**DARWIN PORT**

Darwin Port is the only major multimodal port located in Northern Australia and is strategically located as Australia’s gateway to Asia and Asia’s gateway to Australia. The policy focus of the Federal and Northern Territory Government on Developing Northern Australia, provides opportunities for increasing investment and trade links with our Asian neighbours. This provides significant opportunities for Darwin Port to work with companies in the commodities, agri-business and general trade sectors to maximise logistics efficiencies and deliver infrastructure at the Port in a timely manner. This will improve the competitiveness of the NT economy and deliver increased business for the Port.

**LANDBRIDGE**

Having secured a 99 year lease on Darwin Port, the Landbridge Group is now looking to develop the Port and increase trade flow through Darwin. Landbridge Group is actively investigating other investment opportunities in both Northern Australia and elsewhere in the Asian region with a view to maximise Port throughput in both exports and imports and shipping activity more generally. The Landbridge Group is also actively pursuing synergistic opportunities for Darwin Port within its extensive business network in China.

While Darwin Port does have existing capacity within its current infrastructure, it also has significant land reserves available providing it with the ability to continually expand as this capacity is taken up. This capability exists in very few ports elsewhere in Australia making Darwin Port the obvious choice as Australia’s gateway to Asia.

**CURRENT PROJECTS**

**Refrigerated Container Park** — Darwin Port is in the process of expanding the refrigerated container (reefer) park at East Arm Wharf (EAW). The Port currently has 50 reefer points (electrical power points) in its common user facility which is an adequate number to be able to cope with the current demand. There are plans for the current users to expand throughput and further demand is expected with the progress of the Developing the North policy and increasing food supplies to Asia. A significant increased demand for reefer facilities may also be required should a positive final investment decision be made by the proponents of a major aquaculture project.

Darwin Port is well progressed in planning the expansion of the current facility to 200 reefer points. Forward planning undertaken means that the development will be constructed to allow for efficient expansion of up to 1000 reefer points as demand grows.

**Strategic Hardstand Development** — An additional area of hardstand is being developed on recently reclaimed land adjacent to the main quay line at EAW. The development of this area will allow for efficiencies in vessel unloading due to its close proximity to the quay line. More importantly, it will contribute significantly to making the wharf a safer working environment as it will negate the historical practice of using access road verges for short term storage. This work is being undertaken in conjunction with the reefer park development.

**Harbour Support Vessel Facility** — A forecast increase in large vessel movements within Darwin harbour will also see a need for additional harbour support assets. Darwin Port is working closely with operators within this sector in planning for a new facility at EAW to be able to accommodate these vessels. The goal is to see all of these assets located much closer to their main areas of operation which should contribute to increased efficiencies within their operations.

**DEVELOPMENT PLANNING**

**Quay Line/Container Park Expansion** — Within weeks of securing the 99 year lease on the Port, the Landbridge Group initiated an investigation on the expansion options of the Port. In addition to validating some of the existing planning that was already in place, the study also considered what the Port might look like well into the future.

The study considered an extension of the current quay line by 1000 metres to meet future increases in cargo volumes in the areas of dry bulk exports, liquid bulk imports, live cattle and container and general cargo throughput and how this would impact the overall layout of EAW. As a result Darwin Port now has a concept design on the most suitable locations within the Port for infrastructure development in these trade sectors.
The recommendations included the repositioning of dry bulk loading operations and liquid bulk unloading operations to the proposed new quay line extension. This would allow for an expansion of live cattle exports and container and general cargo operations on the existing quay line. Guidance was also provided on expansion options for the existing container park as numbers exceed the existing capacity of 78,000 TEU per annum. In a staged approach, with land reclamation adjacent to existing container park facilities, Darwin Port will be able to achieve a container capacity throughput of up to 500,000 TEU per annum. Darwin Port is now undertaking concept design and scoping environmental planning for the East Arm Wharf expansion.

**Cruise Ship Facility** – In terms of cruise ship passenger numbers, Darwin Port is ranked number three in Australia. The increasing demand in Cruise ship tourism is forecast to continue into the future with larger vessels carrying more passengers.

Darwin Port has initiated a project to cater for the increasing vessel sizes and the larger number of passengers that they will carry. With the world’s largest cruise ships now programming visits to Darwin, this infrastructure will need to include additional quay line and passenger facilities that will enhance the visitor experience. With the cruise lines looking at increased numbers of passenger change overs when visiting Darwin, proposals are underway to modify the existing facilities to cater for these increasing numbers of passengers that leave and join the ships while in Port.

Having a cruise ship use Darwin as its home base port has been a long term aspiration of both Darwin Port and the Northern Territory Government. Darwin Port continues to work with cruise ship operators to ensure that it is in a position to be able to provide the necessary facilities should a decision be made to proceed with this option.

As a part of the terminal design review, Darwin Port is also considering the inclusion of a number of facilities specifically designed to enhance the tourist arrival experience.
FUTURE DEMAND AND DELIVERY

Federal Government Agencies – Darwin Port will continue to work with all relevant agencies in order to ensure that it is ready to provide the necessary level of support in the areas of national security and border protection.

Mining Sector – Darwin Port is in discussions with a number of minerals export proponents that are working towards using the Port to move product to market. While the existing bulk export infrastructure has significant capacity, it is not suitable for all of the potential products that may be moved through the port. A number of the proponents are still progressing logistics studies and are yet to decide on a firm exporting methodology. As a result of these challenges, Darwin Port maintains close contact with all proponents and, in collaboration with other service providers, continues to provide logistics chain advice.

Additional Minerals Development – In addition to the mining proponents previously mentioned, other projects are at an early stage of development. Depending on their progress, many have the potential to become operational in the next five to ten year period which could see the requirement to develop additional infrastructure at Darwin Port including:

- a cross land conveyor system from the Darwin Port stockpile site to the bulk loading system;
- dedicated enclosed storage sheds for products not suitable for outside storage;
- additional bulk loading systems for products not compatible for loading with the existing system; and
- additional rail dump facilities to reduce rail terminal bottlenecks as volumes increase.

Landbridge has a desire to significantly grow trade through the Port. Darwin Port has a willingness to be adaptable to customer’s needs and will continue to work with all proponents in order to maximise opportunities for increasing bulk volumes through the port by ensuring the necessary infrastructure and improved logistics is available when required.

Marine Supply Base (MSB) Expansion – The MSB became operational in 2014 and is considered suitable to be able to cope with up to 1000 offshore support vessel visits per year.

Further significant offshore development in Darwin Port’s catchment areas would see the need to develop stage two of the Marine Supply Base.

FLEXIBILITY

The wide variety of trade sectors serviced through Darwin Port, the cyclical nature of many of these and the focus on the expansion of trade through the Port highlight the need for flexibility in port planning.

Over time it is not unreasonable to expect to see delineation in the various precincts within Darwin Port to be able to facilitate growth and investment in an optimum manner.

The immediate focus demands the provision of adequate and suitable infrastructure that is driven by customer needs. Consultation is the key to achieving this and both the Landbridge Group and Darwin Port are fully committed to ongoing proactive stakeholder engagement in order to ensure that we are recognised as the Northern Australia port of choice.

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