

Significant Issues



L to R: Dr Fred Affleck, Chairman WA Freight and Logistics Council; Dr Jim Limerick, Chairman Fremantle Ports Board; and the Hon Troy Buswell MLA, Minister for Transport at an industry breakfast briefing hosted by Fremantle Ports and the Department of Transport in June 2011.

Catering for Future Trade

The Minister for Transport has confirmed the ongoing role of the Inner Harbour in catering for future trade growth.

Additional container facilities will also be required once the Inner Harbour reaches capacity and studies over time have shown that the Outer Harbour is the best site for these. The point at which the Inner Harbour will be at capacity will depend on trade trends and other factors but this is likely to be within the next decade.

Fremantle's Outer Harbour in Cockburn Sound currently plays an important role in the import and export of bulk products. Future growth in import and export of bulk products is anticipated and this will continue to stimulate demand for additional Outer Harbour port facilities and associated transport links.

The Minister has asked the Western Australian Planning Commission to assess environmental, transport and planning issues that will enable the provision of port facilities to support future trade needs while protecting Cockburn Sound.



Landside Logistics

A port is only as efficient as the supply chain in which it sits. Efficient port operations can be stifled by congestion and inefficiencies in the land transport linkages between the port and importers and exporters.

To ensure the Inner Harbour plays a significant role in international trade into the foreseeable future, Fremantle Ports has adopted a comprehensive strategy which incorporates:

- planning for future landside logistics facilities at the port;
- ensuring transport corridors and inland distribution sites and associated land uses are protected and developed;
- removing obstacles to improving transport efficiency; and
- facilitating improved coordination including working with industry to better align operating hours along the container supply chain.

These measures are detailed in the Inner Harbour Land Transport Linkages Strategy which is being discussed and refined in consultation with industry and Government agencies.

The container trade growth forecasts show that, at a base rate of growth of 5.5 per cent annually, the current container throughput will double before 2025. The Strategy is designed to ensure that port growth can be achieved with improved efficiency for port-related freight movements and in a way that addresses community concerns relating to safety and amenity.

Significant Issues



With most of the container cargo transported by road, improving trucking productivity is a high priority.

Road Transport

As a result of a complex set of operating factors, nearly one third of truck trips to and from the port are empty. The large number of carriers involved in servicing the port, many of them quite small, and the fragmented nature of the industry present challenges to improving trucking productivity.

Through the WA Port Operations Task Force, which Fremantle Ports funds and hosts, a number of initiatives are being pursued, including:

- extending working hours at terminals and container parks to reduce reliance on peak-hour operations and to better align truck movements between those sites;
- ensuring new site developments on port land promote trucking efficiency;
- improving the vehicle booking system to promote more two-way loading of trucks; and
- advice to industry on dealing with overloaded trucks.

As trucks arrive at the marshalling area, their registration and time of arrival is recorded electronically, enabling a call-up system to operate fairly and effectively.



Variable messaging signs direct trucks to destinations at North Quay.

Case Study - Truck Marshalling

The first stage of a truck congestion management system and truck marshalling area was introduced during the year and planning is well advanced for significant enhancements to this as part of the development of the newly reclaimed land on North Quay.

The truck marshalling area (TMA) is a parking facility for truck drivers who cannot go directly to their container park/terminal due to congestion.

In 2010, an electronic congestion management system was developed by Fremantle Ports in consultation with the WA Port Operations Task Force, Main Roads WA and industry to manage the flow of vehicles through the TMA. The system became operational in November 2010 and won the 2010 WA Transport and Logistics Innovation Award.

It involves using variable messaging signs on key approach roads to divert drivers to the TMA when congestion is occurring. Port users activate the system by logging on via a dedicated website. As trucks arrive at the marshalling area, their registration and time of arrival is recorded electronically, enabling a call-up system to operate fairly and effectively.

The response to this first stage development from North Quay users and drivers has been positive. When activated, sites are able to clear any congestion in an orderly way and roads in the North Quay area are kept clear of congestion.

This first stage is being improved to include more automation, in particular, to monitor authorised arrivals and link in with key container terminal operating systems.

