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Westport Program Update



Taking a closer look at some of the science, thinking and technical processes behind one of Western Australia's largest ever infrastructure projects.

Hon. Roger Cook, Premier and Hon. Rita Saffioti, Deputy Premier at the launch of the preferred design in Kwinana

Managing Director's Message

As I reflect on the year that's been, I feel a great sense of pride in what the team and our partners at Westport have achieved in 2023. We've undertaken an enormous number of studies and built an integrated modelling framework that has informed two highly detailed MCA processes. This has funnelled our port and supply chain design options and resulted in a preferred option that provides the best environmental outcomes of those considered.

We have spent over 600 hours engaging with stakeholders, released our Noongar Opportunities and ESG (Environmental, Social and Governance) strategies, secured future Westport transport corridors through land protection and voluntary land acquisitions, and continued to fund 30 research projects in Cockburn Sound.

To cap it off, last month, the Premier, Deputy Premier and Minister for Ports announced our preferred design for the port and landside network. Building on the solid foundation provided by previous stages of Westport, the preferred design is the result of 18 months of modelling, design and consultation with key stakeholders including industries and organisations that will operate within the port and supply chain, as well as experts from sustainability, logistics, and infrastructure planning sectors.

It was a huge privilege for the Deputy Premier and I to unpack the preferred design to a room filled with key people representing diverse expertise and knowledge, who have

generously contributed to the design process and helped us get the best outcome for WA.

This included representatives from our Supply Chain Industry Reference Group, Local Government Reference Group, Noongar Advisory Group, ESG Reference Group, Marine Mitigation Working Group, Terrestrial Mitigation Working Group, as well as Kwinana industry, operators from across the supply chain, and program partners from various State Government departments.



Westport's Managing Director, Patrick Seares, presenting the preferred design

There were great questions from the floor, but (largely because I went on a bit) as we didn't have time to dig into all of them, we're devoting this last update for 2023 to explore some of the questions from this session.

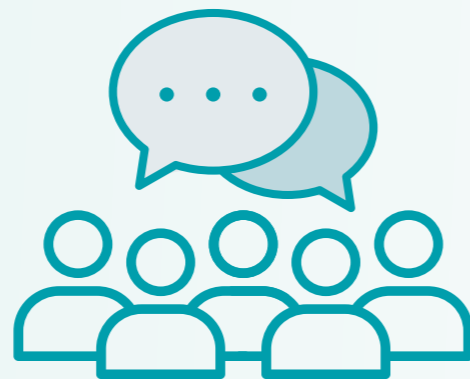
Your time and expertise have been critical to this process, and we look forward to continuing this work with you in 2024.

Patrick Seares
Managing Director, Westport



Q&A on Westport's Preferred Design

The Westport update event in late November included a short, live Q&A session with the Deputy Premier and Westport's Managing Director. In this edition, we unpack some of the questions submitted by attendees, including those we didn't have time to answer on the day.



Environmental Assessment Process

Project Referral



- Refer project to WA Environmental Protection Authority (EPA) and the Australian Minister for the Environment
- Public comment (7 days state, 10 days federal) on whether project should be assessed or not
- EPA and Minister for the Environment decides level of assessment

Early 2024

Environmental Assessment Scoping



- Environmental Scoping Document (ESD) managed by the EPA describes scope of assessment
- EPA Public comment (14 Days) on ESD
- EPA approves final ESD

2024

EPA Assessment



- Environmental Review Document (ERD) submitted to EPA
- EPA Public comment (56 days (8 weeks) or more)
- EPA report released to state and Australian Ministers & public
- EPA report appeal period (21 days)

2025

Ministerial Decision



- Minister consults with Cabinet colleagues & decision-making authorities
- State and Australian Ministerial statement with decision

2026

1. What stage has the Environmental Impact Assessment (EIA) reached and how long will it take to complete?

Environmental impacts associated with Westport will be assessed under both the *WA Environmental Protection Act 1986* and the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

In 2024, the state and federal environmental impact assessment processes will be initiated for Westport. This will include referral to the WA Environmental Protection Authority (EPA) and the federal Minister for the Environment to determine the level of environmental assessment.

There are two separate referrals as part of Westport: a referral for the maritime infrastructure (shipping channels, breakwater and port facility) and land side infrastructure within the Kwinana Industrial Area, and a referral for Anketell Road (from Kwinana Freeway to the Kwinana Industrial Area).

As the delivery partner for Westport's road infrastructure, Main Roads Western Australia will be the proponent for the Anketell Road upgrades.

The Environmental Impact Assessment process is expected to take 2-3 years from the point of referral and will include multiple opportunities for community consultation and public comment.

The Environmental Review Document (ERD) will include all of the scientific and environmental studies undertaken to inform the assessment. The ERD is expected to be released in 2025 after the State Government has considered the Business Case.

2. Kwinana was chosen as the preferred location partly because it didn't need a breakwater. Now that it has a breakwater, is it still the best option?

Yes, Kwinana is the best option for the new port. The Westport Taskforce (Stage 2 "Strategic Optioning") completed its evaluation in August 2020 and identified that a land-backed port at the end of Anketell Road in Kwinana was the best location for the eventual move of container trade from Fremantle. The Taskforce identified that a breakwater *may be required* and recommended that wave modelling be undertaken to assess this in the next stage. This modelling has now been undertaken and has confirmed that a breakwater is required to ensure a high level of berth availability.

Both the location and configuration (parallel to shoreline) of the breakwater has been optimised to minimise impacts on benthic habitat (such as seagrass) and Cockburn Sound hydrodynamics. Future modelling will allow additional refinement of the design, to further minimise impacts on fish habitat and spawning grounds and explore opportunities for habitat creation.



