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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.

Managing Director's Message

When it comes to industrial areas in Perth, the Western Trade Coast is our powerhouse. Covering almost 4,000 hectares and supporting about 43,000 jobs, the area is set to undergo a significant transition to become a Global Advanced Industries Hub.

Realising this potential will take a joint effort involving investment and development from industry, with land, infrastructure, governance and connection to markets supported by Government.

With considerable redevelopment slated for the Western Trade Coast in the coming years, you'd be forgiven for losing track of everything proposed. The State Government has helpfully released the [Western Trade Coast Infrastructure Strategy](#) to identify future industry needs.

The Strategy interlocks with our planning for Westport, a result of a highly collaborative and joined-up

approach across Government to get this right. In this edition, we unpack key implications of this strategy for Westport.

Zooming in from the Western Trade Coast, we also look at how our team is working with industry in Kwinana, to better understand how to minimise impacts during construction, and protect the land required for the future Port Precinct.

Getting this right means we have lots of listening to do and, as always, we look forward to continually working closely with industry, government and community.

Finally, as part of our commitment to plan, build and operate the most sustainable port in Australia, we share some of the latest research from the [WAMSI-Westport Marine Science Program](#), which is expanding our understanding of fauna and flora that inhabit Cockburn Sound, and the intricate relationships within the ecosystem.

Thank you for your ongoing involvement with the Westport Program.

Patrick Seares
Managing Director, Westport



Infrastructure Strategy aligned with Westport to enable growth



In August the State Government announced the Western Trade Coast Infrastructure Strategy to futureproof Perth’s premier industrial area and set up the State’s economy for the long-term. This represents a key milestone in transforming the precinct into a **Global Advanced Industries Hub that will position WA as a leader for defence, trade, and clean energy industries, to create long-term local jobs and diversify the State’s economy.**

The culmination of a significant amount of collaboration with industry and across Government, this Strategy dovetails with our planning to futureproof container trade by realigning the supply chain through the Kwinana Industrial Area – at the core of the Western Trade Coast.

The Strategy identifies a series of ‘critical enabler projects’, informed by industry, that Westport will deliver, including:

- Westport (including navigation channel, breakwater terminal and tug harbour),
- Redevelopment of Kwinana Bulk Terminal (which is incorporated into Westport’s Preferred Design), and
- Anketell-Thomas Road Freight Corridor (the ultimate design to connect the port in Kwinana with Tonkin Highway).

Importantly for Westport, the Strategy identifies opportunities to unlock growth in the area, which includes the prioritisation of land uses that will complement a future container terminal in Kwinana.

To get the Strategy moving, the State Government committed \$20 million to Fremantle Ports, to expand capacity at the Kwinana Bulk Jetty. These berths are critical for the State’s economy, providing services to major Kwinana processors,

manufacturers and logistics providers, importing significant volumes of WA’s essential fuel, fertilisers, bitumen and chemical inputs, and handling some dry bulk exports.

The funding will enable acquisition of 4.9 hectares of vacant land near the Bulk Jetty to develop new storage spaces and logistics infrastructure for the growth of current trades, as well as the import and export capacity for new products. Fremantle Ports, who operate the facility, will also be allocated \$2 million so it can start planning for new storage sheds, upgraded roads and improved rail sidings on this land.

Between the expansion of the Kwinana Bulk Jetty, redevelopment of the Kwinana Bulk Berth and the future delivery of Westport, there will be a significant revitalisation of the maritime infrastructure servicing the Western Trade Coast.

Delivery of this Strategy by the Department of Jobs, Science, Tourism and Innovation, was underpinned by cross-Government collaboration between Westport, Fremantle Ports, the Department of Planning, Lands and Heritage, Main Roads and a host of other relevant agencies. This joined-up approach will continue and is essential to realising the full economic potential of the Western Trade Coast.



Minimising impacts on business



One of the success measures for Westport is to enable further growth of the Western Trade Coast, the State’s premier strategic industrial area that includes the Kwinana Industrial Area, Rockingham Industrial Area, the Australian Marine Complex, and Latitude 32.

Westport has been identified as a key [policy priority](#) for industry in the Western Trade Coast. The relocation of container trade from Fremantle to Kwinana provides the opportunity to optimise our container supply chain. It will improve access to and from the growing Kwinana Industrial Area to help unlock the wider potential of the Western Trade Coast. Relocating Perth’s container port to the thriving Kwinana Industrial Area will also create additional demand for local manufacturing, logistics and trade activity to enhance the Western Trade Coast’s current industrial ecosystem.

The construction of Westport will require a huge degree of planning

and engagement to minimise impacts to the area, both during construction and future operation. Consideration must be given to the day-to-day operation of heavy industry including shift changes, shutdowns, and emergency access.

