DARWIN PORT
LANDBRIDGE

PORT DEVELOPMENT PLAN

DARWIN PORT: 2025-30

Teamwork | Respect | Integrity | Honesty | Safety

CONTENTS

Darwin Port is well prepared to cater for growth...

1/ MESSAGE FROM THE CEO

Darwin Port is unique when compared to many other ports around Australia. Our geographic location in conjunction with the diversity of the business activity carried out within the Northern Territory means that we need to be able to cater for many different cargo types. While this can create challenges, it also presents many opportunities and Darwin Port is well prepared to cater for growth in all of the industry sectors that we support today and the burgeoning opportunities that may arise in the future.

The port is going through a significant period of growth. Cargo volumes have increased in containers, live cattle, fuel, building materials, dry bulk imports and motor vehicles to name some. Demand in service sectors such as cruise and defence support have also increased significantly post pandemic. Dry bulk exports are expected to pick up considerably over the next couple of years as new projects come online.

Based on the recent work that the port team has undertaken with a demand and capacity study involving many port stakeholders' input, we expect this growth to continue well into the future and this latest Port Development Plan has been produced with that in mind. We have seen a 45% increase in port staff over the past 3 years which has been driven by demand. The Port Development Plan is specifically targeting an increase in capacity for existing infrastructure through optimisation, in addition to the development of new infrastructure. It also highlights some of the preliminary study work that will be undertaken which will ensure that the business is well placed to be able to act quickly in the delivery of development projects such as undercover storage development, shipping channel enhancement and hardstand expansion.

Regular visitors to East Arm Wharf will have noticed that much has been done with this facility over recent years. This Port Development Plans lays out a framework that will allow Darwin Port to continue to be the economic enabler for the Northern Territory business community well into the future.

Peter Dummett
Chief Executive Officer
June 2025

2/ INTRODUCTION

The Port of Darwin is the only major multimodal port located in Northern Australia and it plays a critical role in underpinning the prosperity and growth of the Northern Territory. Darwin Port provides essential infrastructure that supports a range of trades and industries; ranging from agriculture, tourism, bulk materials, resources, defence, and oil and gas support.

The ability to sustainably provide efficient, reliable and cost-effective services is critical to the wider community, with far reaching links throughout the Northern Territory and beyond.

Recognising this role, Darwin Port's corporate Vision is "Partnering in growth, connecting people and supporting potential" and our purpose is to "Facilitate safe and efficient trade for the benefit of our community whilst operating in a profitable and sustainable manner, allowing us to invest in the growth of our business".

In order to deliver this vision, Darwin Port's strategic pillars are to:

- **Perform:** We will work at a high level to help deliver the needs of our stakeholders in an efficient and reliable manner.
- **Improve:** We will continue to challenge ourselves: remaining flexible and responsive to our customers and capitalising on innovation opportunities in a dynamic operating environment.
- **Grow:** We will cultivate mutually beneficial growth through meaningful engagement with our community, customers and stakeholders, allowing us to capture the opportunities of the future.

This Port Development Plan is a crucial part of our vision, outlining the potential opportunities for Darwin Port to facilitate and increase trade, and develop the port to be a major seaborne trade gateway for the Northern Territory. This plan considers both opportunities to grow and support emerging industries and trades, whilst remaining cognisant of existing requirements of current stakeholders.

The Port Development Plan seeks to outline feasible pathways for development opportunities that may be pursued in collaboration with our partners to meet current and emerging needs.

3 / BACKGROUND

3.1 Port Development Plan - 2020

Darwin Port's last Port Development Plan was published in 2020. At this point in time, a number of key focus areas were identified, the status of which are outlined below;

- **Cruise industry expansion:** In the lead-up to 2020 In the lead-up to 2020, the cruise industry saw significant growth. However, COVID brought about a major downturn in the industry both locally and globally. Regardless of these events, Darwin Port invested $3.5 million into projects aimed at enhancing and extending the life of the Fort Hill Wharf (FHW) facility. post-COVID, the cruise industry has delivered a remarkable come-back, with activity levels now notably higher than the pre-COVID levels.

- **Resources Industry:** Darwin Port progressed a number of significant initiatives, including the development of an additional 8Ha of outdoor bulk stockpiling area, the development of shed infrastructure to provide an undercover storage solution, and the procurement and refurbishment of a stacker system providing common-user access to the rail dump.

  Further, designs have been prepared for additional new undercover storage capacity as well as expandable outdoor stacking and stockpiling capacity. The value of this significant counter cyclical investment in initiatives to support bulk exporters was in excess of $5M.

- **Administration:** Within the 2020 Plan, Darwin Port identified the need to consolidate its' workforce in closer proximity to East Arm Wharf (EAW). This project was completed , with the procurement, installation and commissioning of two new buildings on site. This has delivered significant operational benefits, including an improvement in organisational culture as well as synergies associated with the co-location of personnel. Notwithstanding these achievements, additional work is planned to further consolidate all office facilities on site, including those of port users, to allow the more productive use of strategic land.

