

MASTER PLAN

DARWIN PORT: 2025





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Our ambition to shape a future ready port that delivers value...

MESSAGE FROM THE CEO

Darwin Port stands on a foundation of partnership, foresight, and purpose.

We have undertaken a comprehensive body of work, combining detailed analysis, extensive stakeholder engagement, and targeted investment, to lay the groundwork for this Master Plan. It represents the culmination of careful planning, rigorous consultation, and a shared vision for Darwin Port to serve the Northern Territory and the region into the future.

This Master Plan is not the beginning, but a pivotal next step in a journey already in motion. It reflects the trust placed in us by our stakeholders, our commitment to continuous improvement, and our ambition to shape a future-ready port that delivers value far beyond its boundaries.

We have listened to our partners across government, industry, and the community. Their input has guided the phasing strategy, validated our forecasts, and reinforced confidence in our long-term direction. From cruise and defence operations to multimodal expansions that future-proof our container, dry bulk and rail throughput capacity, every part of this Master Plan is shaped by those who rely on the port.

With regional and global trade dynamics evolving at an unprecedented pace, the Master Plan provides the clarity and structure needed to assist Darwin Port in remaining a resilient, responsive gateway for trade that is scalable, secure, and purpose-built to accommodate growth and a competitive future.

For the Northern Territory and all stakeholders, this Master Plan delivers clarity, confidence, and credibility. It defines not only what we are doing, but why and how, with the commitment to evolve and the agility to meet future demand.

Peter Dummett
Chief Executive Officer
September 2025



INTRODUCTION

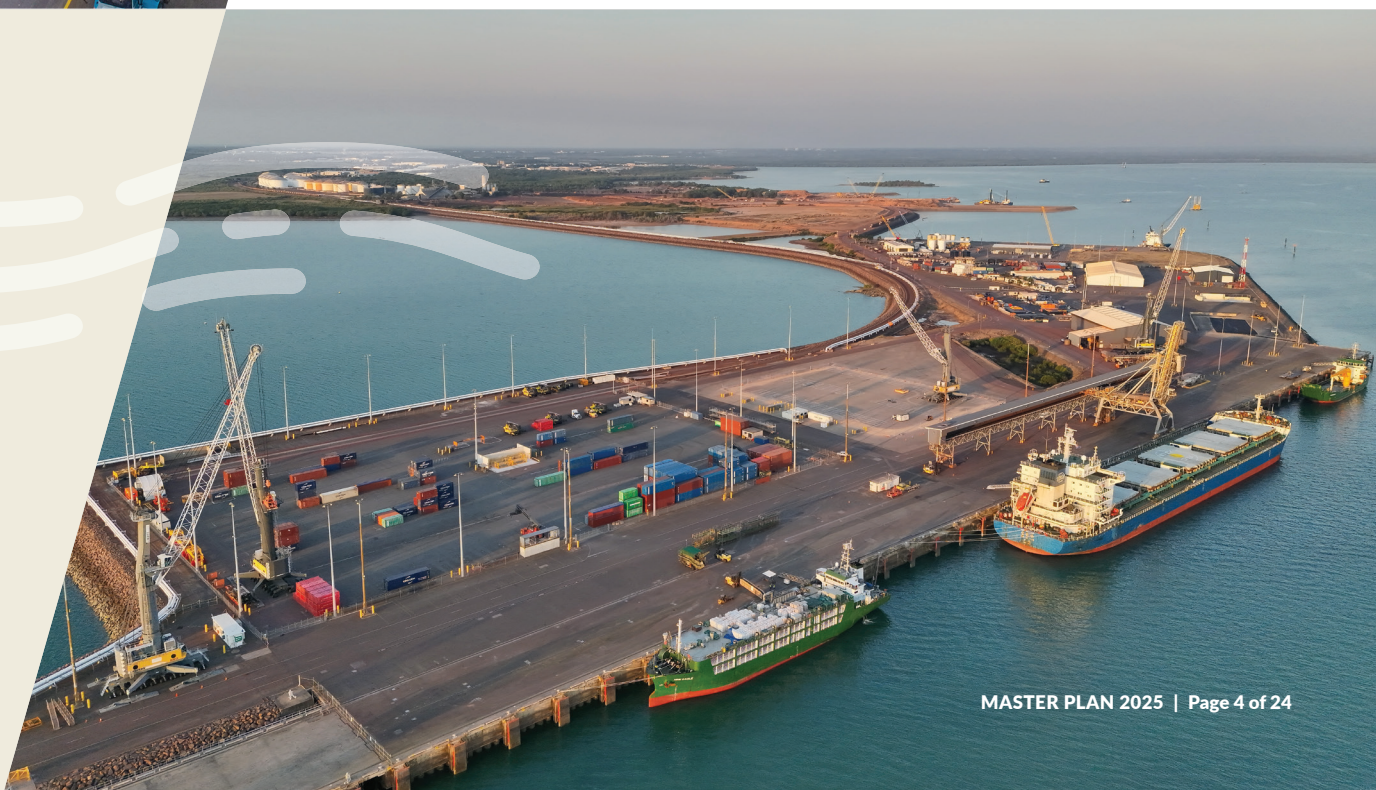
Darwin Port is northern Australia's only major multimodal port and a vital enabler of the Northern Territory's growth and prosperity. Its location near Asian trade routes provides a strategic advantage, supported by strong connections to national rail and road networks that extend deep into Australia's supply chain.

