

FROM THE CHAIR

I am delighted to announce that Westport's progress report, *Westport: What we have found so far*, has been released today. We thank everyone for their patience and support as we went through the process of getting this finalised.

I encourage you to download a digital copy of the report from mysaytransport.wa.gov.au/WWHFSE, and let us know what you think by completing the feedback survey.

Westport: What we have found so far marks some key milestones for our project:

- It is the culmination of Stage 1 of Westport's process, summarising the evidence and data compiled by the work streams;
- For the first time, Westport has put forward a tangible shortlist of port scenarios that will be investigated in detail during Stage 2 (which is now under way). Westport's *eight strategic options* are the most feasible scenarios, which have been identified from a possible long-list of 343 different port/trade combinations. Up until now, Westport had been considering all possible options and scenarios.

These eight strategic options were determined as a result of the various constraints and opportunities identified in the report in terms of land availability, the wider supply chain and port capability, as well as some reasonable assumptions.

The report also includes long-term trade forecasts produced by Deloitte Access Economics. The 50-year forecasts contained in *Westport: What we have found so far* predict that the Fremantle Inner Harbour will be handling approximately 3.1 million TEU (twenty-foot equivalent units, the measurement for containerised trade) by 2068 – representing a four-fold increase on the current containerised trade of 770,000 TEU in 2017/18.

Stage 2 of Westport will model the impacts this containerised trade growth will have on Fremantle



Nicole Lockwood

Westport Taskforce Chair

Port and the wider freight network to determine if, where and when the supply chain will be at capacity. This will help shape the final Strategy.

Many people will also be interested in the environmental findings contained in *Westport: What we have found so far*. However in Stage 1, the Environmental Work Stream only went so far as to investigate which key social and environmental values – such as certain species of flora and fauna, heritage sites, important habitats and Bush Forever sites – are present in the study areas of Fremantle, Kwinana and Bunbury. In Stage 2, this work stream will go much further and assess which, if any, of these values are at risk by proposed developments, and if so, how these risks can be avoided, managed, mitigated or offset.

Our team has learned a lot in the process of delivering *Westport: What we have found so far*, and we are excited to be launching into Stage 2 from which our two or three preferred options will be determined. I look forward to sharing the outcomes derived from Stage 2 at key points in the journey.

From the Chair cont.

It is my goal to keep everyone informed about important developments and the determination of any 'fatal flaws' in each of the eight strategic options, which would then see them fall off the list.

I want to extend my sincerest thanks to those individuals and organisations who voluntarily dedicated their time and resources to the Westport Taskforce to make this report possible. In alphabetical order, they are:

Arc Infrastructure, Australian Defence Network WA, Australian Marine Complex Common User Facility, CBH Group, Chamber of Minerals and Energy of WA, City of Armadale, City of Cockburn, City of Fremantle, City of Gosnells, City of Kwinana, City of Melville, Cockburn Sound Management Council, Committee for Perth, Department of Primary Industries and Regional Development, Eastern Metropolitan Region Council, Freight and Logistics Council of WA, Kwinana Industries Council, Maritime Union of Australia, Naval base Holiday Association, Pastoralists and Graziers Association of WA (Inc), PATREC, Peel Development Commission, Perth Airport, Property Council of Australia, Recfishwest, Shire of Serpentine Jarrahdale, South West Development Commission, South West Group, Southern Ports Authority, WA Fishing Industry Council, WA Marine Science Institute, Western Australian Port Operations Taskforce, Water Corporation, WATCO, Western Harbours Alliance, Western Power, Department of Biodiversity Conservation and Attractions, Main Roads, Department of Jobs, Tourism, Science and Innovation, Department of Water and Environmental Regulation, Fremantle Ports, Landcorp, Department of Treasury, Department of Premier and Cabinet, Department of Transport and Department of Planning, Lands and Heritage.

I encourage you to share the link to the report and survey (mysaytransport.wa.gov.au/WWHFSF) as far and wide as possible, and we look forward to receiving your feedback.

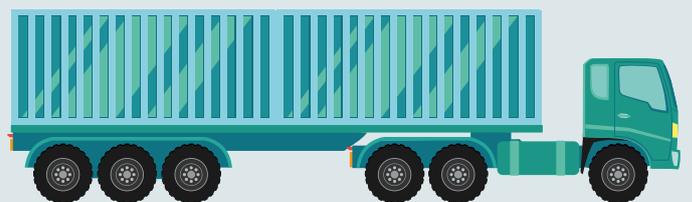
Finally, I just want to wish you and your family a very safe and happy festive season. Thanks for all of your support in 2018 – which will be needed even more next year as we finalise the Westport Strategy.