Outside of the initiatives identified in the 2020 Port Development Plan, a number of other major projects were identified and delivered over the 2020 to 2025 period. This reflects Darwin Port's appetite to remain flexible and adaptive to evolving market conditions and the needs of our customers.

A new quarantine 'precinct' has been established...

Notable development projects delivered during this period include:

- **Hardstand Development:** In response to increased demand for well-located hardstand for laydown purposes, Darwin Port developed ~8,500m² of additional hardstand area within close proximity to the quay-line at EAW. This involved the demolition and relocation of unproductive infrastructure. Further, large areas of previously degraded hardstand were replaced. Work is now underway on the next generation of hardstand expansion initiatives.

- **Customs and quarantine:** A new quarantine 'precinct' has been established, with the co-location of key infrastructure including the existing quarantine bay, a new storage area for the temporary placement of quarantine cargos, a new container fumigation yard and a new container unpack and inspection shed. This significant investment has delivered improved quarantine infrastructure, capacity and ultimately makes positive steps to protect the Northern Territory environment from invasive pests.

- **Cargo Terminal Operator enhancements:** Darwin Port has invested in infrastructure to meet its obligations as a cargo terminal operator. Investment has been made in technology to improve container tracking and traceability as well as practical upgrades to road infrastructure to maximise productivity.

- **Land reclamation and project support:** Darwin Port has supported multiple third-party dredging projects within the Port of Darwin, providing access to our pond system for the environmentally responsible placement of dredge material. This has the joint benefit of progressively filling these areas, which will allow future development and reducing the environmental footprint of the projects being supported. During the period, preparations commenced for the development and lease of around 50,000m² of area located within the reclamation pond system, part of which has become available as a result of these dredging projects. Additionally, Darwin Port is supporting the Darwin Shiplift Project which will result in the development of around 25,000m² of hardstand and additional trafficable area within the Port by the middle of 2025.

4 / STRATEGIC CONTEXT AND MARKETS

4.1 Trade Demand and Capacity Utilisation Study

To better understand and define the trade outlook for the Northern Territory, and specifically the Port of Darwin, a major trade study was commissioned by Darwin Port and undertaken by an independent third-party specialist, AMSTEC Pty Ltd (AMSTEC).

AMSTEC is a well-known transport economics consulting company, with a strong track record of providing specialist support to ports, governments and other maritime industry participants.

The AMSTEC study was undertaken from mid 2023 with completion in early 2024. The study involved a wide ranging analysis of macro-economic drivers from the international global economy, through national drivers and ultimately the local Northern Territory economic and population outlook.

4.1.1 Global Context

The Northern Territory economy is a small economy that is influenced by national economic activity as well as the economic performance of its trading partners.

Key trade sectors, including resources, energy, agriculture and tourism are all susceptible to price fluctuations, global supply and demand dynamics, and exchange rate movements. This volatility can have a major impact on the Territory's economy and the anticipated demand profile for Port services. As such Darwin Port's development plan must be dynamic and flexible to react quickly to change.

In order to be in a proactive position to respond to an ever-changing international context, Darwin Port's Port Development Plan is designed to ensure flexibility and adaptability is central to all planning considerations.

4.1.2 NT Economy

Underlying demand for Darwin Port's services and infrastructure is intrinsically linked to the performance of the Northern Territory economy.

Within the Northern Territory, the requirements of discrete projects, can materially impact demand; in some cases, triggering project related throughput volumes that are many multiples of the underlying volumes. These projects require specific assessment and close engagement with proponents and broader stakeholders, including the Northern Territory Government.

4.1.3 Project assessment

Beyond the macro-economic factors influencing underlying demand, the AMSTEC Study also involved consultation with 43 port users and stakeholders (of 60 invited respondents) to better define the outlook for individual projects and proponents.

4.1.4 Key Outcomes

Trade forecasting is challenging given the dynamic environment in which industry operates. Confidence in the underlying demand drivers (for example, the likelihood of a proposed development occurring) varies.

The most appropriate metric describing the overall adequacy of port capacity to meet demand, is berth utilisation. It is noted that:

- There is potential for capacity stress at berth utilisation above 75%.
- Significant opportunity exists in incremental capacity enhancements and optimisation processes.
- Capacity stress was accentuated at berths 2 and 3. In practise, this stress is constrained by modelling assumptions and shedding of some cargos/trade to alternate berths would occur in practice.

Port development planning has considered infrastructure capacity while also focusing on capturing the incremental opportunities available to maximise the productivity and output of the existing asset base.

The capability exists within the Port to load vessels via rotainer...