Darwin Port has the ability to sustainably support a diverse range of industries including agriculture, tourism, resources, defence, and oil and gas, by providing reliable and cost-effective services and essential infrastructure.

The Master Plan sets out a clear, long-term vision for the progressive development of the port over the next 30 years. It provides a strategic framework to guide infrastructure investment and operational planning, ensuring Darwin Port remains prepared to facilitate growing trade and continues to evolve as a key seaborne trade hub for the region.

The Master Plan outlines a staged approach to development: beginning with incremental upgrades to existing assets (when required) and progressing to transformative expansion. It balances the needs of emerging industries with the ongoing requirements of current stakeholders, ensuring flexibility and resilience in a dynamic operating environment.

Darwin Port recognises the challenges of forecasting long-term industry needs. This Master Plan is aspirational and forward-looking, and aimed at supporting efforts to prepare for, adapt and respond to future changes. Final development decisions will depend on market demand informed by detailed feasibility and business assessments.





STRATEGIC CONTEXT

Darwin Port supports a diverse range of activities and trades, including bulk exports, containerised cargo, fuel, defence, general freight, and cruise operations.

The Northern Territory has a unique and relatively small economy in the Australian context. It is influenced by national economic activity, the economic performance of its trading partners and its resource and energy endowments.

Key trade sectors, including resources, energy, agriculture and tourism are all susceptible to price fluctuations, global supply and demand dynamics, and exchange rate movements. While the port is experiencing a significant period of growth, this volatility can substantially affect the Northern Territory's economy and the projected demand for port services.

This Master Plan is underpinned by independent trade forecasts, and targeted stakeholder engagement.

Notwithstanding this, the development strategy is guided by adaptive phasing rather than fixed timelines. Infrastructure delivery is aligned to respond to defined demand thresholds and investment triggers, enabling responsive, market driven, flexible decision-making.

Phasing strategies, developed in consultation with stakeholders and outlined in Tables 1 and 6, ensure that investments are staged in alignment with operational

needs. Trade forecasts inform scalable infrastructure across key commodities and cargo types, positioning the port to meet evolving demand with precision and agility.

Objectives

Darwin Port's Master Plan aligns with its strategic goals to drive economic growth in the Northern Territory, and is designed to:

- Provide a framework for Darwin Port to meet forecast trade volumes through adaptable, staged investment
- Enhance operational efficiency, flexibility, and multimodal capability across port precincts
- Support emerging industries while sustaining capacity for existing stakeholders
- Provide resilience against shifting global trade patterns and environmental conditions
- Deliver high-quality infrastructure.

This framework offers a coherent pathway for sustainable port growth balancing immediate operational needs with the identification of long-term infrastructure opportunities. Marine and land-side upgrades are sequenced to support enhanced performance and targeted development.



TRADE FORECAST AND DEVELOPMENT OPTIONS

To inform the long-term vision for Darwin Port and identify the trade outlook for the Northern Territory, a major trade study was commissioned by Darwin Port. This comprehensive analysis assessed global, national and regional economic drivers including the Northern Territory economic and population outlook.

The study identified the key commodities and projected trade volumes for the port, through to 2053, presenting three growth scenarios: conservative, base, and optimistic.

The Master Plan typically considers the optimistic growth scenario to allow infrastructure planning to accommodate the highest potential demand, providing capacity and adaptability for the future.

The optimistic scenario incorporates all known projects (as of early 2024) within Darwin Port's catchment area, including many that are still at the pre-investment decision stage. While these projects represent significant potential, there is uncertainty regarding their timing, feasibility, and whether they ultimately proceed.

Trade volumes are presented in three phases, aligned with forecast step-change increases in demand, rather than fixed direct timelines. This approach ensures that infrastructure development is responsive, scalable, and aligned with real-world trade thresholds.

Table 1: Adopted trade volumes for master plan

Cargo type	Unit	FY2025 Actuals	Phase 1	Phase 2	Phase 3
Bulk ores export	Tonnes	325,658	7,000,000	10,000,000	13,000,000
Bulk ores import	Tonnes	0	1,500,000	6,500,000	6,500,000
Container import and export	TEU pa	25,496	100,000	250,000	300,000
Fuels and liquids	Kilo litres	1,111,391	1,100,000*	1,600,000	2,000,000
Clinker	Tonnes	201,113	150,000*	150,000	180,000*
Livestock export	Head	444,341	300,000*	300,000*	300,000*
Vehicles (base)	Units	7,867	15,000	20,000	25,000

* Adopted volumes in forecast periods are less than current actuals. In these cases, infrastructure capacity does not limit throughput.



CURRENT AND EMERGING TRADE PROFILE

Darwin Port handles a broad and evolving mix of trades and activities, each with its own operational requirements and growth trajectories. This analysis provides a qualitative overview of Darwin Port's current key sectors and emerging industries likely to influence future demand.

