

Fremantle Ports

A Western Australian Government trading enterprise that strategically manages the State's main general cargo port



FREMANTLE
PORTS



Our Vision

*To be valued by our customers
and the community for our leadership and excellence*

Our Mission

To facilitate trade in a sustainable way

Our Values

Our People, Customers, Environment, Community and Success

Respect and Integrity

- Respect each other, be open and honest
- Work as a team and support each other
- Value diversity and treat people without bias
- Recognise achievements
- Work ethically

Safety and Wellbeing

- Work safely and responsibly
- Make safety and health a priority
- Balance work and personal commitments
- Assist people to achieve their potential

Responsiveness and Delivery

- Work hard to keep our promises
- Listen actively
- Lead by example
- Meet or exceed customer expectations
- Be accountable
- Make decisions based on information and knowledge

Continuous Improvement and Innovation

- Promote continuous improvement
- Foster innovation
- Embrace opportunity in this dynamic and competitive environment

Sustainability

- Be consultative
- Use our assets and resources responsibly and efficiently
- Ensure our services are competitive
- Maximise social, environmental and economic outcomes
- Develop our people and our organisational capability
- Understand our customers' needs to add value to their business

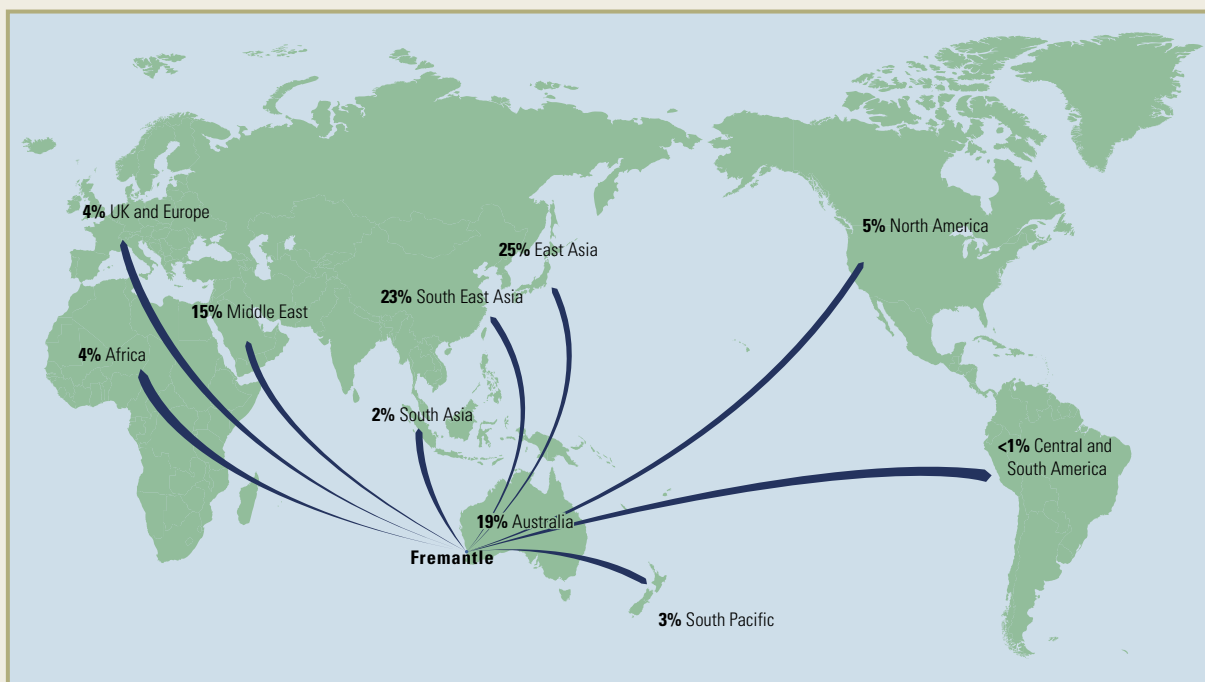


The Port of Fremantle operates from two locations: the Inner Harbour at Fremantle and the Outer Harbour, 15 kilometres south at Kwinana.

Trade is growing and both the Inner Harbour and the Outer Harbour will continue to play a crucial part in Western Australia's development.

The Inner Harbour and the Outer Harbour are a combination of Fremantle Ports and privately owned facilities and services.

