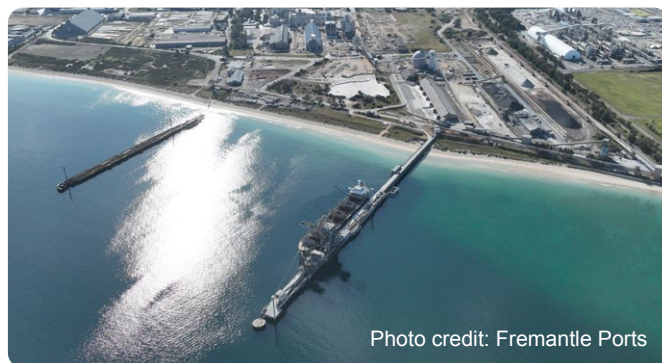


Photo credit: Fremantle Ports

Market Briefing

More than 300 people attended Westport's general market briefing on 13 November to outline upcoming opportunities to work with Westport.

Westport Managing Director Patrick Seares spoke about how major packages would be delivered between Westport and other State Government agencies, how Westport is progressing its design contracts for road, rail and marine, and the indicative approach and timing of the major infrastructure work packages.

"Our service approach is to build our capability by embedding subject matter expert contractors and specialist advisors and building our team of Westport's public servants," Mr Seares said.

A key focus of the session was early tender advice for the Westport panels and plans for future market engagement.

The webinar has been recorded and can be viewed on the Westport website.

[Click here](#) or scan the QR code on this page to find out more



Catalysing change: Westport's strategy for a Net Zero infrastructure market

Westport is working with industry to accelerate development and deployment of sustainable technologies, remove market barriers and prepare the supply chain for net zero infrastructure delivery.

Across WA and nationally, expectations around how infrastructure is delivered are evolving. With growing attention to climate-related risks and resilience, net zero is reshaping how projects are scoped, funded and built.

Infrastructure Australia has identified decarbonisation as a sector-wide challenge, with implications across the asset lifecycle from design and procurement to operations and maintenance. Meeting emerging sustainability standards requires new skills, materials and delivery methods.

At Westport, this shift is being actively shaped through the Net Zero and Resource Efficiency strategies. In 2025, the focus was on market readiness – building relationships, validating technologies and identifying opportunities to reduce emissions and improve resource efficiency. Key actions included:

- **Engaging with more than 100 stakeholders** across construction, logistics, energy and government to understand current practices, constraints and opportunities.
- **Developing a technology tracker** to consolidate and validate emerging solutions, including mapping their carbon intensity to identify those with the greatest potential for scalable impact.
- **Recommending actions** to remove systemic barriers and create procurement pathways for sustainable solutions.



The Westport team during a visit to the Hazelmere precast concrete facility.



Spotlight on industry engagement and emerging solutions

What we've heard consistently from stakeholders across the infrastructure delivery landscape is that the market is innovating in sustainable practices, materials and fuels but needs clarity, confidence and practical support.

"That's why we've developed a robust assurance and assessment process to consolidate and evaluate emerging solutions based on impact and readiness for deployment.

"It will help identify technologies most promising for performance, constructability and scalability – and determine Westport's role in bringing them to market."

Iva Munro,
Project Manager Net Zero Strategy

These efforts respond directly to what industry has shared, that while there is appetite for change, there are also constraints. Commercial maturity, regulatory clarity and confidence in new or unproven materials remain key concerns, while uncertainty surrounding demand is slowing down investment. Westport is sending a strong market signal for sustainable materials and construction practices and engaging with the value chain to reduce friction and pave the way forward.

From 2026, these foundations will move into implementation. Together with select industry partners, Westport will begin field demonstrations to test the most promising solutions – from low-carbon materials to electric machinery.

These pilots and demonstrations will validate performance and inform recommendations on how innovations can be scaled and embedded into future practice, with the broader strategy aiming to:

- Reduce upfront carbon emissions
- Increase circularity and efficiency of program
- Achieve near-zero emissions in port operations
- Set the container supply chain on a trajectory to net zero by 2050

Westport is actively seeking input from contractors, suppliers, designers and innovators to shape the next phase of implementation. If you are working on sustainable materials, low-emission equipment or innovative delivery methods, now is the time to engage.

To learn more or share your insights, contact the team at enquiries@westport.wa.gov.au.



Survey Results to Shape Westport Engagement

Each year Westport commissions a sentiment survey to hear feedback about how we are doing as a major infrastructure program. Are we talking to you enough? Too much? What are your unanswered questions? What do you really think of Westport's plan to move container trade from Fremantle to Kwinana.

Through a third party research company, we heard from 15 stakeholders from across Kwinana industry, the supply chain and three tiers of Government.

We heard that you see Westport as a professional and accessible agency, and that our leadership is well received.

Westport's regular briefings and webinars are working well as a source of information and Westport is viewed as communicating clearly and honestly.

Stakeholders want greater clarity about Westport's decision making process for projects, and wanted us to ensure there were more regular feedback sessions at key decision points. We also heard demand for stronger evidence about how stakeholder input shaped project outcomes.

Westport will address this when work on marine design commences in 2026, after the Technical Advisor is onboarded. The Technical Advisor will lead the Stage 4 design process, including engagement with industry.

Westport thanks all the people who participated in the survey for their time and input.