Bulk Materials

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

Bulk material exports are forecast to reach 13 Mt per annum in Phase 3, a dramatic increase from current levels. The mix of products is also expected to evolve, with the future throughput profile to include both traditional products such as iron ore, but also new products such as phosphate and various mineral concentrates.

In order to support this important industry into the future, the Master Plan documents several key initiatives. These include;

1. The transition of bulk material storage to undercover sheds. This will allow for improved product integrity; managing water ingress during the wet, and minimising dust generation during the dry.
2. Elimination of road haulage via the establishment of conveying systems linking the storage sheds to the shiploader(s). This will lead to both safety and productivity improvements for users.

3. Expansion of rail dump capacity and;
4. The addition of a second shiploader and dedicated berth.

Containerised freight

Containerised volumes have remained stable at around 20,000 teu annually since 2019/20. This throughput has been driven by local demand, linked to local economic activity and population growth.

Container handling is supported by mobile harbour cranes, with capacity boosted in recent years with two new cranes operated by Aurizon. The container yard, managed by Aurizon, has a design throughput capacity of ~80,000 TEU with the ability to rapidly increase overall container handling capacity through the use of existing developed land.

The Master Plan caters for the expansion of the container freight to a minimum of 300,000 TEU in Phase 3. A major step change in container handling capability is delivered as part of the Phase 2 development. This phase includes the development of a new dedicated container facility, the expansion of rail connectivity, and the transition of container handling from mobile harbour cranes to dedicated ship-to-shore (STS) container handling cranes. The location of the new container yard will also allow for the segregation of cargo handling activities from other port traffic flows. This presents the opportunity for the introduction of new technology, improving efficiency and safety outcomes.

The drivers for the forecast increase in container demand are varied and furthermore the demand profile is expected to fluctuate over time. As a result, the Master Plan provides significant flexibility and the ability for large transit areas to be utilised for different purposes over time.



Importantly, if demand occurs ahead of projections, there is the ability to rapidly re-purpose existing areas to increase container capacity, without the major construction and long lead times associated with the Phase 2 yard development.

Major project drivers

Darwin Port plays a critical role in supporting the supply chains for major construction projects. The outlook over the coming years is bullish, with several large-scale developments currently under consideration by a range of proponents. These include:

- AA PowerLink (SunCable) – a major renewable energy project proposed in the Barkly region.
- Middle Arm Sustainable Development Precinct – a master planned industrial estate and common user infrastructure in Darwin Harbour, proposed to complement Darwin Port's services.
- Onshore LNG plants – proposed developments include additional processing trains at the existing INPEX and Darwin LNG sites.
- 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.

While the timing and extent of demand from these projects is difficult to forecast; a common theme is the primary requirement for berth access and hardstand areas for unloading and temporary storage of cargos, largely breakbulk.

The cumulative potential of these exciting growth areas is significant and could lead to a dramatic and sustained increase in cargo throughput.

Oil and gas industry

The Marine Supply Base (MSB), has performed strongly in recent years. Continued high demand is expected, with growth from decommissioning and emerging offshore carbon capture and storage projects occurring alongside the traditional service areas.

The recent increase in activity has coincided with a trend towards larger rig tenders, particularly among construction and development vessels, with this trend expected to continue in the coming years.

As a result of this industry wide trend, there is an opportunity to expand and optimise the MSB to support the future vessel fleet. This will also ensure that availability of the EAW berths prioritised for larger, deep draft, trade vessels.

The Master Plan anticipates that this will involve the extension of the berth pockets, via the installation of a new mooring dolphin. Navigation to and from the facility, a current operational constraint, will also be eliminated by dredging to expand the access channel and navigation areas (also associated with the development of new berths to the east of the facility).

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 Defence, providing access to commercial wharves and significant laydown areas for storage and marshalling of equipment before and after transportation. Additional demand occurs during defence exercises, where bespoke planning and early engagement ensure availability.

The Master Plan would enable Darwin Port to continue to provide this service, with significant flexible use hardstand areas available within the Port across each of the three development phases.

Cruise industry

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

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

The nature of the cruise vessel fleet is evolving, with an increase in the proportion of smaller 'expedition' vessels that sail through the Kimberley region to Broome during the dry season, returning to Darwin approximately once a fortnight.

Agriculture (cattle)

Live cattle exports remain Darwin Port's primary agricultural export, deeply rooted in the Northern Territory and a major contributor to vessel traffic. While cyclical in nature, with volumes and vessels numbers varying, the industry is considered stable and long-term.

Livestock exports currently use the deep draft main EAW berths, although most livestock vessels are shallow draft. To capitalise on this opportunity, the Master Plan contemplates the relocation of this trade to a site adjacent to the current MSB, improving berth utilisation efficiency. The relocation of this trade to a specialised and suitable wharf will deliver significant wider benefits, including the segregation of traffic flows.

Additionally, the refrigerated container park built in 2017, with newly installed capacity for 192 containers, offers significant, underutilised potential for processed meat exports.

Table 2: Distinctive layout options for master plan study

Layout Option	Rationale
Option 1	Focussed on the development of a large vehicle 'RO-RO' transshipment industry to cater for forecast growth in vehicle imports and for other cargo types.
Option 2	Measured approach aligned with trade forecasts to cater for all cargo types, developing the area east of the MSB for smaller vessels, shallow draft vessels (predominantly livestock carriers), and defence vessels, with flexibility for future expansion.
Option 3	Expansion of the MSB area to accommodate larger vessels and other cargo types and commodities, extending towards the Darwin Shiplift boundary.

