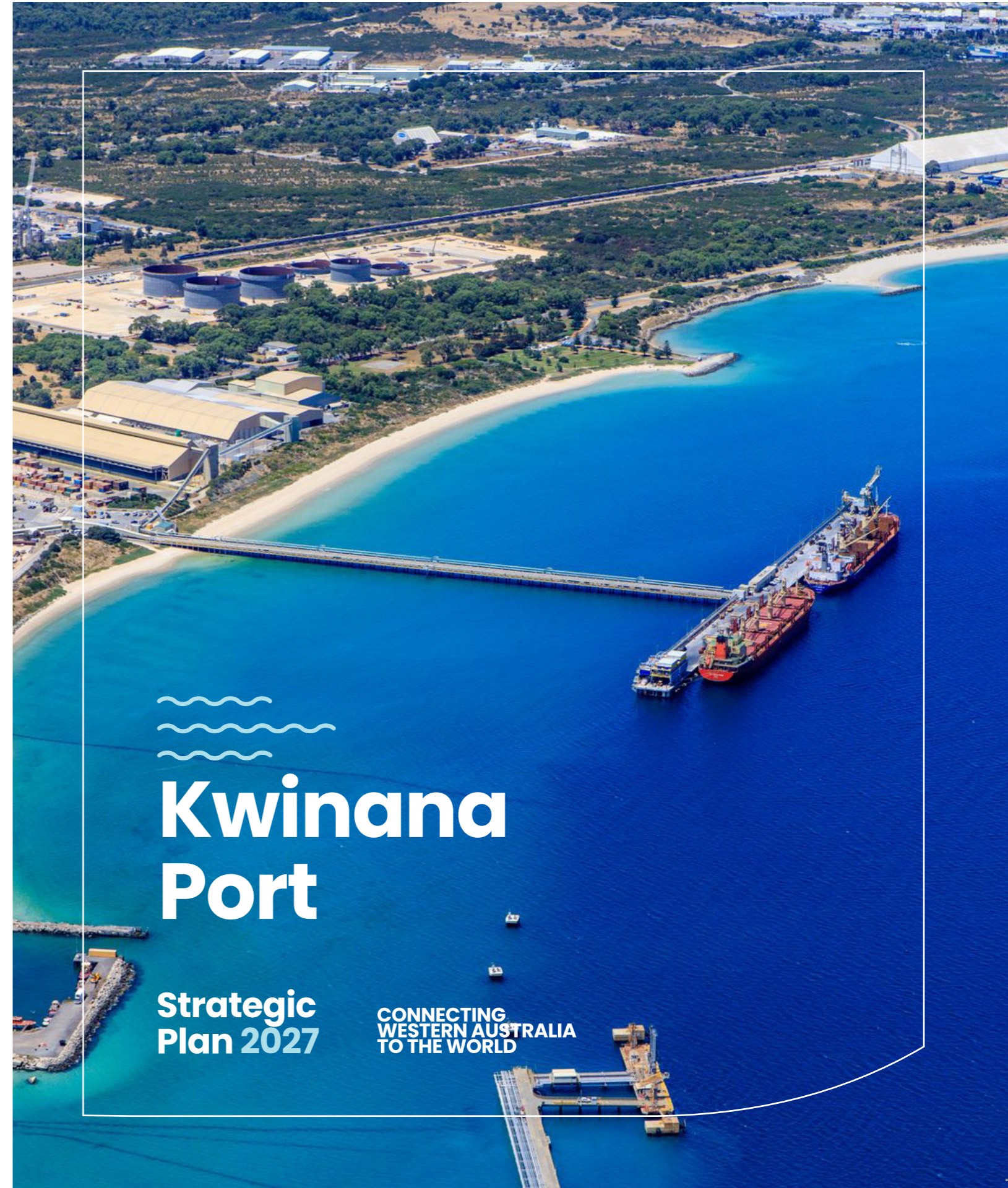


Strategic Plan 2027



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Kwinana Port

Strategic
Plan 2027

CONNECTING
WESTERN AUSTRALIA
TO THE WORLD



Acknowledgement

Fremantle Ports acknowledges the Noongar people as the Traditional Custodians of port land and waters and pays respect to their Elders past, and emerging. For 127 years, the Port of Fremantle has evolved, changed and continues to operate in places that have deep significance to Noongar people. The entrance to the Swan River (Derbal Yerrigan) and Cockburn Sound (Derbal Nara) are our workplace, but for countless generations have been central to Aboriginal people from this region.

