

Landside Logistics Opportunities Study



Fact Sheet | October 2022

Westport is a once in a lifetime opportunity to reshape the future of Western Australia's container freight supply chain by relocating the State's primary container terminal from Fremantle to Kwinana.

As part of taking a supply chain system design approach to planning the new terminal, Westport completed the Landside Logistics Opportunities Study. This study considered how containers could be moved to and from the new terminal to deliver a modern solution that can serve WA's long term freight needs over the next 50 years.

The Study

Westport's Landside Logistics Opportunities Study shortlisted landside supply chain network options. This included road and rail corridors, intermodal terminals (IMTs), associated infrastructure and land for the development of complementary land uses.

The Process

Consultation with over 50 stakeholders including shipping lines, stevedores, logistics operations, importers and exporters

Assessment of constraints on the current network centered on the Fremantle Inner Harbour

Analysing national and international case studies

Long-list of options for configuring the landside logistics network

Filtering of long-list using minimum standards, performance metrics and a Multi-Criteria Analysis (MCA)

Shortlist of three landside logistics options

The options will be further tested by Westport's Supply Chain Integrated Design project, which may reconfigure or identify new solutions. This will form a key part of the Westport business case due to Government in mid-2024.

The following opportunities were identified for further consideration:






- Designing a terminal with an efficient and dedicated rail connection is critical to minimising congestion and the dwell time of containers at the port.
- Supply chain resilience requires multi-modal share (rail and road), multiple corridors and staging facilities.
- Hubbing different logistics services will help optimise efficiencies.
- A network with five IMTs is optimal for rail productivity.
- Empty container parks should be located adjacent to port terminal and IMTs, to optimise container movement and reduce repositioning.
- Co-location of container services (for example, washing and repair services) at IMTs create efficiencies.
- Potential integration of the container freight network with other trade networks (for example, air freight).
- Preferred infrastructure solutions must be able to adopt new and emerging technologies.

Three Landside Logistics Options

LEGEND

IMT location and empty container site:

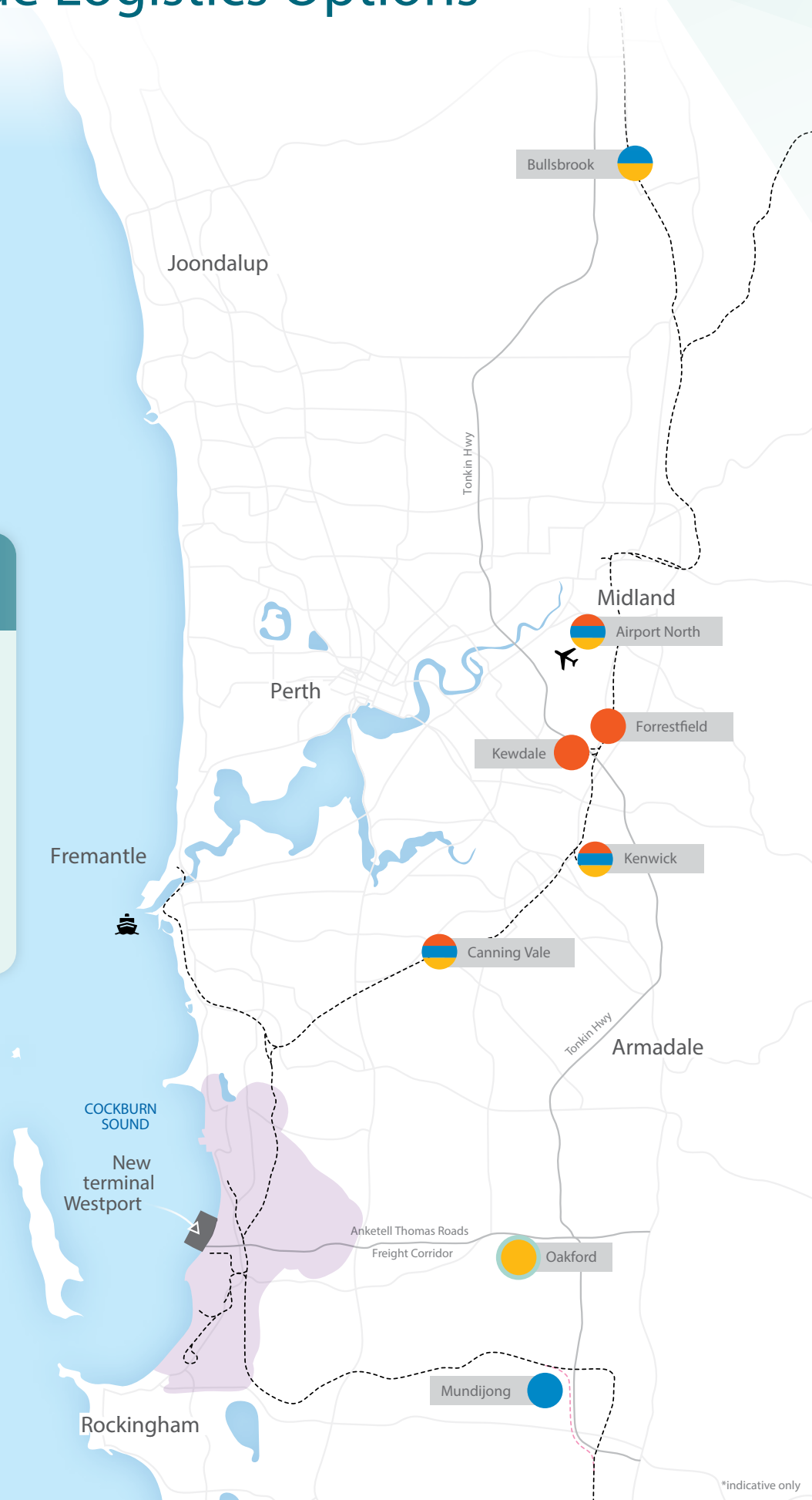
- Option 1
- Option 2
- Option 3
- Major Logistics Hub

-  Fremantle Port
-  Airport
-  Existing Freight Rail
-  New Freight Rail (planning)
-  Global Advanced Industries Hub



All options include:

- Road freight concentrated on Anketell-Thomas Road Freight Corridor and north-south along Tonkin Highway.
- Utilising existing freight rail lines and potential new spur lines (that branches off an existing rail line).
- Combination of existing and new IMTs to be established over the next 50 years, as required by growing demand.



*indicative only