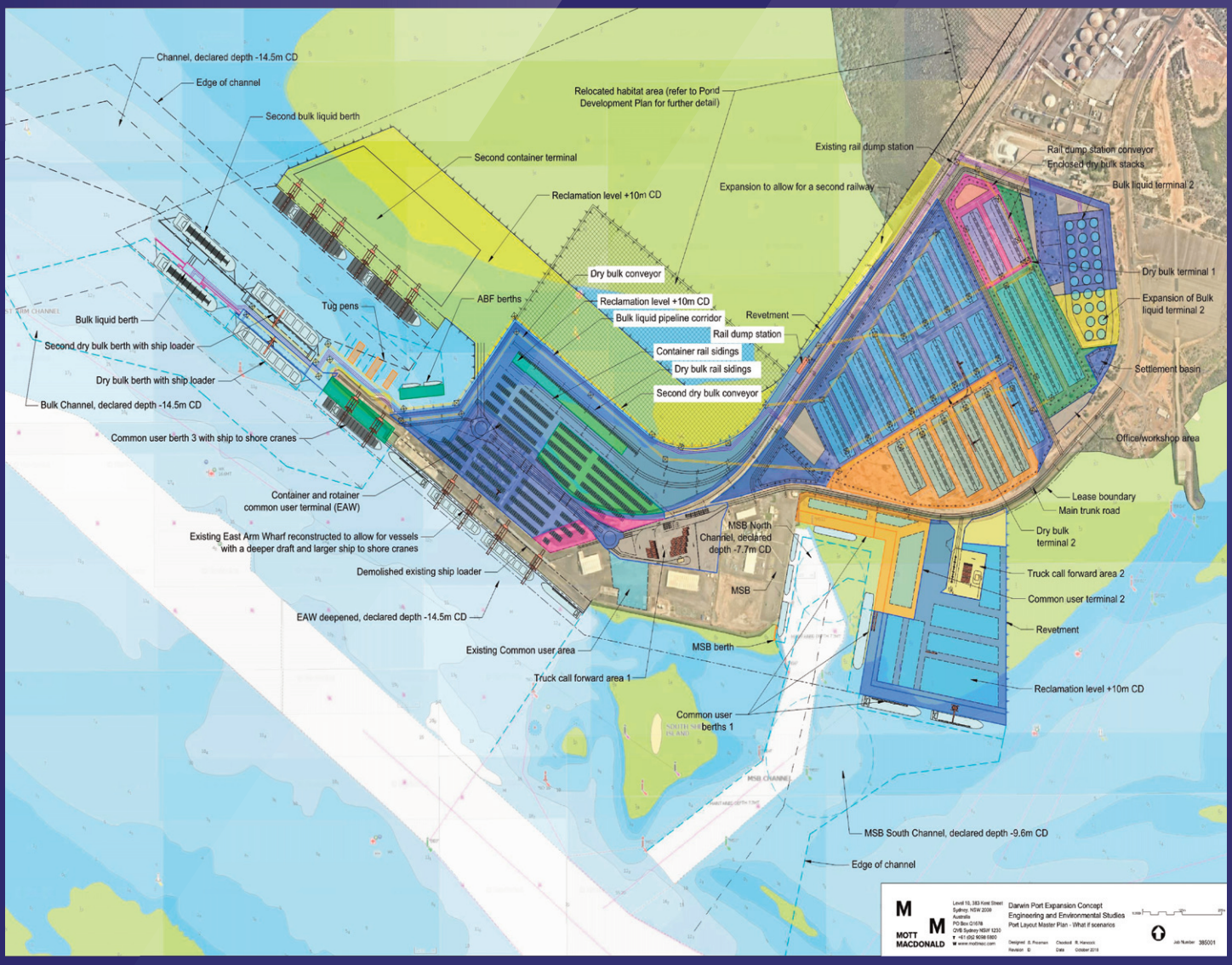
LANDBRIDGE DARWIN PORT

PORT DEVELOPMENT PLAN 2020



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DARWIN PORT

Darwin Port is the only major multimodal port located in Northern Australia and is strategically positioned as Australia's gateway to Asia and Asia's gateway to Australia.