Fremantle Ports is a Western Australian Government trading enterprise responsible for strategic management of the port. Its role is to ensure that the port can efficiently cater for trade and operate in a sustainable manner, with the support of customers and the community. It is governed by a board of directors appointed by and responsible to the Minister for Planning and Infrastructure. The Chief Executive Officer reports to the board.



Ports are important

Ports play an important role in all of our lives.

About 98 per cent of Australia's trade is sea trade. That means that nearly everything Australia imports or exports comes through its ports.

We depend on ports to provide affordable access to products we need or want to buy.

From computers to coffee to cars, so much of what we use in our lives is imported by sea.

Our exporters depend on ports to send their products all around the world.

Fremantle Port is the biggest and busiest general cargo port in Western Australia. It handles 83 per cent by value of WA's seaborne imports and 25 per cent by value of the State's seaborne exports—about \$20 billion in trade annually.

Trade

Fremantle Port is well positioned geographically to link with the world's major trade routes. It is the closest of Australia's five major general cargo ports to Singapore, which is just four and a half days' journey by sea.

It is often a first and last port of call for shipping between Australia and overseas ports.

Trade flows through Fremantle Port to and from every continent except Antarctica and covers virtually the entire spectrum of goods bought or sold by Western Australia—and it's growing. From 1991-2006, total port trade increased by 53 per cent and container trade grew by almost four times.

Fremantle Ports is planning well ahead to accommodate future trade needs. This planning includes the phased development of infrastructure and facilities in the Inner Harbour so trade can continue to grow to an optimum level in the long term. Long-term planning for expanded facilities for the Outer Harbour is also being undertaken.

The Inner and Outer Harbours are linked by rail to interstate and intrastate rail networks. A \$32 million rail loop linking the Inner Harbour's North Quay to the WA and interstate rail network was completed in 2006 as part of a plan to increase the use of rail for movement of container freight.

Asia is the most important trading region for Fremantle Port, with half of total port trade coming from or going to the region. Other trading regions are the Middle East, North America, Europe/UK and other Australian ports.



Inner Harbour



KEY: ■ Security Areas +++++ Train line

Inner Harbour Container and Break-bulk

- | | |
|---|------------------------------------|
| 1 | Common-User Berths – North Quay |
| 2 | DP World |
| 3 | Patrick |
| 4 | Common-User Berths – Victoria Quay |
| 5 | Fremantle Passenger Terminal |

Inner Harbour

The Inner Harbour at Fremantle handles most of WA's container trade (including among other goods industrial and agricultural machinery, stock feed, titanium dioxide, fruit and vegetables, meat, furniture, paper products, iron and steel products, wool and specialty grains). It also handles general cargo, such as livestock exports and motor vehicle imports, as well as accommodating cruise ships and visiting naval vessels.

Outer Harbour



Outer Harbour

The Outer Harbour at Kwinana/Cockburn Sound is one of Australia's major bulk cargo ports. Fremantle Ports operates the Kwinana Bulk Terminal and the Kwinana Bulk Jetty. Alcoa, BP and Co-operative Bulk Handling also operate cargo-handling facilities in the Outer Harbour.

The Outer Harbour's deepwater bulk port facilities handle grain (including wheat, barley, oats, lupins and canola seed), petroleum, liquefied petroleum gas, alumina, cement clinker, fertilisers, coal, iron ore, pig iron, sulphur and other bulk commodities.

Outer Harbour Bulk Cargoes

- 6** Alumina Refinery Jetty
- 7** Kwinana Bulk Terminal
- 8** BP Refinery Jetty
- 9** Kwinana Bulk Jetty
- 10** Kwinana Grain Jetty

KEY: Security Areas

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 Train line



A working port

The Port of Fremantle operates 24 hours a day, every day of the year. At Fremantle Ports we work closely with our customers to deliver the services and facilities they need.

We provide:

Navigation

- Shipping movement, coordination and control
- Port communications control centre
- Provision of navigational aids
- Pilotage coordination
- Emergency response and harbour control.

Berth services

- Safe and secure berths
- Common-user cargo wharves
- Heavy-duty berths
- Fremantle Passenger Terminal
- Cargo movement facilitation
- Port security
- Quarantine and domestic waste removal.