MASTER PLAN DEVELOPMENT SCENARIOS

The Master Plan was developed through a structured evaluation of three alternative development scenarios. Each scenario was based on comparable trade inputs but varied in the prioritisation of different trade opportunities and development strategies. Each reflects a different strategic emphasis, ranging from rapid growth in specific trade sectors to more measured, flexible expansion aligned with forecast demand.

Following a collaborative evaluation process, including workshops held with Darwin Port in 2024, each scenario was assessed for operational feasibility, environmental impact, capital investment requirements, and overall viability.

Through comparative analysis, option 2 emerged as the preferred development scenario for further refinement and cost estimation. It offers the best balance between immediate operational needs and long-term flexibility, ensuring Darwin Port remains agile and capable of supporting both established and emerging industries.

The Master Plan identifies option 2 as the most strategically relevant approach, aligning infrastructure investment with long-term trade potential. Its phased implementation enables the port to adapt and respond to evolving trade demands, while offering flexibility and scalable opportunities for future expansion. This strategy also reinforces the port's vital role in supporting the Northern Territory as a gateway for northern Australia.

Phasing Strategy

With option 2 confirmed as the preferred development scenario, the Master Plan sets out a clear staged implementation strategy across three distinct phases. This phased approach ensures infrastructure delivery is aligned with forecast trade thresholds, operational priorities, and investment readiness. Each phase builds upon the previous, progressively enhancing Darwin Port's capacity, flexibility, and resilience.

PREFERRED OPTION - PHASE 1 DEVELOPMENT

Phase 1 focuses on optimising existing infrastructure, enhancing operational capacity, and preparing strategic areas for future expansion. It includes targeted upgrades to marine and land-side infrastructure to meet immediate trade demands and establish a scalable foundation for subsequent development.

Marine Infrastructure

At East Arm Wharf (EAW), berths 2, 3, and 4 will remain unchanged. Berth 1 will receive a 35-metre berth pocket extension and a new mooring dolphin on the southern land side, enabling concurrent berthing of a Panamax bulk export vessel at berth 2 and a vessel up to ~ 160 metres at berth 1. These upgrades will improve scheduling flexibility and reduce peak-period delays.

A new mooring dolphin at the end of Marine Supply Base (MSB) berth 1 will support simultaneous berthing of up to three larger Offshore Support Vessels (OSVs), increasing offshore service capacity.

To the east of MSB, a small craft facility is proposed for pilot boats and tugboats, with an alternate location identified behind the berth currently used by the Australian Border Force (ABF). A new multi-purpose berth for shallow-draft vessels up to 150 metres LOA is also planned, primarily serving livestock and defence operations, with flexibility for general cargo.

These developments will be supported by approximately 18,200m² of land reclamation and associated dredging works to improve operational access to support vessel logistics.

The development of this 'Eastern Expansion Area' (EEA) will increase berth availability at the primary deep-water berths (berths 1-4) for other trades, including bulk exports, bulk imports and the container trade.