To start this process, Westport and Main Roads met with many Kwinana Industry Council members during August to understand how they use the roads of the Kwinana Industrial Area, and share our plans for upgrading Anketell Road, Rockingham Road and the process for developing the new Port Precinct in Kwinana.

Thanks to the Kwinana Industries

Council, we are establishing long-term relationships with our industry stakeholders who we look forward to working with over the next decade and beyond

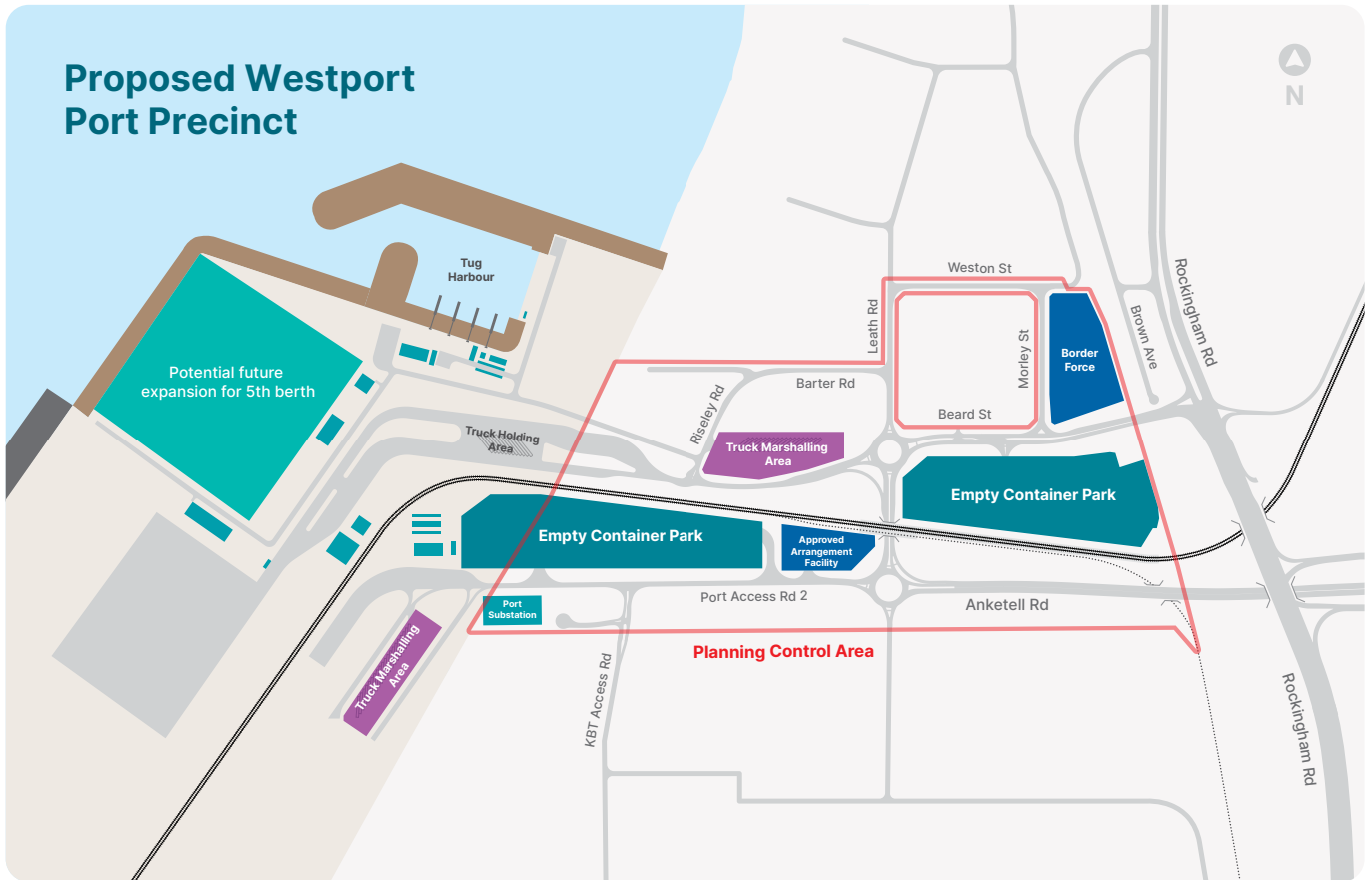
The construction of Westport is also expected to take place alongside other major projects identified through the [Global Advanced Industries Hub](#) and the options to establish a Defence precinct at the Australian Marine Complex in Henderson. These interfacing programs present some risks, but also significant opportunities for synergies that will need to be managed carefully.

To learn more or get in touch with our team, visit our [website](#).



Westport and Main Roads staff speaking with KIC members.





Land protected for future Anketell West and the Port Precinct

Planning Control Areas (PCAs) protect the land that is likely required for the future Port Precinct and road and rail network, by ensuring that planning and development decisions do not compromise these future uses.