With the reconfiguration of the North Quay - Rous Head precinct, permanent infrastructure measures will be put in place to take congested traffic off public roads, while still allowing the container park and/terminals affected by a traffic build-up to call through vehicles in an ordered manner until congestion has dissipated. A permanent TMA will be established in the precinct.

Significant Issues

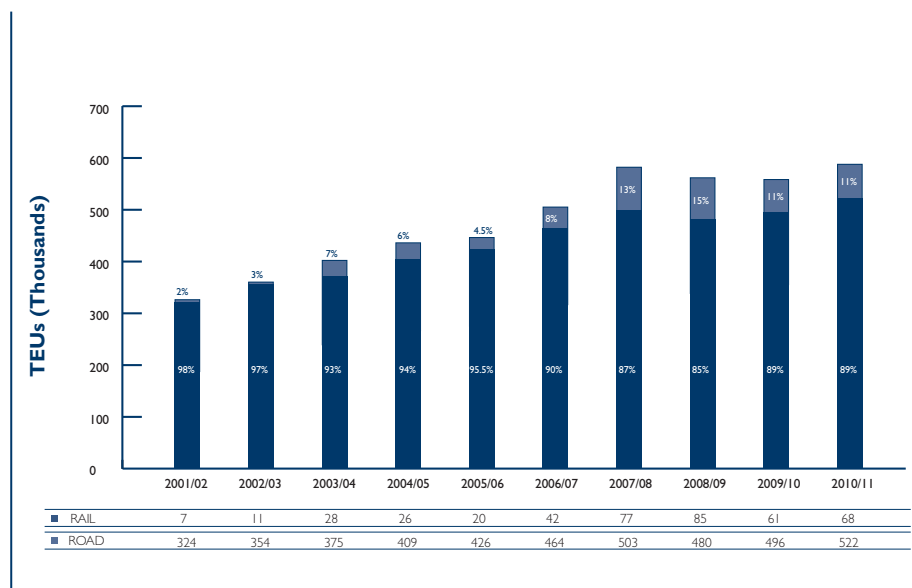
Rail Transport

While rail volumes have increased significantly in recent years, further development of rail services to Fremantle Port will require a coordinated package of infrastructure development along the rail corridor and at intermodal terminals, improved wharf-side operations and carefully targeted market development. Government transport policies will also be centrally important to rail's future.

In the past decade, rail share of containers moved through the port has grown from about two per cent to a peak of 15 per cent and is now about 12 per cent. A target share of at least 30 per cent is considered necessary to optimise the Inner Harbour's capacity.

Market Share of Containers on Rail

Market Share of Containers on Rail
- TEUs 2001/2002
to 2010/2011



Improved rail infrastructure is a key to improving rail's capacity and competitiveness. Joint funding of \$53.5 million for rail infrastructure was secured from the Commonwealth through the Nation Building Fund and the State Government and was announced in the Federal Budget in May 2010. It will be used on three main projects:

North Quay Rail Terminal

The reclaimed land at Rous Head and the reconfiguration of the Rous Head/North Quay precinct provides an opportunity to extend the North Quay rail terminal to provide for more efficient operations, including longer trains.

In addition to infrastructure development, a number of other rail initiatives are being pursued.

Inland Intermodal Terminal

The Kewdale - Forrestfield area is an important component of the freight network in Western Australia due to its accessibility by road and rail and proximity to industrial areas.

A 2008 study identified potential sites within the Kewdale - Forrestfield area for a modern freight terminal to support the Inner Harbour – Kewdale container rail service. Currently, the Department of Transport, Fremantle Ports and the Public Transport Authority are working to update and extend this work to support development of an intermodal terminal in the area.

Fremantle Ports is working with shipping lines and road carriers to make use of the intermodal facilities at Forrestfield more attractive to importers and exporters.

Rail Line Capacity

Planning is underway for a rail passing loop to be constructed in 2011/12 to improve rail line capacity.

In addition to infrastructure development, a number of other rail initiatives are being pursued. These include:

- examining options for re-structuring financial assistance to rail as part of a long-term strategy for rail development and sustainability;
- promoting development of new services and markets to build rail volumes and achieve economies of scale;
- implementing cost reduction measures to improve rail's competitiveness; and
- establishing a new rail freight service contract that will require the proponent to demonstrate how it will grow container volumes.