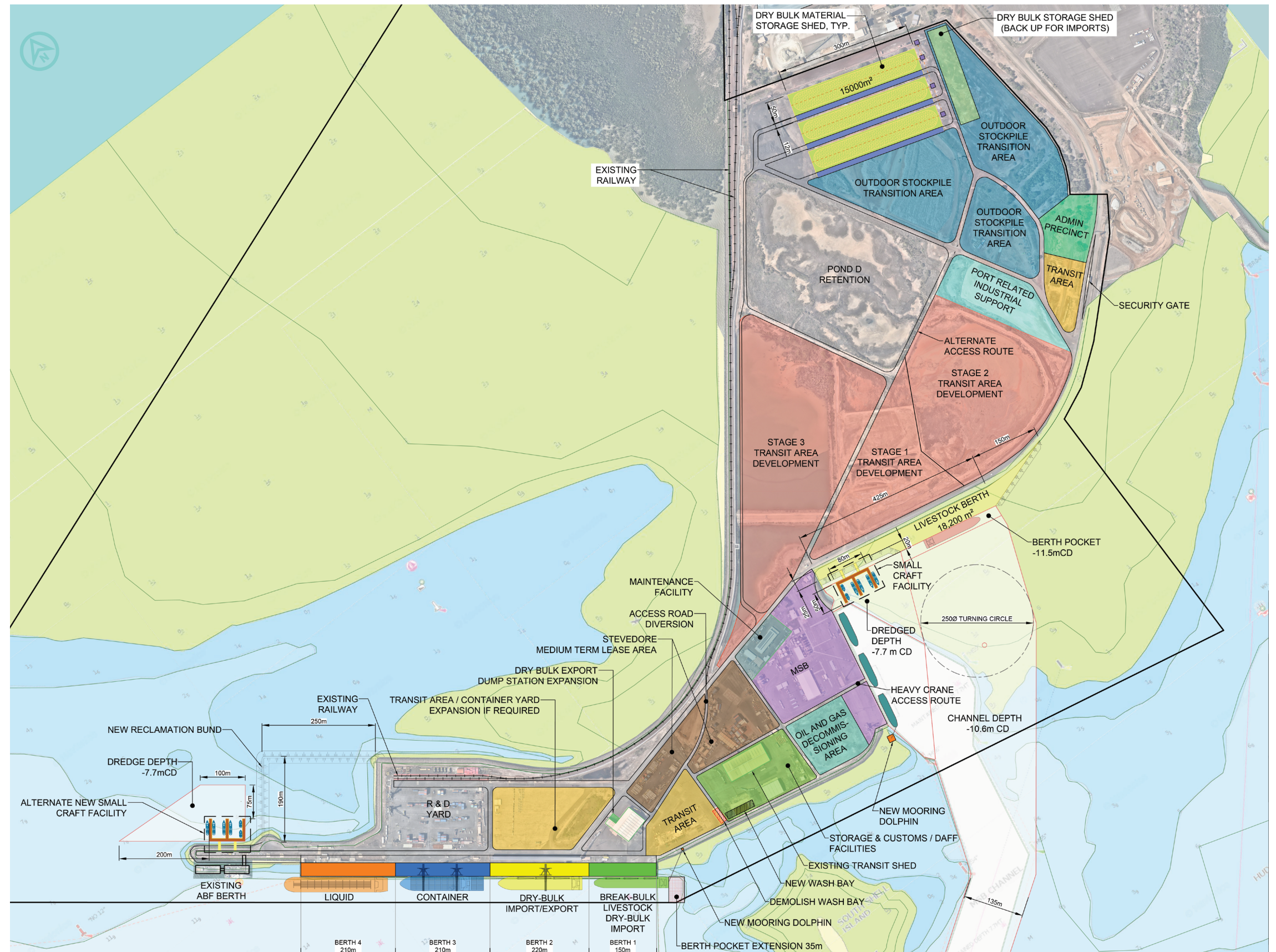


Figure 1: Preferred Option - Phase 1 development plan



An alternate access route is proposed to separate heavy and light vehicle movements, improving safety and operational flow...

Land Infrastructure

The dry bulk truck dumping station behind berth 2 will be expanded with an additional bin and extended shed, allowing multiple haulage trucks to unload simultaneously. This will increase loading capacity from 1,100 to 1,500 tonnes per hour and improve throughput efficiency.

Open ore stockpile areas will be replaced with three enclosed sheds (15,000m² each) for dry bulk exports, plus an additional 220m x 45m shed for dry bulk import storage. These facilities will connect to the train dump station via conveyor for incoming ore, with internal haul roads supporting truck movements.

Relocating the administration precinct near the port gate will release high-value inner-port land for cargo operations. The new facility will also improve accessibility for port users and stakeholders.

Dredged material can be used to reclaim and stabilise land parcels, enabling the staged development of transit areas. All ponds except Pond D can be filled and converted to hardstand.

The reefer park adjacent to the R&D yard, at the rear of Berth 1 and reclaimed areas behind the small craft facility may be used for transit cargo or container yard expansion. The availability of these transit areas is central to maintaining a capability to handle increased volumes of breakbulk cargoes, which are anticipated to be associated with major construction projects.

Pond D will remain in place, with haul roads constructed around its perimeter. Additional land parcels will be allocated for port-related industrial support, including warehouses.



Table 3: Key features of Preferred Option - Phase 1 development

Element	Features
Channel	<ul style="list-style-type: none"> - MSB channel width increased from 100m to 135m. - MSB swing basin diameter increased to 250m. - Declared depth -10.6m CD.
Reclamation bund	<ul style="list-style-type: none"> - Reclamation bund behind Berth 4 to contain dredged material, sequence to be determined through detailed dredge and construction program
Reclamation	<ul style="list-style-type: none"> - 18,200m² area behind the small craft facility and proposed new berth.
Small craft facility	<ul style="list-style-type: none"> - Pontoons with gangway to accommodate two pilot boats and additional tugboats.
Mooring dolphin at MSB Berth 1	<ul style="list-style-type: none"> - A new mooring dolphin structure to allow berthing of up to three larger OSVs.
Mooring dolphin at EAW Berth 1	<ul style="list-style-type: none"> - A new mooring dolphin structure has been proposed on landside to cater for dry bulk import vessels when Berth 2 is occupied by dry bulk export vessel.
Bulk material stockpile	<ul style="list-style-type: none"> - Three enclosed ore stockpiles sheds of 15,000m² each connected with conveyors to the existing train dump station. - An additional dry bulk import storage shed.
Existing truck dump station	<ul style="list-style-type: none"> - Expansion of existing truck dump station shed with a new bin.
Roads	<ul style="list-style-type: none"> - Internal haul road network and access road diversion.
Conveyor system	<ul style="list-style-type: none"> - Incoming conveyor system from the new storage sheds connecting to the existing rail dump conveyor system.
Land parcels	<ul style="list-style-type: none"> - Areas allocated for: <ol style="list-style-type: none"> 1. Transit area / container yard expansion area if required 2. Stevedore medium term lease area 3. Storage and customs / DAFF facilities 4. Oil and gas decommissioning area 5. MSB 6. Maintenance facility 7. Transit area 8. Port related industrial support area 9. Outdoor stockpile transition area 10. Administration precinct for port users

PREFERRED OPTION - PHASE 2 DEVELOPMENT

Phase 2 introduces new infrastructure to support containerised trade growth, reconfigures bulk liquid operations, and expands land-side capacity. These targeted investments are designed to accommodate increasing trade volumes, improve modal integration, and enhance operational flexibility.