Nicole Lockwood

Independent Chair

Westport Taskforce

ON THE ROAD



Westport presentations in November:

- 1 November – Nicole and Tim presented to the South West Catchment Council
- 2 November – Nicole spoke to 150 attendees at the Committee for Economic Development Australia (CEDA) South-West Regional Update in Bunbury
- 22 November – Nicole was the keynote at the Railway Technical Society of Australasia AGM
- 27 November – Nicole presented to 70 attendees at the PIANC Working with Nature seminar



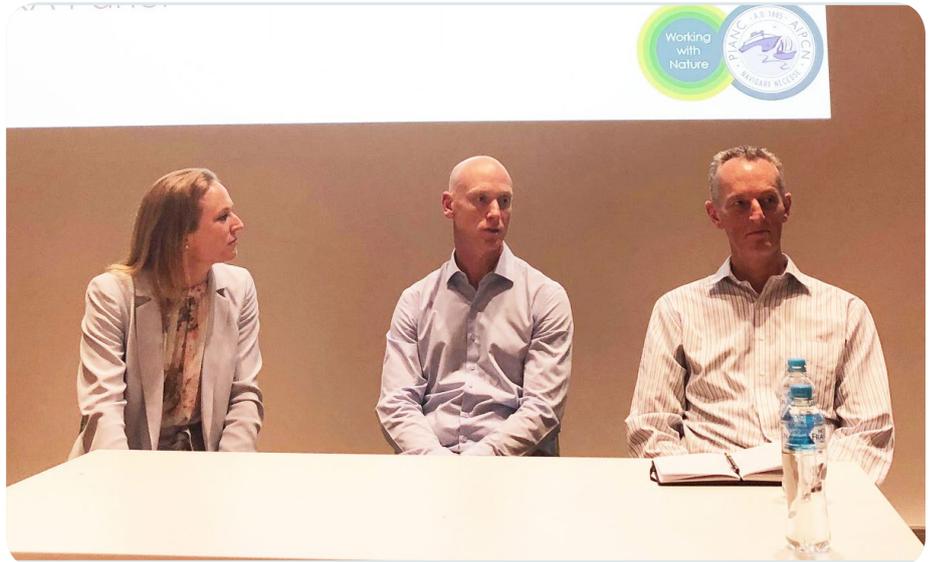
Nicole Lockwood at the CEDA South-West Regional Update

ON THE ROAD



PIANC WORKING WITH NATURE SEMINAR

Two members of the Westport team, Independent Chair, Nicole Lockwood and Special Advisor – Sustainability, Adam van der Beeke, presented to approximately 70 attendees at the PIANC Working with Nature seminar hosted by the Western Australian Marine Science Institution at The University of Western Australia's Indian Ocean Marine Research Centre on Tuesday, 27 November.



Nicole Lockwood, Adam van der Beeke and Paul Erftemeijer.

Westport is one of the first major infrastructure planning projects in Australia to apply the [PIANC Working with Nature \(WwN\) philosophy](#).

WwN is a proactive, integrated approach to planning and developing infrastructure that asks projects to be designed with the goal of delivering a net benefit to environments and ecosystems, rather than simply trying to minimise any damage. This is an important paradigm shift that requires projects to plan with the environment at the forefront of the process to identify 'win-win' opportunities, rather than it being an afterthought.

Adam van der Beeke, who is an Environmental Advisor at Fremantle Ports while also lending his expertise to Westport, was awarded a PIANC International WwN Certificate of Recognition for his highly successful Fremantle Port Rous Head Industrial Park fairy tern sanctuary. This was the first project in Western Australia, and only the second in Australia, to be commended by PIANC. The fairy tern sanctuary was one of only 11 projects to receive a Certificate of Recognition in 2018 from thousands of applications world-wide.

Dr Paul Erftemeijer, Principle Marine Scientist, DAMCO and Adjunct Research Fellow, UWA, also spoke at the event about constructive ways to use dredged materials.

The event was chaired by Joel Bailey, Board Member and Secretary of PIANC Australia/New Zealand and Chair of PIANC Western Australia Chapter.

WESTPORT OFFICE MOVE AND CHRISTMAS CLOSURE

The Westport office will be closed for the festive season from Monday 24 December 2018 to Wednesday 2 January 2019 inclusive. We hope you all enjoy the Christmas period with your loved ones.