4.2 Sector Analysis

4.2.1 Bulk materials

Bulk materials exports have traditionally been a significant revenue driver for Darwin Port with more than 23Mt of product handled at EAW since 2007, with annual throughput peaking in excess of 3Mt. The majority of prior throughput consisted of iron ore and manganese, however a total of nine discrete products have been exported over this period.

Darwin Port actively engages with current and potential mining customers, with a view to ensuring that infrastructure needs are sufficient to meet anticipated demand.

Over the period to 2030 it is expected that throughput will remain within the capacity of the existing bulk materials handling infrastructure and berth capacity, which will be supported by a leading asset maintenance and management regime.

In addition to shiploader capacity, the capability exists within the Port to load vessels via rotainer. This option is primarily suitable for lower volume, higher value products, but provides optionality to utilise additional berths for export operations.

Notwithstanding the confidence that adequate capacity exists to support future demand, there is expected to be a change in the mixture of products, with a shift from traditional exports such as iron ore (haematite), towards new products such as magnetite concentrate and potentially rock phosphate. Land use around the vicinity of EAW is also changing, with these factors combining to trigger the potential need to develop sheds for the placement of product stockpiles. The development of such sheds would possibly require the need for the upgrade of product handling conveyors and potentially the optimisation of rail dump infrastructure. These initiatives will be investigated further with port users if required.

4.2.2 Containerised freight

Containerised freight volumes have remained stable in recent years with around 20,000teu handled annually since 2019/20. This throughput has been driven by local demand, which in turn is driven by local economic activity and population growth.

Container handling is undertaken by mobile harbour cranes, and capacity has increased in recent years with the commissioning of two new cranes operated by Aurizon. The container receipt and dispatch yard (container yard), managed and controlled by Aurizon, has an estimated design throughput capacity of ~80,000teu.
Whilst there is clearly latent capacity within existing infrastructure to support underlying throughput forecasts, there are projects, industries and initiatives which have the potential to materially increase container volumes. These include;

- Cotton exports; there has been significant expansion of cotton production in the Northern Territory (and also northern Western Australia) with a gin in operation at Katherine and another under construction near Kununurra. There is an opportunity for the development of a significant export market through Darwin, which could potentially reach 10,000feu per annum. Adequate port capacity exists to support this level of throughput, but supporting infrastructure and services such as warehousing and biosecurity support services may require further development. Darwin Port is supportive of the industry and is committed to working with cotton exporters to assist in encouraging the industries development and growth.

- National transhipment (land bridging); Aurizon operates the Darwin-Tarcoola rail line and leases the container yard at East Arm. Aurizon has identified an opportunity to provide a container transhipment service, connecting southern consumer markets to destinations in Asia in a manner that avoids congestion at southern ports, whilst also providing a significantly shorter transit time. This concept is known as 'land bridging'. The first landbridging cargo movements commenced in late 2024. This market has great potential and the Port Development Plan considers potential opportunities for the progressive development of onshore capacity, whilst retaining a high degree of flexibility on timing and actual land use allocation. This will provide flexibility and enable Darwin Port to adapt as transhipped container numbers increase.

- Major project drivers; There are multiple major projects that have the potential to increase container volumes. These projects are discussed in more detail within Section 4.2.6.

The cumulative potential of these exciting growth areas is significant and could see a dramatic and sustained increase in container throughput which could be accommodated through progressive expansion and efficiency improvements if required. To this end, additional capacity has already been created through the expansion of land allocated to container handling operations.

4.2.3 Oil and Gas Industry

Oil and gas industry service vessels, termed 'rig tenders' are accommodated at the Marine Supply Base (MSB). The MSB is a facility, with a dedicated and experienced management Contractor, ASCO, operating the facility.

Demand for MSB services has been very strong, with record vessel numbers forecast for 2024/25 in excess of 600 port calls. This strong demand has been underpinned by robust commodity prices, which have incentivised exploration activity, as well as the construction of the Barossa gas project, including the offshore facilities as well as the gas export pipeline into Darwin.

The increase in activity has coincided with a parallel trend of increasing rig tender sizes, particularly amongst construction and development vessels. This has the potential to influence infrastructure requirements in the future. Activity in the oil and gas sector and associated demand for port services is expected to remain at robust levels in the coming years, with new industry sectors driving demand including an increase in decommissioning related vessel calls as well as the anticipated commencement of vessels supporting offshore carbon capture and storage (CCS) projects.

The forecast high levels of activity at the MSB combined with a trend towards larger vessels presents opportunities which will be investigated further by Darwin Port in consultation with ASCO as required.

Future potential opportunities relate to an emerging requirement for onshore infrastructure to support offshore oil and gas industry decommissioning requirements. There is a significant number of oil and gas projects in the Timor and Arafura seas, as well as further west into the Browse Basin, where Darwin is extremely well positioned to provide decommissioning support services.