Kwinana Port plays a key role in the development of the rapidly expanding Western Trade Coast, Perth's most significant industrial precinct on the edge of Cockburn Sound, and approximately 20 km south of Fremantle. The Western Trade Coast is Western Australia's only metropolitan-located industrial land. Kwinana Port has supported industrial activity in Western Australia for more than 60 years and supports the Western Trade Coast's annual contribution of more than \$14 billion to the State's economy, sustaining around 43,000 direct and indirect jobs.

Introduction

Fremantle Ports' purpose is to facilitate trade for a more prosperous Western Australia. Central to this purpose is the need to plan for future expansion of the port infrastructure required to meet expected growth in the Western Australian economy and population.

Fremantle Ports' Kwinana Bulk Terminal (KBT) and Kwinana Bulk Jetty (KBJ) are both critical logistics hubs for industries in the Western Trade Coast, a region that supports around 3 per cent of Western Australia's total workforce and contributes \$14.8 billion to the State's economy.

Several industries operating in the Western Trade Coast rely on port assets and services to import critical products required for their manufacturing processes.

KBT supports the import and export of dry bulk commodities and is currently the sole bulk import facility for cement clinker in Western Australia, which is a primary input into concrete manufacturing. KBT is therefore a critical enabler for all construction and infrastructure projects, including hospitals, schools and housing.

KBJ facilitates the import and export of dry and liquid bulk products essential for the Western Australian economy, such as fuel, fertiliser, sulphur, phosphates, and potash. With the closure of the bp oil refinery in 2021, KBJ has an increased role supporting the import of fuel and other products that are critical to major industry sectors including agriculture, general industry and the public.

At both KBT and KBJ, berth capacity constraints limit the ability for Fremantle Ports to cater for forecast trade growth of current and future traded commodities. Additionally, the existing landside operational footprint is limited at KBJ and is currently fully utilised for existing dry bulk industries. With forecast growth for existing and prospective industries in the Western Trade Coast, Fremantle Ports must look for opportunities to expand our operational footprint, and to cater for the growing demand for trade.

To boost trade and economic growth in the State, Fremantle Ports is exploring a program of port marine and landside investments and initiatives to increase available capacity.



"2025 sees us embark on the most ambitious investment cycle Fremantle Ports has ever been through, creating infrastructure, jobs and prosperity for our community."

Our Vision

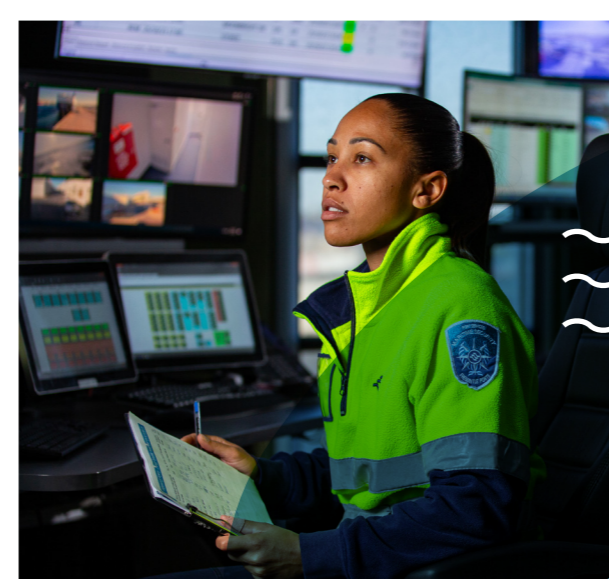
Expansion

A port with significantly increased capacity through a multi-billion dollar expansion program

Kwinana is rapidly becoming Western Australia's (WA) metropolitan heart of industries and trade. Future plans for the area, including Westport and in projects associated with the growth of the Western Trade Coast, will lead to step-change requirements for marine and landside supply chains.

This presents an exciting opportunity for Fremantle Ports to play a critical part in this by providing port operations to support trade and industry, and secure investment funding to expand and deliver critical port infrastructure to ensure trade resilience and economic growth in WA for the next century.

Throughout this, Fremantle Ports will engage with our community and Indigenous partners to deliver sustainable solutions, jobs and prosperity.