What We've Heard From Industry

Westport recently hosted briefings with the freight forwarding and customs broking industry.

Westport updated attendees about program progress and heard ideas from industry about:

- Safer and more transparent container weight information to support Verified Gross Mass and Chain of Responsibility obligations.
- Locating empty container parks, quarantine and inspection facilities close to the terminal to reduce truck kilometres, costs and emissions.
- More reliable handling arrangements for red-line and other higher-risk containers, including dedicated storage and streamlined collection timeframes.

This feedback is being used to inform the current definition stage of Westport's detailed design for terminal operations, landside logistics and biosecurity interfaces.

We thank participants for attending and appreciate their comments. If you are a member of the freight forwarders and customs broking industry, we welcome your ongoing input to enquiries@westport.wa.gov.au

Investigations to Inform Construction Planning



Westport is preparing to conduct detailed site investigations across the future Westport area to identify the location, quantity and nature of any contaminants in the future Westport precinct.

The studies will include drilling bore holes, excavating test pits and collecting soil and groundwater samples.

Findings will help Westport understand the type and concentration of contaminants in the future port precinct, which will inform planning and design and remediation activities before construction begins.

The investigations will help reduce uncertainties in areas where ground disturbance is expected and where contamination is likely, supporting safe and informed development.

Sampling will occur on State Government and privately owned and operated sites. Westport is working with our future neighbours to arrange site access and will limit the impact to existing operations as much as possible.

Works are scheduled to begin January 2026.

Westport's Geotechnical Investigations

Geotechnical investigations are progressing across the proposed site for the new port and supporting infrastructure.

These investigations are a major milestone for the project, taking and analysing samples to create a record of the subsurface conditions which will inform the design and construction of the port.

There are three types of geotechnical investigations taking place across the Westport site.

- **Geotechnical boreholes**

Holes are drilled between 5 - 70 metres into the ground to collect "cores" - cylindrical samples of sediment and rock. Standard Pressure Tests and Downhole Geophysics are also conducted to gather additional data about the strength and composition of the seabed. For Westport, the majority of these bores are being drilled into the seabed from jack-up barges - floating platforms which can be raised out of the water to create a stable platform. Tugboats are used to move between locations.

- **Vibrocore sampling**

A Vibrocorer is a vibrating machine that drives a cylindrical barrel between 1 and 7 metres into the seabed. The extracted cores are logged and tested in a laboratory, similar to borehole samples.

- **Cone Penetration Test (CPT)**

A CPT involves pushing an instrumented cone into the ground. Sensors within the cone measure resistance and other parameters, helping to assess the strength, density, and layering of the subsurface materials.

Westport Project Manager Roger Goga said so far the geotechnical investigations have confirmed the data collected on the topography and properties of the ground layers from the geophysical investigation done in late 2024.

"We have found limestone beneath the surface which is what we thought we would find. Now it's the details of the limestone that we're trying to determine, such as how strong the it is, and what depth it's encountered at," he said.

The current focus for the investigations is on the Kwinana Bulk Terminal site ahead of the replacement of the jetty.

Alongside informing the design of the port, the geotech data will be used alongside the data from the WAMSI- Westport Marine Science Program to manage the impacts of dredging for a new shipping channel and turning basin.

"The material we find will determine the dredging plants (types of dredges) required. It also helps us understand what that dredged material will do in the water column - the particle size distribution. This will allow us to predict if the sediment will stay suspended within the water column for a longer duration or sink to the bottom quickly. This information is key to assessing the impact dredging works may have on the marine environment," Roger said.

"This also feeds into the hydrodynamic modelling being done for the environmental approval, the seagrass reclamation project and desalination."

The geotechnical investigations for Westport are scheduled to be completed by mid-2026.



One of the jack-up barges conducting marine geotechnical investigations in Cockburn Sound.



Anketell Road Upgrades: **Community** shares feedback on access



Planning for the first stage of the Anketell Road Upgrade – stretching from Leath Road to Kwinana Freeway – is progressing, with recent community feedback now informing refinements to the Ultimate Design - Access and Connectivity Schematic Plan.

This section is set to become a dual carriageway, with upgrades to key intersections aimed at improving access to the Kwinana Industrial Area and facilitating construction of the port facilities and future operations.

There will be a grade separation of Rockingham Road and Anketell Road over rail, along with new local roads and existing road modifications, including upgrades at Rockingham Road.

On 24 October 2025, the Westport Roads Integrated Project Team met with community members at the Darius Wells Centre in Kwinana to share the draft Ultimate Design - Access and Connectivity Schematic Plan.

Visitors had the opportunity to engage directly with the team and explore how the proposed upgrades will improve how people and freight move along and connect to Anketell Road.

Developed in collaboration with key stakeholders, the Plan outlines the most suitable access points and connections to support both industrial growth and future port operations.

Feedback received is now being reviewed to refine the project's ultimate design.

While the upgrade is not yet funded for construction, this detailed planning ensures it is ready to proceed once a government investment decision is made.

The corridor will ultimately support container freight from the future port, while also meeting growing demand from surrounding industrial precincts in Rockingham, Naval Base, Henderson and Kwinana.

For more information about the Ultimate Design - Access and Connectivity Schematic Plan, and to sign up for Anketell Road project updates, visit the project page on the [Main Roads WA website](#).