Proposed breakwater

Artist's impression of the new port

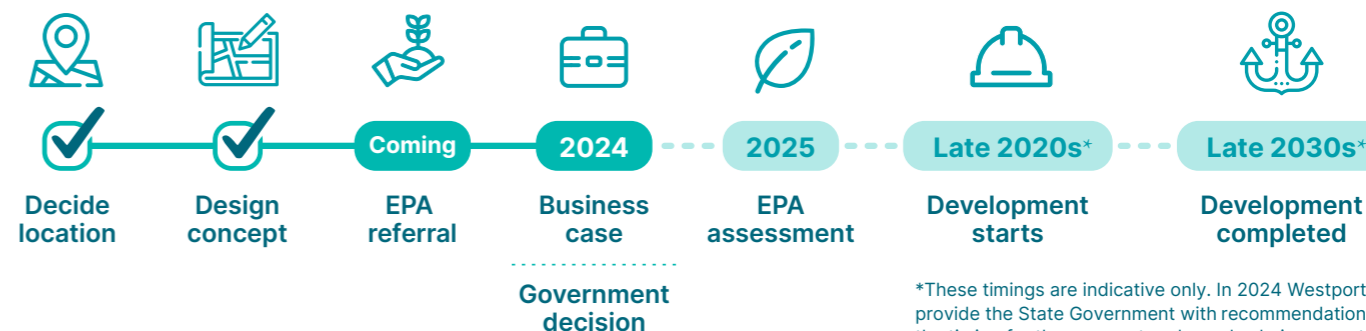
3. When do you expect construction will commence and when do you think the new port will be open?

Planning for a new container terminal has been ongoing for several years.

In Stage 2 "Strategic Optioning" (from 2017 to 2020), preliminary studies indicated that the earliest a container port may be required at Kwinana was around 2032. The detailed analysis undertaken in Stage 3 "Business Case Definition" has indicated the new port is likely to be required by the mid-to-late 2030s, as Fremantle becomes more constrained. The Westport business case will be completed in mid-2024 and will include consideration of timing for port transition.

For the port to be operational by the mid-to-late 2030s, construction activities will need to commence once environmental and heritage approvals are in place. This would include enabling works such as the relocation of utilities and the replacement of the Kwinana Bulk Terminal, a critical import facility for WA's cement production that is now integrated into the Westport design.

The planning process



*These timings are indicative only. In 2024 Westport will provide the State Government with recommendations on the timing for the new port and supply chain, as part of our Business Case submission.



4. How are you going to manage impacts to KBT jetty during construction?



The Kwinana Bulk Terminal (KBT) in the Outer Harbour is vital for economic growth in the Western Trade Coast and the supply of cement clinker and other critical building materials to the state. The redevelopment of this infrastructure is planned to be constructed and operational ahead of the new container terminal.

Westport is working closely with Fremantle Ports to thoroughly plan for the construction of the new Kwinana Bulk Terminal assets. Through carefully planned and staged construction, impacts to industry can be avoided.

The existing KBT facilities will remain operational until construction of the new KBT assets is complete.



5. Is the Anketell Road corridor being delayed?



The entire Anketell-Thomas Road Freight Corridor is being staged in response to predicted traffic growth. The initial stage, which involves the development of infrastructure between Kwinana Freeway and the port, has been identified based on extensive planning, investigations, and updated traffic modelling by Main Roads WA as part of Westport.

The second stage of the Anketell-Thomas Road Freight Corridor between Kwinana Freeway and Tonkin Highway remains the long-term plan for future freight movements. Planning will progress in line with future growth requirements of the new port, as well as future residential and commercial development needs.



First WAMSI reports published



WESTERN AUSTRALIAN
**MARINE SCIENCE
INSTITUTION**

Westport has partnered with the Western Australian Marine Science Institution (WAMSI) to deliver a \$13.5 million Marine Science Program. This investment will not only support Westport to build a more environmentally sustainable port, but it will also support the better management of the Sound into the future.

Final reports for the 30 marine science projects will be made publicly available on WAMSI's website, following a rigorous peer-review process from a panel of government and science experts. Final reports currently available on WAMSI's website include:

- Theme 2: Benthic habitats and communities - Review of past seagrass restoration projects and guidelines for restoration in Cockburn Sound
- Theme 3: Water and sediment quality - Review of surface water drains and likely mass fluxes to Cockburn Sound
- Theme 8: Apex predators and iconic species - Broad-scale distribution and habitat modelling of Indo-Pacific bottlenose dolphins (*Tursiops aduncus*) in Owen Anchorage and Cockburn Sound using boat-based survey data from 2011-2015

- Theme 8: Apex predators and iconic species - Options to mitigate potential starvation of penguins during the Westport dredging campaign - review and recommendation

To view the reports, visit <https://westport.wa.gov.au/environment/wamsi-partnership/>

Westport is actively integrating the science as it is produced to ensure decisions around the development of the port are guided by the latest science, to avoid and minimise environmental impacts to the greatest extent possible.

Westport's design and environmental teams have had (and will continue to have) ongoing access to project data and modelling, as it is collected. This means that the latest data is informing the port design and mitigation planning.

For example, benthic habitat mapping, hydrodynamic modelling, and snapper larvae studies informed the configuration of the preferred design for the new port and breakwater. The preferred design avoids significant benthic habitat areas in Cockburn Sound, minimises impacts on water circulation, and reduces impacts to snapper larvae.

Going forward, data and findings from WAMSI projects will help further refine the port design and inform Westport's Environmental Impact Assessment. The science will also help progress plans for environmental restoration projects, to ensure they are effective and have the greatest chance of success.