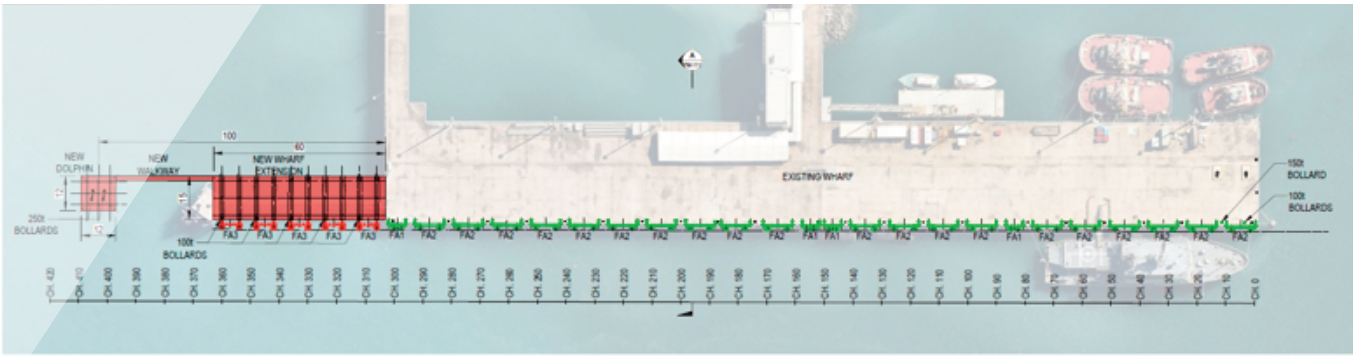
The continued policy focus of the Federal and Northern Territory Government on Developing Northern Australia, provides opportunities for increasing investment and trade links with our trading partners. This also provides significant opportunities for Darwin Port to work with companies in the commodities, agri-business and general trade sectors to improve logistics efficiencies and deliver the required infrastructure to the Port.

This Port Development Plan sets out the potential development opportunities for Darwin Port that will promote its safe and efficient operation and facilitate trade.

PORT DEVELOPMENT PLAN 2016 OUTCOMES

Refrigerated Container Park – Darwin Port expanded the refrigerated container (reefer) storage capacity at East Arm Wharf (EAW) from 50 to 190 reefer outlets. The design of this expansion is such that further reefer points can be added to the park without the requirement for major civil works enabling Darwin Port to respond quickly, to increase capacity as required by port users. This additional expansion is expected to be driven by demand from aquaculture and agriculture, including processed beef and wild caught seafood producers.

Strategic Hardstand Development – An additional area of 17,000m² of hardstand was developed on reclaimed land strategically adjacent to the main quay line at EAW. The development of this area creates efficiencies in vessel unloading due to its close proximity to the quay line. An unforeseen but regular user of this area are Australia's military allies who have converted the space into an airfield for helicopters and vertical take-off fixed wing aircraft on a number of occasions.



WHARF GENERAL ARRANGEMENT PLAN

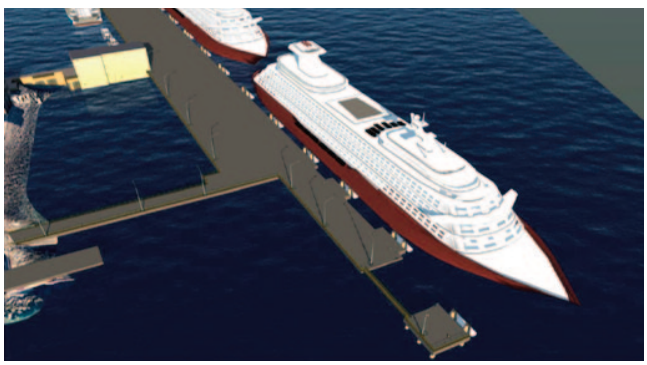
DEVELOPMENT OPPORTUNITIES

Harbour Support Vessel Facility – Darwin Port continues to work closely with operators within the harbor support vessel sector in planning long-term, for a purpose-built facility at EAW to accommodate their vessels. The vessels that could be incorporated into such a facility include but are not limited to tugs, lines boats, work boats and pilot boats.

Cruise Ship Facility – Over the past five years Darwin Port has seen increased demand at its dedicated cruise facility at Fort Hill Wharf. New build cruise ships are increasing in size at a rate that is faster than many ports' capability to keep pace, within terms of the infrastructure required to accommodate these larger vessels. Subsequently, operators of these vessels are pro-actively seeking workable berthing locations to include in their itineraries. Darwin Port has prepared a staged expansion concept that provides the potential capability to berth vessels up to the 'Oasis' class (230,000 GT 6,600 pax). Darwin Port continues to actively engage with industry and government to further explore options to enable the wider Northern Territory community to unlock, and benefit from, this potential.

A complementary project has also commenced in planning for an upgrade of the existing cruise ship terminal with a view to enhancing the visitor arrival experience and creating passenger throughput efficiencies.