Marine Infrastructure

Berth 4, currently used for bulk liquid cargo, is proposed to be developed and repurposed as a container handling berth. Together with the adjacent berth, this will form a two-berth container terminal with a combined length of 420 metres, capable of handling up to 250,000 TEUs per annum.

To maintain bulk liquid capacity, a new berth, Berth 5—is proposed adjacent to Berth 4. Unlike dolphin structures, Berth 5 will be a continuous berth, offering flexibility for future repurposing. Its apron will be available for general cargo handling when not in use by bulk liquid vessels. Dredging would be required to ensure adequate water depth for safe navigation and berthing.

Australian Border Force (ABF) operations would be relocated to a new site west of the container yard reclamation area, behind Berth 5. The new facility would replicate the existing setup, including a pontoon and gangway system with a total berth length of 120 metres. A dedicated dredged channel would provide secure access.

Ground improvement works are proposed for approximately 50,000m² of previously reclaimed land behind Berth 4 and adjacent to the R&D yard. This will enable expansion of the container stacking yard. Bulk liquid pipelines would be rerouted along the perimeter of the reclaimed area to maintain uninterrupted operations.

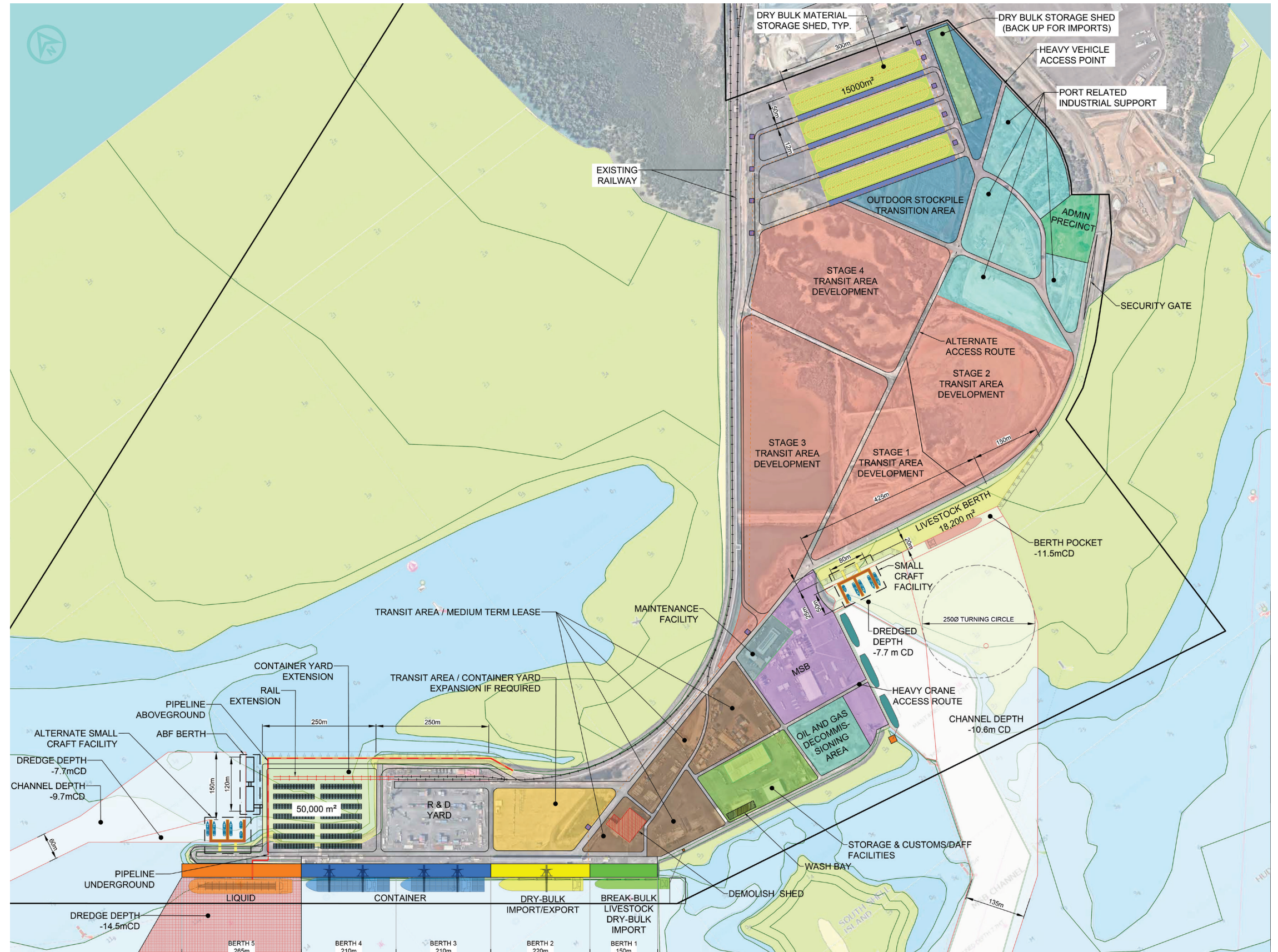


Figure 2: Preferred Option - Phase 2 development plan

Land Infrastructure

To support increased container throughput, the existing rail line terminating at the R&D yard could be extended by 270 metres into the new container yard. This will accommodate additional container wagons and improve intermodal efficiency.