Our Focus

- **Supporting** our current critical trades and the growth of future industries
- **Investing** in our infrastructure to expand and reconfigure our existing marine and landside assets
- **Evolving** our operations to manage changes in requirements and growing constraints

Declared Port Limits

The vessels that find safe harbour and trade at Kwinana Port berths are only able to do so because of Fremantle Ports' significant investment in, and maintenance of, maritime navigational aids found within and around port waters.

Our Pillars

Safety: Re-configuring landside layout and removing trucks from the jetty for safer operations

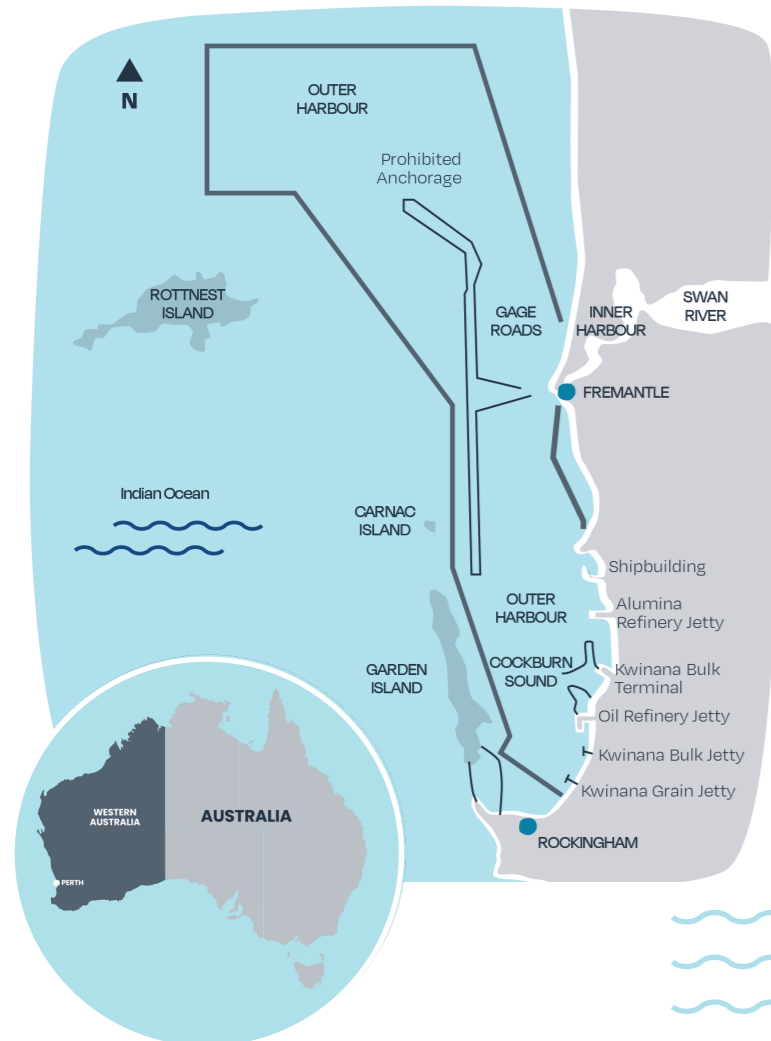
Sustainability: Expanding capacity to help enable the renewable energy export industry in WA

People & Culture: Adopting a collaborative mindset to work with community, traditional owners, industry and public organisations to deliver expansion

Customer and Partners: Working with customers to improve efficiency and utilisation