PCAs for the Port Precinct and Anketell Road between Rockingham Road and Clementi Road were recently approved by the Minister for Planning. These are in addition to PCAs already in place across the eastern section of Anketell Road, from Clementi Road to Tonkin Highway.

With the addition of the two new PCAs, the long-term freight route from the port to Tonkin Highway is now protected.

We are engaging with businesses and landowners in the area about the PCAs, and potential future impacts from development.

More information about the PCAs can be viewed [here](#).

What is the 'Port Precinct?'



This refers to the area of land that will support the proposed port facilities in Kwinana, including Westport's future road and rail connections, and other functions associated with the port such as empty container parks, Border Force and quarantine. The Port Precinct is in the Kwinana Industrial Area, and is approximately defined by Rockingham Road to the east, the coast to the west, Synergy to the north and BP to the south.

Understanding pressures on seagrass health

WAMSI-Westport Marine Science Program - Project 2.2: Current knowledge of dredging and climate change impacts on seagrass ecosystem

Seagrass meadows are critical to ocean health and are under pressure globally from several factors. This report reviewed the current literature to understand what is known about the impacts of ocean warming and dredging activities on temperate seagrass habitats, like those found in Cockburn Sound and south-western Western Australia.

Pressures associated with dredging included reduced light quality and sediment deposition due to suspended sediments, while climate change pressures centred around the long-term warming of coastal waters and short-term marine heatwave events.

As well as a literature review, subject matter experts were interviewed to understand different perspectives on

the key pressures, thresholds and bioindicators for seagrass health.

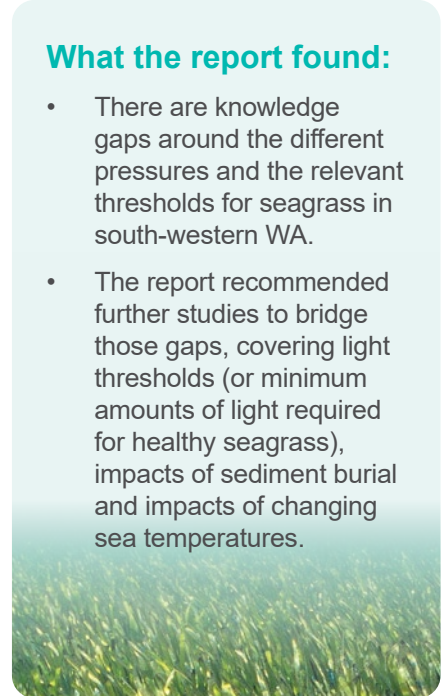
This report is just one within the wider project, [Pressure response relationships, building resilience and future proofing seagrass meadows](#), and will be considered alongside findings from other focus areas in the project.

The report will be used in conjunction with the findings from the other [seagrass-related research](#) to provide inputs for Westport's dredge management planning. This will include thresholds, monitoring and future research required to support seagrass meadows in Cockburn Sound during the construction and operation of Westport.

Read the report [here](#).

What the report found:

- There are knowledge gaps around the different pressures and the relevant thresholds for seagrass in south-western WA.
- The report recommended further studies to bridge those gaps, covering light thresholds (or minimum amounts of light required for healthy seagrass), impacts of sediment burial and impacts of changing sea temperatures.



Tracking sea lion activity in the Perth metropolitan area

WAMSI-Westport Marine Science Program - Project 8.2: Australian sea lions in the Perth metropolitan area (abundance, movement, habitat use and diet)

Scientists have tracked the sea lions at the peak of the non-breeding season to better understand the abundance of these marine mammals across the Perth metropolitan area, their foraging habitats and movements.

Non-invasive marking techniques (black hair dye) allowed researchers to record adult, male sea lion movements with telemetry tags deployed to monitor foraging habitats and dive patterns.

The study provided valuable insights into sea lion movements and foraging patterns, as well as a more accurate population baseline. It will input into further monitoring and future research required to support and manage sea lion populations.

Read the [full report](#).

What the report found:

- Based on mark-resight modelling, during the peak non-breeding season the number of adult, male sea lions ranged from 83 to 122 individuals.
- Telemetry tags showed that sea lions travelled as far north as Jurien Bay Marine Park and as far south as Cape Naturaliste.
- Most sea lions spent significant time in the Perth metropolitan area, with trips to sea lasting from a few hours to over 3 days, though Cockburn Sound did not appear to represent a key habitat.
- Sea lions predominantly engaged in benthic foraging in shallow coastal waters, with dive depths averaging 6.7 meters.
- The study confirmed that sea lions exhibited site fidelity, repeatedly revisiting specific foraging areas.



Sea lion with hair dye marking. Photo credit: Dr Kelly Walples.