In early January, Westport will be moving offices. Our new location will be level 1 in Albert Facey House, 469 Wellington Street, Perth. All staff emails and telephone numbers will remain the same.



DOWN THE TRACK



ENVIRONMENTAL PLANNING FOR PORT DEVELOPMENT AROUND THE WORLD

In line with the PIANC Working with Nature philosophy, Westport has been investigating case studies of port developments around the globe that have adopted different environmental approaches to see what lessons can be learned.

Here are a couple of examples:

Port 2000, Port of Le Havre, France

Established 500 years ago, Le Havre, located at the mouth of the Seine River, is France's largest commercial port for external trade, general cargo and containers. It is also a cruise ship destination, sea resort and ferry terminal.

In 1995, the French Government announced it would triple Le Havre's container capacity to 3 million twenty-foot equivalent units (TEU), by building a new container terminal, Port 2000. The proposal would require construction of 12 new berths, a 4.2km-long quay and 5km of breakwaters, plus a 15.5m-deep dredge channel.

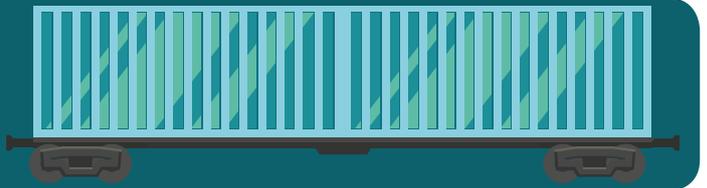
However, concerned conservationists and the European Commission (EU), who believed too much of the Seine estuary was zoned for industrial development, brought about a law suit which delayed construction of Port 2000. A compensatory package of environmental [compensation measures](#) was subsequently agreed to, including:

- Creation of new mudflats, to replace mudflats lost to previous development. This was achieved through experiments in creating channels and catchment dams upstream that allowed sediment to accumulate;
- Creation of 40ha resting areas for birds, to compensate the loss of 30ha during construction, including three artificial islands in the estuary mouth;
- Creation of a 70ha reserve inland, containing rare and protected plants and animals. Roads that would have run through it were relocated to the north;
- Financing of estuary environmental management programs including integrating agricultural and hunting interests;
- Creation of a fishing 'observatory' to assess the impact of Port 2000 on fish stocks; and
- A comprehensive monitoring programme, reporting to the EU.

Of note was the port's willingness to recreate habitats that were lost or damaged by previous development in the region – and not just to mitigate or offset environmental damage resulting directly from the Port 2000 proposal.

Le Havre is now cited as an example of the benefits of planning for, and allocating substantial funding to, measures that will improve or create new habitats during initial project planning.

DOWN THE TRACK



Lamong Bay Terminal, Port Tanjung Perak, Surabaya, Indonesia

Indonesia's second largest city, Surabaya is as a trade gateway for eastern Indonesia through its port, Tanjung Perak.

In 2010, construction of the [Lamong Bay Terminal](#) commenced with a goal of being Indonesia's most environmentally friendly container terminal. The bay was chosen for its depth, aiming to accommodate mega vessels with up to 17m draught, and for its proximity and access to trade activity.

While some dredging and land reclamation occurred, the amount of ocean floor lost to the development was reduced by building the new berths and access road on piles, rather than as a causeway and artificial island. This also reduced the impact on natural water flow. The location of the platform in the deep waters of the bay limited the amount of dredging required.

By 2015, the terminal was reportedly handling 1.6 million TEU and 10.3 million tonnes of dry bulk. Lamong Bay Terminal is cited by some port developers as an example of designing a port with as small a footprint as possible. This not only reduces the amount of ocean floor lost to development but the building materials required.



What's on the Westport calendar in 2019?

- 26 February – sundowner with the Bunbury Geographe Economic Alliance
- 27 February – keynote presentation at a breakfast with the Bunbury Geographe Chamber of Commerce and Industry
- 27 February – lunch presentation for the Bunbury Leschenault Rotary Club
- 1 March - UDIA Leaders Forum
- 5-7 March – presentation at the Australian Logistics Council Forum 2019
- 10-11 March – presentation at the 10th Annual WA Major Projects Conference 2019



We are eager to speak about the *Westport: What we have found so far* report and other project developments.

If you have an event coming up and would like to invite Westport to present, please contact Westport on enquiries@westport.wa.gov.au