

NOVEMBER 2021



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Westport Program Update



Welcome to Westport

August was an important Westport anniversary as it was one year since Kwinana was selected as the location for WA's new container port.

This decision came after an Independent Taskforce assessed 28 options for the port's location and various transition scenarios from the Inner Harbour in Kwinana. For this once in a century opportunity, the Westport Program is now developing a business case to advise Government on when and how a new Kwinana port and logistics network should go ahead.

As one of the most complex infrastructure projects in Australia, Westport will take a supply-chain centric approach to progress this work. This means each part of the project - from the shipping channels to the terminal and also the rail and road freight network all with nature in mind - are considered together.

Doing so ensures the future port and freight network will get the products we use daily to businesses and households across the State as efficiently as possible.

Guiding this next phase of work is the Program Strategy, a roadmap of Westport's vision, key objectives, values and how Westport is planning for Western Australia's future.

The Program Strategy and more information is available on Westport's website

Stay In The Know

A lot goes into planning a project of this scale and we will aim to give you information as regularly and often as we can.

Make sure you don't miss out by registering for updates straight to your inbox at

www.mysaytransport.wa.gov.au/westport



And follow us on LinkedIn for business and industry updates:
www.linkedin.com/company/westport-program



Introducing the New Westport Managing Director

Bringing a wealth of environmental expertise and engagement experience to lead the cross-Government Westport team is Patrick Seares, who was appointed as the Managing Director in February.

Patrick has previously worked for the Department of Water and Environmental Regulation and Office of the Environmental Protection Agency and has led significant business improvement projects during his career, advising on strategic governance, operational change and reform, stakeholder engagement and marine research.

Broad research at Cockburn Sound

Westport and the Western Australian Marine Science Institution (WAMSI) are partnering to deliver a \$13.5 million marine science program to help protect Derbal Nara, the Noongar name for Cockburn Sound.

In the next three years, independent researchers from state, federal and academic research organisations will collaborate to conduct around 30 comprehensive research studies to fill knowledge gaps and improve the understanding of Cockburn Sound's ecosystem.

The research themes for these projects will cover:

- Ecological modelling
- Benthic habitats and communities
- Water and sediment quality
- Fisheries and aquatic resources
- Hydrodynamic modelling
- Social
- Noise
- Apex predators and iconic species
- Coastal processes

On-ground trials examining seagrass restoration and habitat creation are expected to start in 2022.

When completed, the independent science outcomes will inform Westport's Environmental Impact Assessment and environmental approvals.

The Westport-WAMSI partnership is part of a broader Westport Science Plan and will significantly improve our capacity to avoid, mitigate and offset environmental impacts and increase Government's ability to manage pressures within Cockburn Sound into the future



Seagrass Photo by A. Rossen

A Plan for Western Australia's Future

While the Westport Office develops the business case on the new Kwinana container port and logistics network, across Government other supporting strategic projects are underway that together will help shape a greater plan for WA.

Future of Fremantle

A Future of Fremantle Planning Committee will explore opportunities at Fremantle's Inner Harbour.

A subcommittee of the Western Australian Planning Commission, the 12-member group of public sector, local government, industry and community representatives will focus on job-creation, and will:

- develop a vision for Fremantle Port's Inner Harbour longer-term redevelopment
- develop an employment strategy to help maintain local jobs when the container terminals are relocated
- examine planning matters in the North Fremantle Precinct and finalise the work being undertaken by the North Fremantle Development Precinct Technical Advisory Group
- explore new economic opportunities and developments for the coastal city.

More information: dplh.wa.gov.au/future-fremantle



Global Advanced Manufacturing Hub for the Western Trade Coast

In March 2021, Premier Mark McGowan committed to establishing a global strategic industrial hub to support high-tech manufacturing within the Western Trade Coast.

The Western Trade Coast is WA's premier industrial area, consisting of four key areas including the Kwinana Industrial Area, Rockingham Industry Zone, the Australian Marine Complex in Henderson and Latitude 32.