This industry is at an early stage of development, but there is a significant future pipeline of opportunity, with forecast periods of higher intensity occurring over the remainder of the 2020s and the mid-2030s (primarily in the Bonaparte Basin) and ultimately post 2050 as the major Browse Basin fields come to their end of life.

4.2.4 Defence

The Australian Defence Force maintains an active presence in Darwin and the Northern Territory more broadly. Darwin Port plays a logistical support role for visiting vessels at both EAW and at FHW, including allied nations, most significantly in the support of the US Marines who maintain an ongoing local presence with biannual rotations.

Darwin Port is well equipped to support the ongoing needs of the Defence Forces, with the provision of access to our commercial wharves as well as significant laydown areas which can be used for storage and marshalling of equipment before and after transportation. Additional demand occurs during defence exercises, where bespoke planning and early engagement occurs to ensure availability.

Defence related port usage is difficult to forecast, however planning assumes that demand will be ongoing and provision is maintained for periodic usage of onshore hardstand.

4.2.5 Cruise Industry

The cruise industry is supported by the assets at FHW and has grown strongly in recent years, continuing a trend that was disrupted by the COVID pandemic. Vessel numbers reached an all-time high in 2023/24 with ongoing strong bookings, maintaining this growth rate in excess of 10% in FY2025 and FY2026.

The cruise market is a key industry for Darwin Port and local businesses associated with the tourism industry.

The nature of the cruise vessel fleet is evolving, particularly post COVID, with an increase in the relative proportion of smaller vessels. These are predominantly 'expedition' vessels which sail through the Kimberely region to Broome during the dry season months, returning to Darwin approximately once a fortnight.

The current 300m wharf line (and additional 60m span to mooring infrastructure) is fit for purpose and expected to continue to be able to service the growing trade to 2030 and beyond. Notwithstanding this, Darwin Port is committed to servicing this industry at the highest standard. Initiatives are being explored to enhance both the visitor experience (helicopter tours and terminal enhancements), as well as the efficiency of the facility for the cruise liners (improved fuel supply).

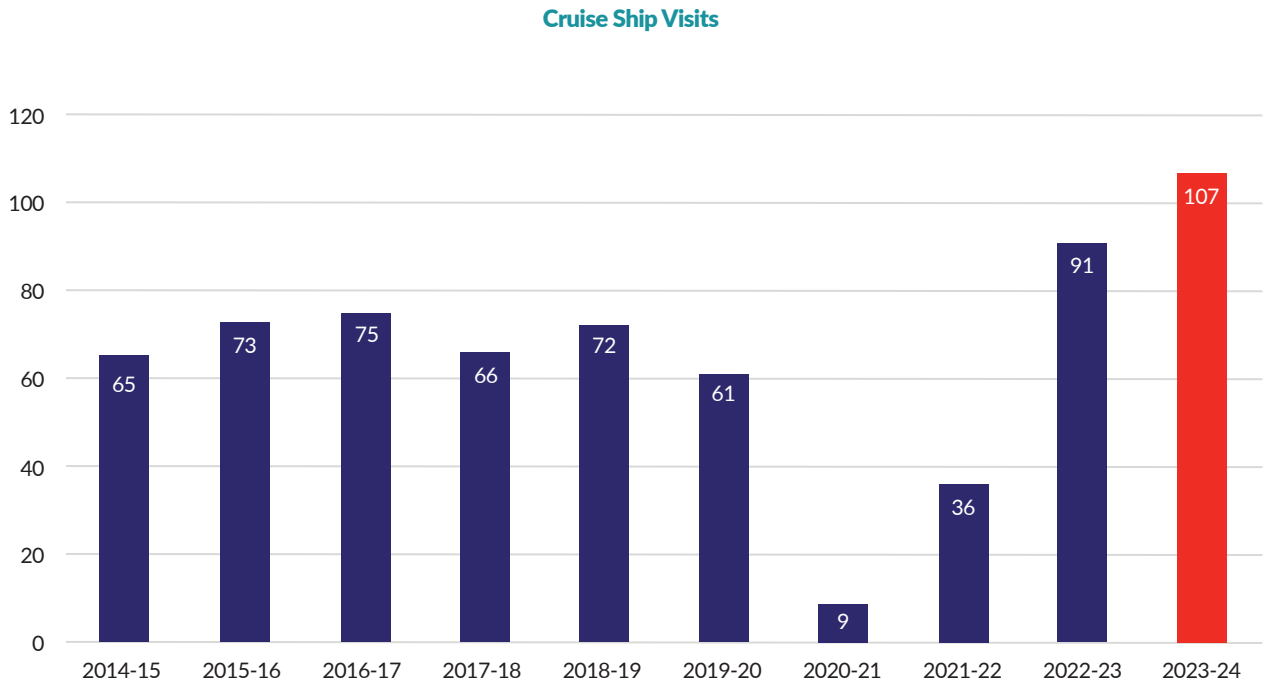


Figure 5: Total cruise ship visits per annum (noting impact of COVID 2020-2022)