Shipping

- Berthing allocations
- Mooring services
- Some stevedoring
- Pilotage transport
- Advice on berthing requirements
- Advice on dangerous goods procedures.

Other

- Customer information and advice
- Trade facilitation
- Port promotion
- Community liaison
- Property services.

Fremantle Ports also works with the Federal Government in facilitating:

- customs
- quarantine
- Australian Maritime Safety Authority activities in the port area and in maintaining compliance with federal maritime security legislation.

Services provided by the private sector include stevedoring, towage, pilotage (under contract to Fremantle Ports), line boats, bunkers and providing of ships. The two container stevedoring companies, DP World and Patrick Terminals, operate under lease agreements with Fremantle Ports.

Modern and technologically advanced

Computerised for safety and speed

Fremantle Ports uses the latest electronic equipment to assist its customers to use the port safely and efficiently.

Computerised Navigation Aids

Shipborne Automatic Identification System (AIS) and radar tracking information are combined to plot a ship's position, course and speed, and give estimated arrival times. To enable remote monitoring, Fremantle Ports uses computerised technology for all of its waterborne navigation aids and environmentally friendly solar power is used to power the beacons and buoys. Further technological upgrading is planned.

Dynamic Under-Keel Clearance

Fremantle Port was one of the first in the world to introduce the draft enhancing technology known as Dynamic Under-Keel Clearance. This computerised system, developed in Australia, optimises keel clearance for safe navigation in and out of port. By enabling ships to maximise cargo-carrying capacity, it significantly increases freight carrying economies, saving our customers millions of dollars.

Electronic processing of cargo manifests

Fremantle Ports' electronic system has cut manifest processing time for an average-size container vessel from four hours to 30 minutes.

Vessel management

Our vessel management system, Voyager, lets customers use our website to book berths and to access timely shipping information.

A dynamic history

Fremantle's role in facilitating trade began with the unloading of stores from the first ships arriving at the new Swan River Colony in 1829. In early times, cargo was transferred to smaller boats and ferried ashore. From 1832, jetties were built below Arthur's Head at Bathers' Beach, in Fremantle, to handle the shipping, but the need for a protected anchorage became increasingly urgent as the colony grew.

The gold discoveries of the 1890s brought people and prosperity to Western Australia. There was a rapid growth in trade, and the massive economic expansion that occurred provided both the funds and the impetus to develop new port facilities. In 1891, WA's first Premier, Sir John Forrest, appointed Irish-born engineer Charles Yelverton O'Connor as Engineer-in-Chief. Work on developing a safe harbour at Fremantle began the following year.

The project involved blasting away the rocky bar blocking the Swan River estuary, dredging to deepen the river basin, construction of the North and South Moles to protect the entrance to the harbour, and reclaiming land for wharves and warehouses.



Fremantle's Inner Harbour was opened in 1897 and while it has been deepened, extended and modernised over the years, its visionary design remains essentially unchanged. Fremantle will continue to be a city enlivened by a working port.

The Outer Harbour, at Kwinana, was opened in 1955. Its deepwater bulk port facilities were developed to service the Kwinana industrial area, which expanded rapidly in the 1960s and '70s.

Security

Operational areas at Fremantle and Kwinana are not accessible to the public due to security requirements. Following the terrorism events of September 2001, the International Maritime Organisation (IMO) developed further security measures to protect international ships and the port facilities serving them. In response, Australia's *Maritime Security Act 2003* came into effect and Fremantle Ports complies with that legislation.

Anyone entering Fremantle Ports' secure areas requires a Maritime Security Identification Card (MSIC) and a Fremantle Ports Access Card. However, most of the western end of Victoria Quay from South Mole through to the D Shed operational boundary continues to be accessible to the public.

Commitment to sustainability

Fremantle Ports recognises that its long-term sustainability will be determined by its ability to create value for all its stakeholders.

Fremantle Ports' Sustainability Framework, aligned with the *State Sustainability Strategy*, reflects our commitment to sustainable operations and development. It is a guide to meeting trade needs while fulfilling our environmental and social responsibilities. The framework also recognises the opportunity to work with our industry partners and the port community on sustainability issues.

Delivering economic benefits

Fremantle Port is a significant generator of jobs and revenue for the people of WVA and an economic catalyst for the State.

