

Maritime Security

Compliance with the rigorous provisions of the International Maritime Organisation's Ship and Port Security Code has been an enormous challenge for ports and the maritime industry worldwide. The timeframe to put in place complex planning has been necessarily short to address the terrorism threat and protect the global supply chain. The cost implications are high and penalties for breaches severe.

Our Strategic Response

Building on our existing security arrangements, Fremantle Ports took on the challenge as a top priority to ensure that the July 1 2004 deadline was met. We worked with other port service providers who were required to provide their new plans and with the Department of Regional and Transport Services to ensure compliance for the whole of the port.

Shipping Rationalisation and Increased Vessel Size

Container shipping now accounts for an estimated 60 per cent of the world's trade and is expected to reach 70 per cent by 2010. The trend is towards larger shipping companies, improved coordination between companies and larger vessels to achieve economies of scale, with the largest container ships servicing the world's hub ports carrying more than 8000 containers. The increased size of ships limits the number of ports available to handle them. To remain competitive, ports are having to dredge to achieve deeper draft, to introduce larger cranes and expand the land available for cargo handling. Ports also are having to recognise the substantial volumes of trade accounted for by individual customers.

Our Strategic Response

While the mega ships tend to service the hub ports and high volume trade routes, Fremantle is now servicing container ships that are 70 per cent larger than a decade ago. Implementing the Inner Harbour Port Development Plan has enabled us to expand container handling space. The increased use of rail for container freight is also designed to enable Fremantle Ports to keep the cargo moving efficiently and enable the port to achieve its potential in a sustainable way. Future dredging needs to increase channels depths for container shipping are currently being reviewed.



A relatively deep draft and the use of Dynamic Underkeel Clearance[®] enables Fremantle's Inner Harbour to handle the larger container vessels.

Integrated Logistics

One of the most significant economic changes of recent decades has been the recognition of the importance of viewing transport and distribution networks as chains rather than collections of fragmented elements. The need to integrate the various elements of these logistics chains to drive overall improvement in system performance and the move to "just in time" delivery are now well-established global trends. This has obvious implications for ports which occupy a strategic position in international and, to a lesser degree, domestic logistics chains. An inwardly-focused view of port efficiency which fails to recognise and maximise the effectiveness of interconnections with both sea and land-side elements of the logistics chain will impact negatively on both trading competitiveness and the community through inefficient transport, storage and distribution activities.

Our Strategic Response

Fremantle Ports is represented on the Australian Logistics Council, the national body leading improvements in the logistics chain. We are involving the logistics industry in our planning to ensure that infrastructure development associated with the operations of the port is meeting industry needs. With the Seafreight Council of Western Australia and the WA Port Operations Task Force we are examining a range of initiatives to improve transport chain efficiency, including: inland container terminals to coordinate movements to and from the port; maximising the use of rail; emphasising the need for better coordination of working hours and arrangements between different elements of the chain; and improved communication including greater use of electronic information technology.

Urban Encroachment

Ports in many parts of the world increasingly have to juggle their operational needs with the demands and expectations of their neighbours. Land that was once primarily industrial is becoming urbanised, with an emphasis on residential, commercial, recreational and tourist activities. Some people drawn to the waterfront environment because of its colour and interest soon begin to protest about port activities, which leads to pressures to constrain port operations and threaten viability.

Our Strategic Response

Our success with the implementation of recommendations arising from Fremantle Ports' ground-breaking Buffer Definition Study will help to protect the operational needs of the working port, while safeguarding the amenity of people living in the port area. Both local authorities in the Inner Harbour area have now incorporated the buffer zones into their town planning schemes. Through its extensive program of community and stakeholder liaison, Fremantle Ports is also working to achieve mutual understanding, support and responsiveness.



View towards Inner Harbour.