4.2.6 Major project drivers

Darwin Port plays a key role in supporting the supply chains which underpin major construction projects. The outlook for such projects over the coming years is bullish, with several major scale projects currently under consideration by a range of proponents, including:

- **AA PowerLink (SunCable)** – a major renewable energy project proposed in the Barkley region.
- **Middle Arm Sustainable Development Precinct** – a master planned industrial estate and common user infrastructure planned in Darwin Harbour, which is proposed to complement the services provided by Darwin Port.
- **Onshore LNG plants** – proposed developments include additional processing trains at the existing INPEX and Darwin LNG site.
- **Offshore construction** – various offshore developments including, the Verus project operated by ENI
- **Onshore gas development** – works associated with the development of onshore gas resources, primarily in the Beetaloo Basin.

The timing and extent of project demand is difficult to forecast, however the common theme is that in most cases, the primary requirement is berth access and hardstand area for unload and temporary storage of cargos, largely breakbulk.

Darwin Port will continue to actively engage with project proponents to understand the specific project requirements, timeframes and challenges so that it can work with proponents to accommodate demand as and when required.

4.2.7 Agriculture (Cattle)

Live cattle exports continue to be the primary agricultural export from Darwin Port. The industry has deep roots in the Northern Territory and is a significant contributor to vessel traffic. The industry is cyclical, with volumes and vessel numbers varying significantly on the back of various factors, but is nonetheless regarded as stable and long term.

Livestock exports are currently undertaken across the main EAW berths, which provide deep draft access for vessels, however the majority of livestock vessels are of relatively shallow draft.

As such, if required, potential opportunities exist for the possible diversion of shallow draft livestock carriers to an alternate location adjacent to the current MSB, creating greater efficiency in berth utilisation. Darwin Port is planning to undertake further investigative works to explore this opportunity.

Significant and underutilised capacity exists for the export of processed meat via the refrigerated container park, constructed in 2017, with newly installed capacity for 192 refrigerated container 'slots'. This facility is significantly underutilised.

4.3 Master plan

Darwin Port has developed a conceptual Master Plan outlining the possible growth of the Port over the next three decades based on currently available information. The Master Plan documents the development steps that may be required to meet potential future demand.

The Master Plan will be reviewed, adapted and progressed periodically, on the basis of discrete usage and user demand.

Key components of the current Master Plan, include:

- Marine capacity growth, focussed on the east of the existing Marine Supply Base, in an area to be designated the Eastern Expansion Area **(EEA)**. The development of the EEA will combine optimisation of the MSB channel, with the potential expansion of navigable area and the addition of one or more shallow draft berths (or a potential small craft facility).
- Maintaining the existing wharf length at EAW, with only a minor (~50m) extension of the berth pocket at Berth 1 to be investigated, allowing for concurrent occupation of Berths 1 and 2 by large vessels.
- Hardstand areas to be increased (including infill and reclamation) initially in close proximity to the wharf and extending back.
- The establishment of designated transit areas in close proximity to the wharf catering for defence and project cargo volume fluctuations. Longer term users will be relocated away from operational areas (e.g. project laydown and stevedore storage operations).
- The transitioning of bulk ore storage from outdoor open stockpiles to undercover shed storage in the north of the site. The initial development will focus on one large (15,000m² shed) scalable via the addition of duplicate sheds.
- Establishment of an Oil and Gas decommissioning services facility.

The high level objectives of the Master Plan, as outlined above, are aligned with the discrete projects detailed within Section 5.