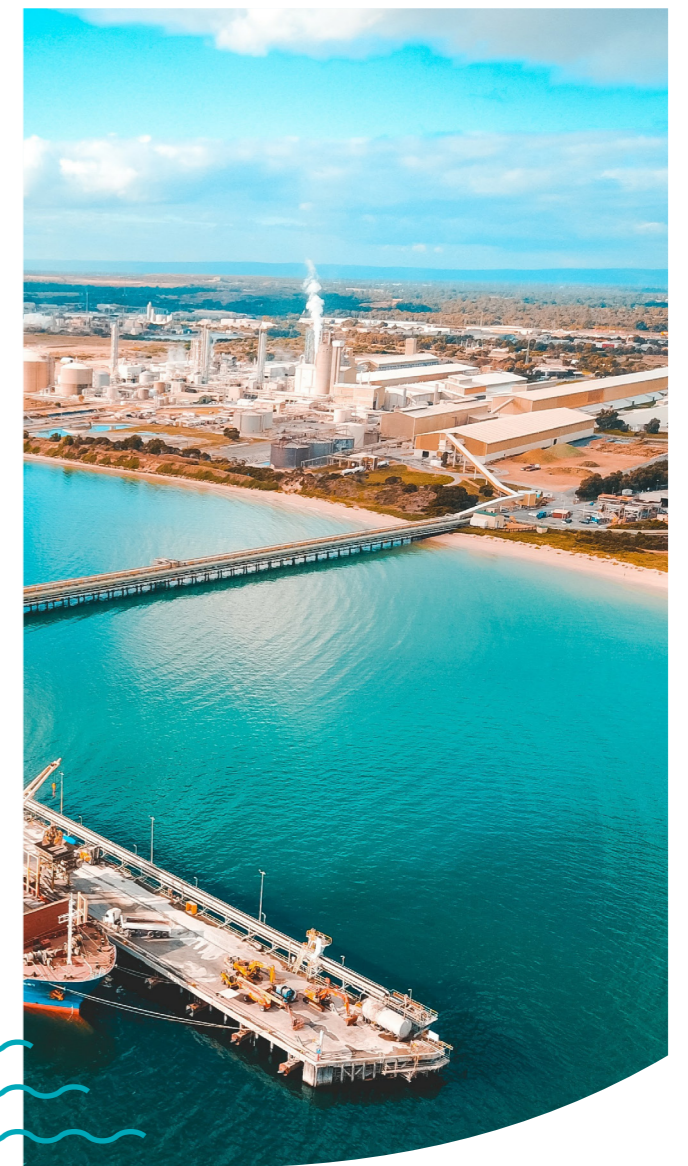
Assets: Planning for an additional liquid bulk berth, a new dry bulk berth and landside optimisation to bring new capacity to Kwinana Port

Kwinana Port is more than just a port, it is an integral part of an ecosystem that supports industries and trade in Western Australia. Fremantle Ports' expansion plans for Kwinana Port will enable our customers and partners to help grow the State economy and will help facilitate the development of renewable energy fuels in Western Australia.