An economic impact study has shown that the annual economic output is estimated at \$728 million or 0.9 per cent of Gross State Product.

On average, every ship that visits generates \$411,000 of output, \$250,000 of value added, \$126,000 of household income and the equivalent of 3.3 full-time jobs.

Strong customer focus and competitive port pricing strategies contribute to economic sustainability of the port.

Environment and safety

Fremantle Ports is certified to international environmental and quality standards and the Australian safety standard. Sound environmental performance is essential for long-term sustainability and our continuing business success. We are committed to operating our business in a way that complies with legislation and regulatory requirements, protects the environment, conserves energy, provides the highest level of safety and ensures the appropriate management of risk.

Social sustainability

Working with the community

Fremantle Ports has a long history of supporting the community and building positive stakeholder relationships. We undertake an extensive community/stakeholder liaison program and as part of our commitment to sustainability, we support a wide range of community activities each year.

A commitment to excellence

Fremantle Ports has been using the internationally recognised Australian Business Excellence Framework since 1993 to drive sustained business improvement. The framework guides our business improvement strategies. The associated awards system gives us valuable, independent and expert feedback on our performance and we are proud to be among the relatively few organisations in Western Australia to have achieved recognition at award level.

Planning for the future

Fremantle Ports' planning is based on improving our capacity in the Inner and Outer Harbours to provide value for our customers and community while laying the foundations for long-term business sustainability.

Fremantle Ports' aim is to facilitate trade by continuing to be a competitive, responsive and value-adding organisation, while fulfilling our environmental and social responsibilities.

A number of projects crucial to maintaining this level of satisfaction are currently being planned, are underway or have recently been completed by Fremantle Ports.

Acquired by Fremantle Ports in 2002, the Kwinana Bulk Terminal handles products such as cement clinker, mineral sands, pig iron, coal and silica sands.

In 2006, Stage 1 of Fremantle Ports' \$30.3 million upgrading project to prepare the Kwinana Bulk Terminal for the Hls melt pig iron project and other customers was celebrated with the first major shipment of pig iron. The terminal upgrade has increased bulk discharge rates and cut dust emissions, improving the overall capability, reliability and environmental performance of the berth.

The Kwinana Bulk Jetty, Fremantle Ports' other bulk handling facility, has also been extensively upgraded and has been described as a best practice facility.



North Quay Rail Project

The \$32 million North Quay rail loop and stage one of the larger capacity dual-gauge rail terminal were completed in 2006. This new rail infrastructure provides a more efficient link with the North Quay container-handling operations and is helping to reduce growth in the volume of truck traffic as the container trade grows, thus helping to minimise community impacts.

Outer Harbour container facilities

The Inner Harbour is expected to reach capacity by about 2015-17. Additional container and general cargo facilities are being planned for the Outer Harbour to handle the overflow trade.

Most of the container trade passing through Fremantle is metropolitan based, and studies have shown that the most appropriate site for the new facilities is at Naval Base/ Kwinana, about 15km south of Fremantle.

An integrated strategic assessment undertaken to differentiate between options involved extensive community consultation and technical studies.

When operational, it is planned that Fremantle Ports' new container port facilities at Kwinana will operate in tandem with the Inner Harbour. Deepening of the Inner Harbour is also planned to cater for the worldwide trend towards bigger ships.

Fremantle Waterfront Masterplan

Fremantle Ports is progressively implementing aspects of the *Fremantle Waterfront Masterplan* for the western end of Victoria Quay.

This plan aims to revitalise this area of Victoria Quay, which is less used today for operational purposes, and to improve connectivity with other areas of central Fremantle.

The Maritime Museum, O'Connor ferry landing and construction of a realigned and improved public access road were among the first elements of the plan to be completed.

The development of a commercial precinct in the area between the Fremantle Railway Station and the waterfront is planned as the next stage of the implementation of this exciting plan, bringing new jobs and creating a vibrant area for local people and visitors against the backdrop of the working port.

More information

Fremantle Ports' website (www.fremantleports.com.au) has information on all aspects of its operations, including shipping movements, newsletters and other publications, community programs and port planning, and a gallery of historic and recent photographs.

The Administration Building foyer at 1 Cliff Street, Fremantle has exhibitions of photographs and information about Fremantle Ports' operations (open 8am - 5pm weekdays).



Fremantle Ports

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