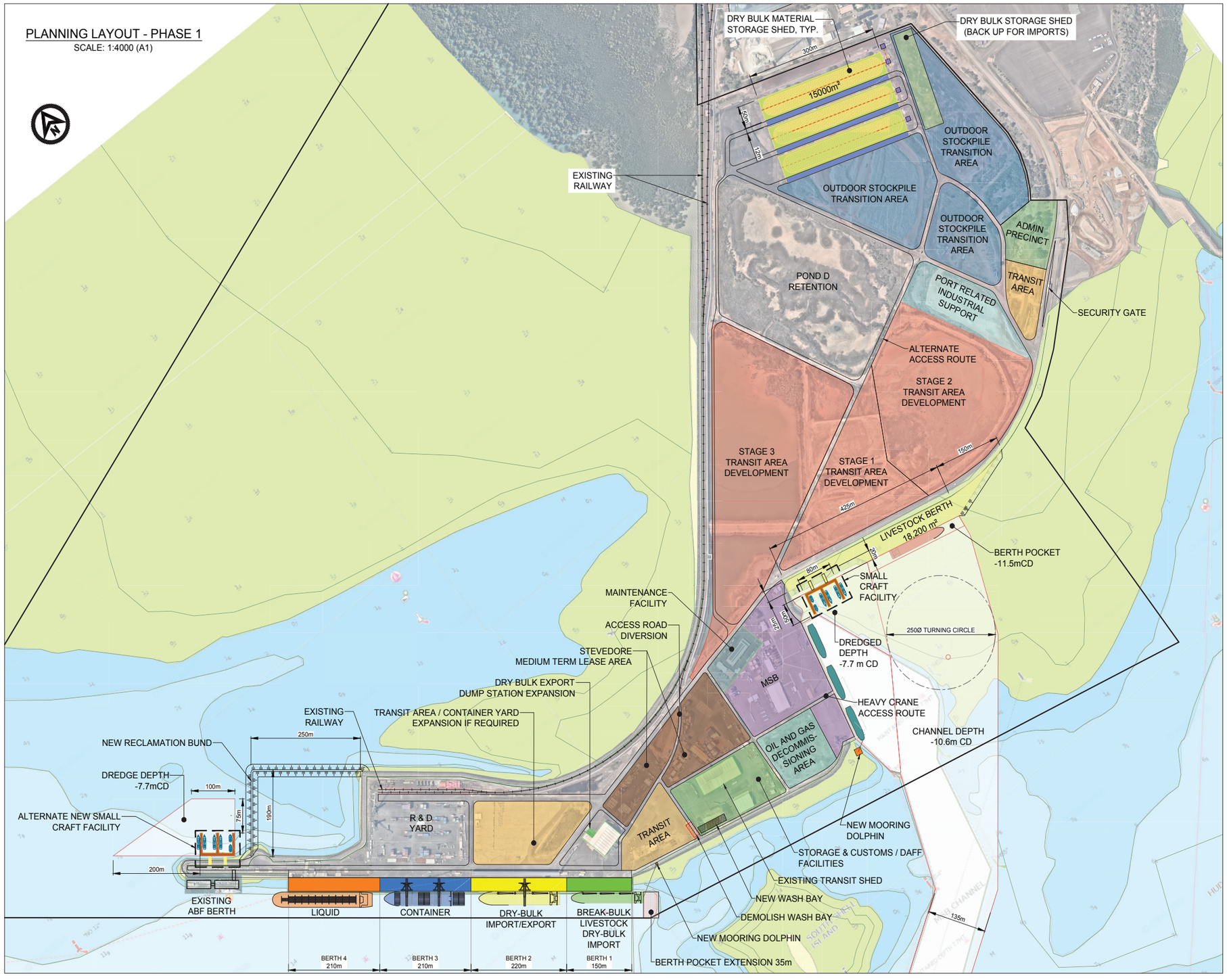


Figure 1 Master plan phase 1

The project would involve additional dredging and land reclamation and allow for the construction of two land backed wharve...

5 / KEY PORT DEVELOPMENT PROJECTS

Darwin Port anticipates potentially progressing multiple development projects over the period to 2030. A summary of key initiatives is provided in Table 1, which includes indicative delivery timeframes. The projects and initiatives outlined in Table 1 are discussed in detail in the following sections.

5.1 Marine Supply Base Channel Optimisation

The potential MSB channel optimisation includes the reassessment of the appropriate design vessel scale and demand profile to allow further assessment of the required berth length and channel (and other navigable area) dimensions. The scope includes the collection and analysis of metocean data, updated hydrodynamic modelling and navigation studies. These may lead to a renewed design of navigable areas and subsequent geotechnical investigations. The extent of dredging required will subsequently inform future design requirements which may include additional land reclamation (beyond the existing EAW settlement ponds).

Key Port Development Projects Table

	2025 Strategy	Initial Funding	FY25	FY26	FY27	FY28	FY29	FY30
Bulk Materials Shed Development Study	Yes	Yes						
Rail Optimisation and Expansion Study	Yes	Yes						
Marine Supply Base Channel Optimisation	Yes	Yes						
New Administration Building and Associated Services	Yes	Yes						
Stage 1 - Pond K development	Yes	Yes						
Stage 2 - Pond K development	No	No						
MSB Decommissioning Facility Development	Yes	Yes						
Pond F hardstand area development	No	No						
Fort Hill Wharf Terminal Enhancement	Yes	Yes						
Eastern Expansion Area Concept Development	No	No						
EAW Tug Pen Development	No	No						

Table 1 - Key Port Development Projects (grey shading indicates work underway, blue shading indicates future potential projects).

5.2 Eastern Expansion Area Concept Development

A potential second phase of the MSB channel optimisation study, will be the investigation of a wider expansion as identified in the Master Plan. This project may assess the technical and commercial viability of creating additional shallow draft berths located adjacent to the main access road and between the MSB and the newly constructed Darwin shiplift.