Dry bulk capacity will be expanded through the construction of an additional enclosed 15,000m² storage shed. A new conveyor system connecting these sheds to Berth 2 will increase the ability of the outgoing bulk handling system to consistently load at the shiploader design rate of 2,000 tonnes per hour.

The existing truck dump station would be demolished, and the area repurposed for transit cargo and potential container yard expansion, aligning with port land-use optimisation goals.

In this regard, Phase 2 will provide significant flexibility for land use allocation, with around 115,000m² of hardstand available for transit cargoes, or medium term lease in proximity to the Berths 1 and 2. This provides optionality to support significantly higher container throughput, grow the RO-RO trade, or to handle increasing breakbulk volumes.

Additional hardstand areas will be developed to the north, repurposed from outdoor stockpile transition zones, to support port-related industrial activities and provide flexible space for future operations.





Table 4: Summary of key features of the Preferred Option - Phase 2 development

Element	Features
Berth 4	<ul style="list-style-type: none"> - Berth 4 repurposed to handle container vessels.
Berth 5	<ul style="list-style-type: none"> - Construction of a new 265m berth 5 for bulk liquid cargo and pipelines rerouted along the edge of reclaimed land to this berth.
ABF Berth	<ul style="list-style-type: none"> - Relocate ABF berth to behind berth 5 along the western edge of the container yard extension.
Dredging	<ul style="list-style-type: none"> - Dredging for Berth 5 access and berth pocket. - Dredging for new ABF berth access channel and basin.
Reclamation	<ul style="list-style-type: none"> - Reclamation of about 50,000m² behind Berth 4 adjacent to the R&D Yard to support increase in container throughput.
Container rail line extension	<ul style="list-style-type: none"> - 270m rail line extension into the new container yard to support the required throughput increase.
Bulk material stockpile	<ul style="list-style-type: none"> - An additional storage shed of 15,000m² is required to meet the required storage capacity.
Conveyor system	<ul style="list-style-type: none"> - Extension of incoming conveyor system for the additional storage shed. - Conveyor system from the storage sheds to berth 2.
Land parcels	<ul style="list-style-type: none"> - Demolish truck dump station and increase area available for transit cargo area and container yard expansion if required. - Stevedore medium term lease repurposed to transit cargo area or container yard expansion if required. - Additional area for port related industrial support, repurposed from outdoor stockpile transition area.

PREFERRED OPTION - PHASE 3 DEVELOPMENT

Phase 3 delivers the final stage of major infrastructure expansion under the Master Plan. It focuses on reconfiguring marine assets to support long-term bulk export and liquid cargo operations, while further enhancing land-side capacity and modal integration.

Marine Infrastructure

Berth 5 is proposed to be repurposed as a dry bulk export berth, equipped with a new ship loader capable of handling at least 2,000 tonnes per hour.

To maintain bulk liquid capabilities, a new berth (Berth 6) is planned adjacent to Berth 5. Berth 6 would consist of berthing and mooring dolphins with a central loading platform fitted with marine loading arms, connected to the land via a 140-metre access trestle. Dredging would be required to ensure safe navigation and berthing depth.

Land Infrastructure

Bulk liquid pipelines would be rerouted from Berth 5 to Berth 6 to align with the revised berth functions.

To accommodate increased bulk volumes, a new enclosed 15,000m² shed would be added, expanding storage capacity. A new conveyor system would link the sheds to Berth 5, supporting outbound bulk material handling at 2,000 tonnes per hour. The conveyor network will be designed for flexible connectivity between any shed and any bulk export berth, improving operational responsiveness and throughput efficiency.

A new rail spur line would be constructed, comprising two 1,200-metre tracks and a new rail dump station. The spur will be designed to avoid interference with existing rail and container operations, with revetment extension ensuring uninterrupted rail throughput.