Further opportunities are currently being investigated concerning the possible development of super yacht berthing facilities in the broader cruise terminal area. Recent changes to federal government legislation now permit the charter of such vessels in Australian waters. Darwin Port expects to see demand for facilities in this sector grow as Darwin's strategic location lends itself to be the first or last port of call for vessels transiting to or from Asia in much the same way as the cruise industry.



FUTURE PROSPECTS

Federal Government Agencies – Darwin Port continues to work with Defence and border protection agencies to ensure that they are not presented with infrastructure barriers as they undertake their important activities. Discussions have commenced with a third-party facility operator with an interest in managing a dedicated facility for vessels engaged in Australia's border protection task.

Mining Sector – Darwin Port maintains close contact with minerals export proponents as their projects near final investment decision. While the port continues to have ample capacity in its existing bulk ore infrastructure, a number of potential exporters are considering rotatable container technology as an option for the transport, storage and loading of their products. This may lead to capacity pressure in the existing container storage facility and planning is underway to develop alternative laydown locations. The adoption of this technology may also present a business case for the installation of a rail mounted container gantry crane at EAW. Further planning is being done in relation to the provision of additional undercover storage facilities for higher value, environmentally sensitive products.

Longer term planning for the minerals sector includes a cross land conveyor system to move the products from the stockpile/storage sheds to the bulk loading system/s. This would remove the need for the current process of loading multi trailer road trains by front end loader at the stockpile site for transport to the bulk loader. In addition to the obvious efficiencies that this would create, it is also seen as a safety improvement as it would significantly reduce the number of heavy transport movements within EAW. Additional bulk loading systems may also be required in order to avoid possible cross contamination of products as the variety of mineral types handled at the port increases.

A number of the mineral sector proponents that Darwin Port are working with require imports of inputs for their processing facilities. While some of these proposed inputs are compatible with existing port infrastructure, some will require specialised equipment for their unloading and storage, both long and short term.

Land Use Plan

The increased activity in the resources sector together with the possibility of changes in the way products have traditionally been stored and handled at the port has prompted the need for an overall land use plan. Darwin Port currently has over 45 hectares of land available for development. Also included in the port lease area are large bodies of water that are available for reclamation and development as required. Furthermore, external projects such as the proposed ship lift, which will border the Darwin Port lease area, will most likely present development and land use synergies which are currently being explored in the discussions around the land use plan.

Administration Building and Office Space

Darwin Port's long-term view is that a dedicated, purpose-built management and administration centre should be constructed adjacent to EAW. The current leased facility in the Darwin Logistics Precinct and the suite of demountable offices and meeting facilities at EAW does not encourage collaborative working, nor is it an efficient use of the land, taking up strategic space that could be better developed for cargo operations infrastructure. These offices at EAW are occupied by a combination of port staff, shipping agents, stevedores, Australian Border Force and Biosecurity officers, all of which could be relocated into a purpose-built facility.

Coastal Shipping Facility

Darwin Port is actively working on options to improve all tides access for operators currently providing shipping services to coastal and offshore communities. Operators within this sector are the only supply chain link for many communities across northern Australia. Many of them operate from leased facilities that are both tidally constrained and have footprints that limit expansion opportunities. The industry view is that year round 24/7 tidal access could lead to operational efficiencies that would then flow on to freight savings for services provided within these communities. Darwin Port is undertaking a pre-feasibility study in order to assess the viability of a purpose-built all tides access facility for this sector at EAW.

Port Expansion Study

During the life of Port Development Plan 2016, Darwin Port engaged consultants to undertake a Port Expansion Study. The outcome of the study provided Darwin Port with staged development options which were based upon trade forecasting scenarios up to 2055. Key aspects of the brief to the consultants undertaking the study were flexibility and innovation. Flexibility is important due to the challenges of trade forecasting some 30 years in advance, particularly in view of the wide range of industry sectors serviced by Darwin Port. Innovation is essential as we want to ensure that any expansion of infrastructure is done using the latest technology available regardless of which industry sector that we are catering for.

A key aspect of the Port Expansion Project was stakeholder engagement. Darwin Port facilitated many face to face meetings between stakeholders and the consultants in order to ensure that port users had input to the process. This aspect of the study proved very worthwhile and contributed greatly to the outcomes. The next step in this process will be combining the port expansion study outcomes with the upcoming land use plan which will both contribute to Darwin Port's revised master plan.

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T: 1300 327 946
E: darwinport@darwinport.com.au