The project could involve additional dredging and land reclamation and allow for the construction of two land backed wharves, or alternately, one land back wharf as well as a new support vessel facility (tug pens). Geotechnical conditions in the area are relatively well understood, with the presence of high strength rock typically limiting the depth of economically viable dredging. This study could investigate these constraints, with the outcome informing future direction and decisions for dredging and land reclamation.

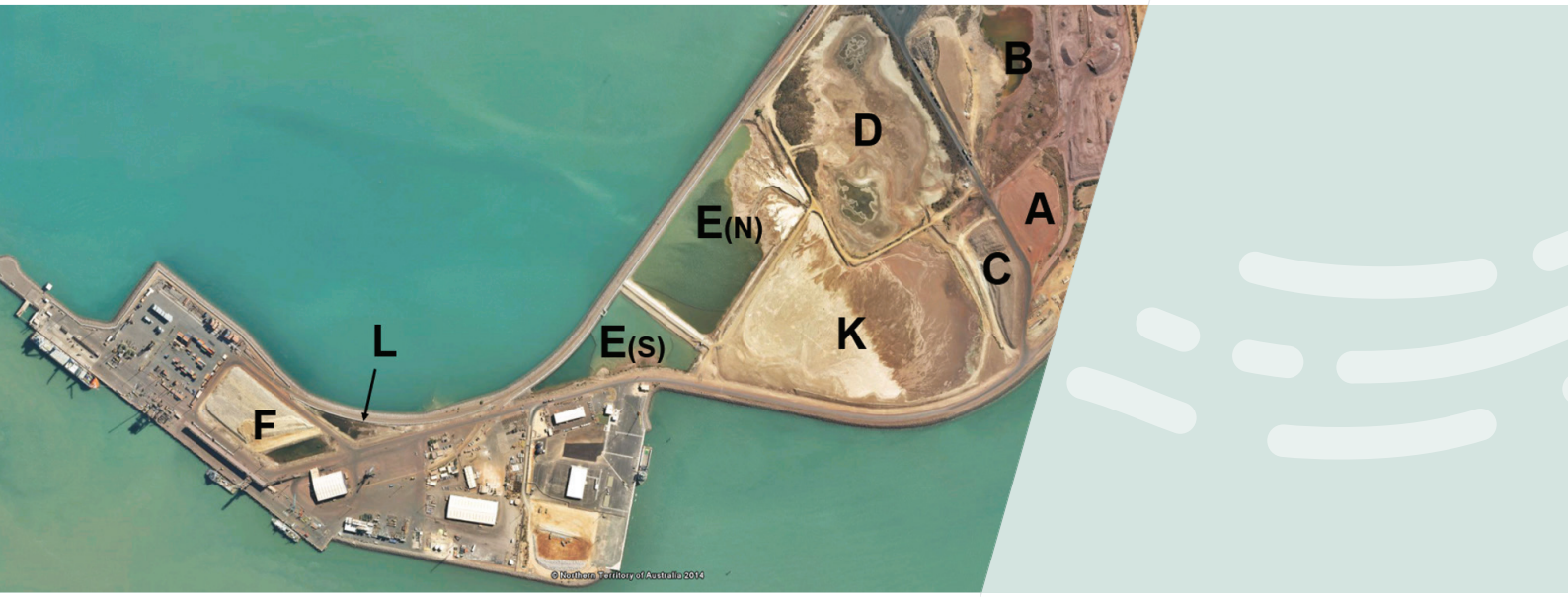
This development could create additional wharf capacity, allowing certain trades, such as livestock export, to be redirected from the main EAW deep water berths. This may increase efficiency in operations by decreasing overall wharf utilisation and improving availability for the trades which require deepwater access. There is additional opportunity to pursue targeted berth pocket deepening, allowing for deeper draft vessels to be accommodated, albeit with potential tidal restrictions on availability for access through the channel.

The construction of deeper draft berth pockets at the EEA potentially unlocks wider opportunities for the utilisation of this area for a greater variety of vessels. For example, there is a significant amount of land available adjacent to the site which could be developed in conjunction with the EEA to support large scale laydown of RO-RO or project cargoes.

The proposed study will assess these opportunities in detail, considering multiple design concepts, indicative costings and providing key supporting information to drive future studies.

5.3 Hardstand Development

Darwin Port has access to a significant 'bank' of currently undeveloped land which can progressively be developed to provide additional landside infrastructure to accommodate increased demand. The majority of these areas are identified by designations associated with previous reclamation ponds associated with the original construction of EAW, as shown below.



Darwin Port has commenced work on:

1. The design and approvals for the construction of additional hardstand to the rear of Berth 2 (Pond F). Approximately 8,000m² of strategically located land will be made available, whilst removing a physical bottleneck to traffic flows in the area. The project is being pursued independently by Darwin Port.