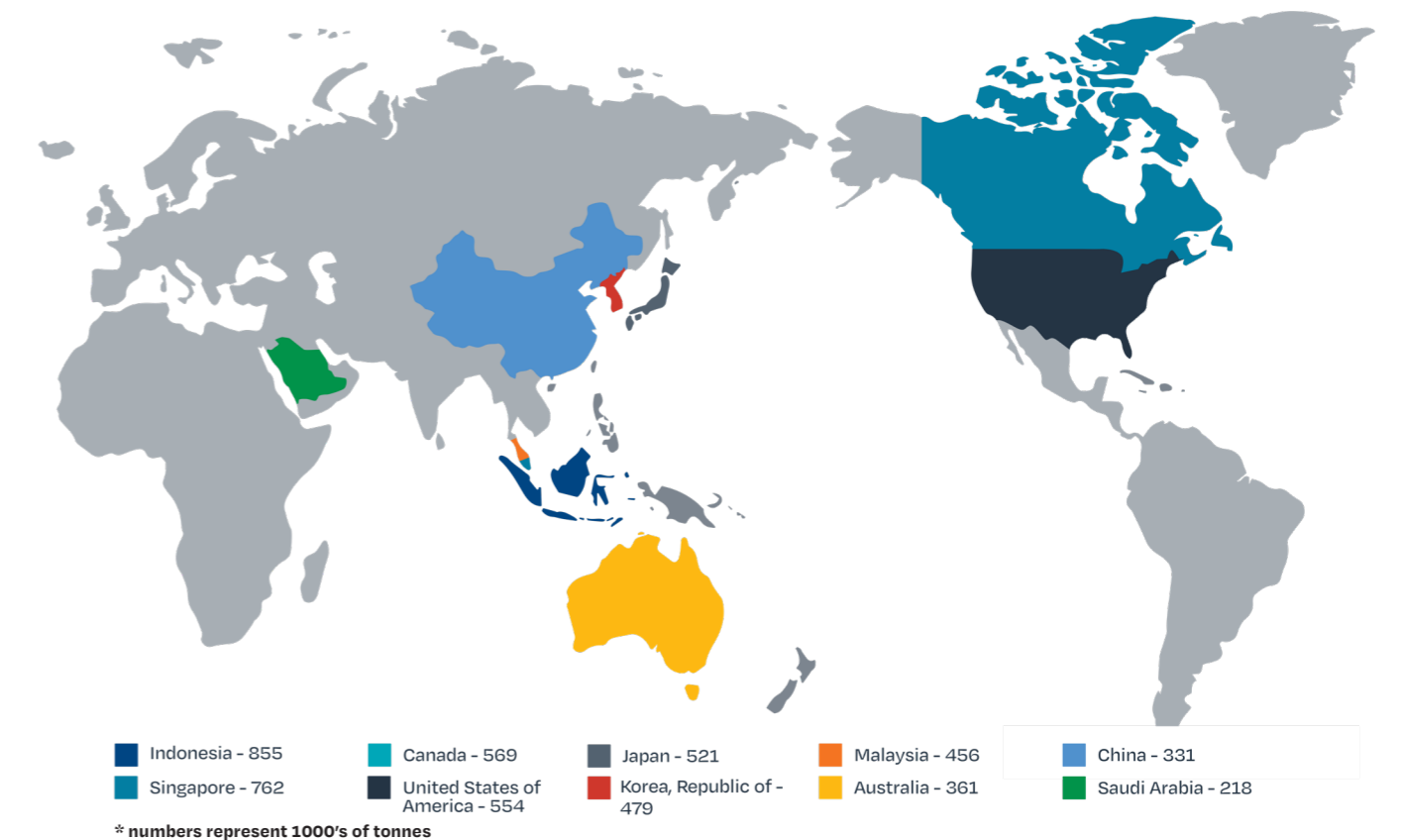


Trade Facilitated

During the 2023-24 financial year, the bulk trade in Kwinana Port was over 6.1 million tonnes, representing a 5.2 per cent increase compared to 2022-23. This growth was predominantly driven by imports of petroleum and fertiliser. Specifically, Fremantle Ports imported over 1.4 million tonnes of petroleum in 2023-24. Indonesia remains the primary trading partner for imported clinker. Petroleum imports predominantly come from Singapore and Malaysia, while Canada and the United States are the key trading partners for fertiliser.



Top 10 Trading Countries 2023



Key Projects

1 Clinker Circuit

More than 1.1 million tonnes of clinker are imported through KBT each year, destined for domestic, commercial and industrial construction projects throughout the State. The Clinker Circuit will streamline the importation of clinker - the principal element in the manufacture of cement - and consist of a storage dome nearly 40m high (the first of its type in Australia) and a covered conveyor network. This investment offers our customers improved efficiencies and supports the construction industry in WA, but cargo-handling will be faster, meaning there will be gains for our customers and also in terms of ship turnaround times at berth. The Clinker Circuit is set to be completed in 2024.

2 New Kwinana Bulk Terminal

On 29 November 2023, the Premier, the Hon. Roger Cook MLA, announced the West Australian Government's preferred design and location for the new container terminal in Kwinana. The preferred option overlaps the current KBT footprint, requiring construction of a new KBT facility to ensure bulk trade can continue to be facilitated in Kwinana. The proposal integrates the new facility into the Westport development, with shared, land-backed marine infrastructure at the southern end of the



proposed container terminal. The announcement also recognised that the relocation and upgrade of KBT is a critical enabler for Westport, as well as the need for its construction to commence in advance of the new container terminal.

New KBT will be located on the southern side of the proposed Westport Terminal and will facilitate bulk product import and exports. The design under evaluation is proposed to accommodate Panamax size vessels with associated new channel and berth navigational arrangements. The New KBT wharf will be linked to the current KBT landside facilities via a new access corridor.

Proposed designs for upgraded landside facilities (consisting of materials handling systems, covered and uncovered storage, road and rail access and load out/in systems) to support New KBT are being developed.

3 Kwinana Bulk Berth 5

Fremantle Ports is currently exploring options for a new bulk liquid berth co-located within the existing KBJ facility which would alleviate trade constraints and support forecast growth. The proposed structure would be independent of the existing berths, with the existing berths undergoing refurbishment works. The new KBB5 liquids berth would be a key enabler to support the development of trade in renewable energy and fuel-based products, such as ammonia and hydrogen.

4 Landside reconfiguration and expansion

Fremantle Ports has identified a vacant parcel of land adjacent to KBJ currently owned by Development WA. Fremantle Ports has negotiated rights to lease, and are proposing to purchase this parcel of land to provide the space to redevelop the landside assets at KBJ. Securing this land will allow Fremantle Ports to develop capacity for dry and liquid bulk imports and will allow development of new transport access corridors and common user storage.