This initiative will support key strategic Government priorities and industry development in battery and critical minerals, renewable hydrogen, defence, LNG and other advanced manufacturing industries.

To deliver this commitment, the Department of Jobs, Tourism, Science and Innovation will lead an economic development framework.

Market briefing details opportunities

Global and local expertise working with the State Government is critical to delivering the business case for the new Kwinana port.

In August, before procurement ramps up on the program, Westport briefed 120 industry specialists on the skills and services needed to support early planning and design for the future port in Kwinana.

Westport Managing Director Patrick Seares outlined how Westport is seeking to partner with world-class know how to ensure an adaptable and scalable container port in Kwinana is supported by an efficient road and rail network to meet.

For more information about the Westport Program and Market Briefing visit mysaytransport.wa.gov.au/westport.

Also register at Tenders WA at tenders.wa.gov.au



Perth's Port History

Developing a new port in Cockburn Sound's industrial area was identified as the next step in managing growing freight since the Stephenson-Hepburn Report in 1955.

Since then, a long history of studies into possible locations for a new container port for Perth have reinforced that the Outer Harbour at Cockburn Sound is the only suitable location within the Greater Perth area.



Image: Fremantle Ports

Fremantle is an important part of our history

The Fremantle Inner Harbour is an important economic asset for Western Australia since 1897. Thanks to the visionary foresight and design work of State Engineer C.Y. O'Connor, the Inner Harbour has serviced Perth and its surrounding region's freight needs for more than 120 years.

While the Inner Harbour itself has adapted as required, external factors outside the port's control, such as access constraints, will impact growth and efficiency in the future.

And it's important we plan for the future now. Which is why Westport is ensuring the necessary freight infrastructure will be in place at the right time to meet demand.

Why Kwinana was chosen

Kwinana is the State's primary heavy industrial area, and already supports a busy bulk freight port, serving imports and exports of alumina, grain, fuel and more.

The recommended location in Kwinana has the capacity for the new terminal and it also has an integrated road and rail network to connect to logistics hubs.

It is a rare opportunity to plan a new port and freight network from the ground up, allowing it to be built to the latest global standards, while also building in the capacity for future change and innovation.

History of Port Planning:

- 1897:** Inner Harbour at Fremantle opens
- 1940s-50s:** Town Planning Commissioner, David Davidson, prepares a master plan for metropolitan Perth, designating Kwinana as the heavy industry location
- 1955:** The Hepburn-Stephenson Plan for Perth and Fremantle reconfirms planning for Kwinana industrial areas and port facilities in Cockburn Sound
- 1966:** Development of the Outer Harbour begins
- 1971:** Corridor Plan reinforces Kwinana location
- 1972:** The Port Development Scheme Point Peron Area is produced, incorporating a marina in Mangles Bay
- 1973:** The Garden Island Causeway opens
- 1982-84:** Plan for Outer Harbour at Mangles Bay
- 1989:** New Port Options Study assesses five coastal locations between CBH grain terminal and Fremantle Port
- 1991:** Metroplan endorses Kwinana industrial areas and port facilities in Cockburn Sound
- 1994:** Future Port Options – Naval Base/Kwinana study
- 1996:** Cabinet endorses Naval Base/Kwinana as the preferred site for a second major container port
- 1997:** Port Development Plan considers options near the CBH grain terminal
- 1999:** Outer Harbour Development – proposed a design at Naval Base
- 2005-06:** Port Options for Fremantle Outer Harbour proposes options, including an island port connected to the coast north of the Alcoa jetty
- 2007:** Port Options for Fremantle Outer Harbour – Cabinet endorses an island and land-backed port at Naval Base
- 2009-14:** Barnett Government undertakes new port planning. Fremantle Ports assessed for privatisation. Perth Freight Link announcement stops port planning
- 2017-19:** Westport Taskforce established to assess long-term port and freight options for Perth and surrounds, and deliver a recommendation