2. Preliminary design and geotechnical investigations for the potential construction of additional hardstand within Pond K, adjacent to the main access road and the MSB. An area of approximately 50,000m² is under assessment (nominally designated as Stage 1), with a view towards construction prior to 2028. The purpose of this development is to provide a large scale, dedicated, laydown area for RO-RO transhipment cargoes.

Following the completion of the Pond K Stage 1 hardstand development, focus may transition to the nominal Stage 2 area, also within Pond K. This could potentially provide an additional ~95,000m² of usable area, which is sufficient to meet feasible demand outlooks within the period to 2030. It is likely that material created through the levelling and profiling of the Stage 1 area can be beneficially reused, within Stage 2 for fill as well as pre-construction loading for ground consolidation.

5.4 Rail Optimisation and Expansion Study

The existing rail dump facility at EAW has an estimated productive capacity of around 6Mt per annum however this capacity fluctuates depending on various factors including product mix and productivity at the wagon/fixed infrastructure interface. Darwin Port is currently tendering for service providers to undertake a rail optimisation study which is designed to better understand the existing limitations and to identify incremental improvement opportunities to maximise the productivity of the existing system.

The second phase of this study may include a more holistic assessment of how a step change in rail capacity can be delivered.

The Master Plan assumes that a duplicate rail dump of similar style and function to the existing infrastructure may be required from the late 2030s. Potentially, this need could arise earlier if significant 'non-compatible' product volumes occur concurrently, for example phosphate and iron ore. As such, this aspect of the study will assess the most viable approach to allow for early planning of future development.

5.5 Bulk Materials Shed Development Study

Development of an undercover storage capability for bulk export products is a potential future project for Darwin Port. This capability will assist with product management, including dust and moisture levels, allowing for improved product hygiene and containment.

The Master Plan proposed a preliminary concept to develop a series of large sheds, ~15,000m² and nominally 90,000T storage capacity, located adjacent to the rail dump. The sheds are to be developed in stages, based on underlying demand, with shared connecting infrastructure including the product delivery conveyor system and associated civil services (e.g. roads, power, water supply, drainage management etc).

Darwin Port has released tenders to undertake the design of the first shed. This scope includes the design of the structure itself as well as design of modifications to the existing conveying infrastructure to facilitate product delivery into the shed from the rail dump. Design allowances will be incorporated to allow subsequent expansion to support additional sheds in future.

5.6 EAW Tug Pen Development

Tugs servicing shipping within the Port of Darwin are currently based at FHW at a location on the shore side of the jetty structure. This location is restricted in a number of ways and as a result the current tug operator has engaged with Darwin Port to progress the potential development of new, specifically designed, tug facilities to be located at EAW. This initiative would provide immediate access to more efficient and suitable facilities for the tug operator, whilst also providing capacity for future expansion in the event that towage requirements within the Port of Darwin increase in the coming years.

Initiatives to enhance the function and amenity of the facility...

5.7 Decommissioning Facility Development

To support the anticipated decommissioning needs of the offshore oil and gas industry, Darwin Port is working closely with ASCO to investigate the establishment of suitable support infrastructure within the MSB area. Darwin Port is ideally suited to provided logistical support to decommissioning activities across our Northern waters, with the ability to provide access to deep water berths, suitable onshore infrastructure and the deep pool of labour and expertise that resides in Darwin. An appropriate site has been identified and preliminary geotechnical investigation and hardstand design work has been undertaken. Further design and development will be progressed in consultation with ASCO and other relevant stakeholders with a view to the final facility providing up to 20,000m2 of laydown area, a large new shed and suitable washdown and water management facilities.

5.8 Fort Hill Wharf Terminal Enhancement

The current and forecast demand for cruise shipping at FHW is strong and can be accommodated with existing wharf infrastructure. Despite this Darwin Port has developed plans for a wharf extension for consideration should numbers continue to climb, however, it is not expected that these expansion plans will need to be pursued during the next 5 years.

Notwithstanding this, initiatives to enhance the function and amenity of the facility may be pursued in order to continue to improve the cruise industry customer experience. Specific initiatives currently under consideration include the installation of improved fuel bunkering facilities (in conjunction with Viva Energy). The provision of this infrastructure will allow for faster supply of fuel to cruise ships, whilst also removing tanker traffic from the wharf operations area. It is anticipated that this will lead to increasing volumes of fuel being bunkered, better serving the needs of our customers.

Darwin Port is also investigating potential improvements to the existing Cruise Terminal. Scoping is underway, including in relation to improvements to passenger facilities (ablutions) and more comfortable waiting areas.

LANDBRIDGE DARWIN PORT

T: 1300 327 946
E: darwinport@darwinport.com.au
www.darwinport.com.au