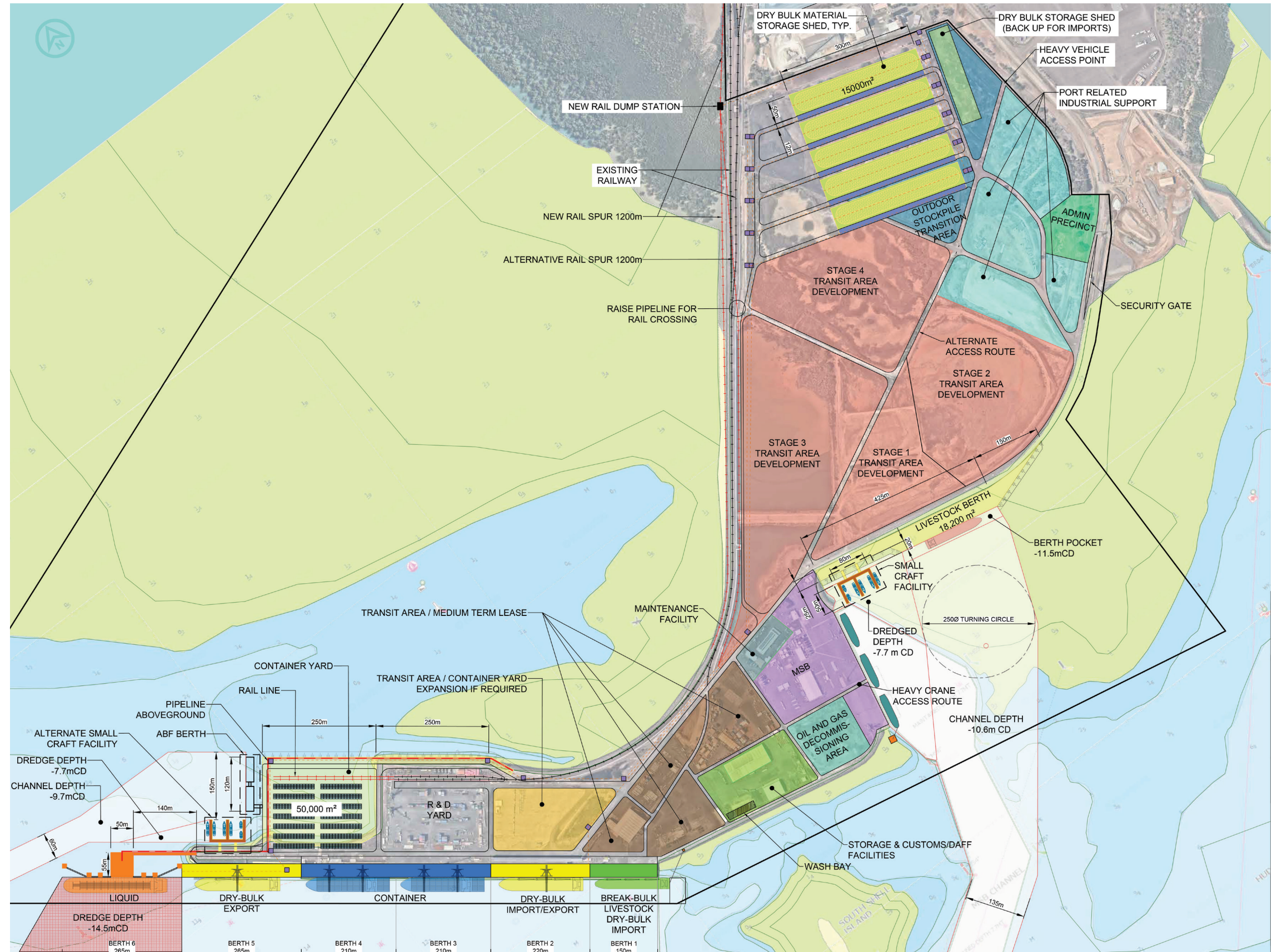


Figure 3: Preferred Option - Phase 3 development plan

Table 5: Summary of key features of preferred option - Phase 3 development

Element	Features
Berth 5	- Repurposed berth 5 to a dry bulk export berth with a 2,000 tonnes / hour capacity ship loader.
Berth 6	- A new bulk liquid berth. The proposed structure would be a set of berthing and mooring dolphins with a central loading platform connected to land via a 140m long access trestle. The existing pipelines would be rerouted from berth 5 to berth 6.
Dredging	- Dredging for berth 6 access and berth pocket.
Bulk material stockpile	- An additional storage shed of 15,000m ² is required to meet the required storage capacity.
Rail spur	- A new 2 x 1,200m rail spur to handle additional capacity for bulk material.
Rail dump station	- A new rail dump station to handle additional capacity for bulk material with capacity of 2,000 tonnes/hour.
Conveyor system	- A new conveyor system is required to connect the new rail dump to the storage sheds. - Extension of incoming conveyor system for the additional storage shed. - Conveyor system from the storage sheds to Berth 5 and re-configuration.
Land parcels	- Additional area available for development.





Phase 3 reflect Darwin Port's progression toward a flexible, future-ready port precinct, optimised for scale, diversified trade, and sustainable regional growth.

Planned upgrades to Darwin Port's container handling and intermodal capabilities, including a rail line extension enabling throughput of up to 367,920 TEUs per annum, affirm its readiness to support sustained cargo growth. As trade volumes expand, Darwin Port will continue investing in infrastructure that supports seamless modal transfer and efficient terminal operations.

Table 6: Phased summary - Container handling equipment

Handling Area	Phase 1	Phase 2	Phase 3
Berth	2x mobile harbour cranes	2x STS cranes in total	2x STS cranes in total
Yard	Reach stackers	RTGs	RTGs
Rail	Reach stackers	RTGs	RTGs

Containers to be handled at Berth 3 in Phase 1, and at Berths 3 and 4 in Phases 2 and 3.

Table 7- phased summary - Dry bulk exports handling operations

Handling Area	Phase 1	Phase 2	Phase 3
Berth	1x berth with conveyor and loader 1,500 tons/hr capacity	1x berth with conveyor and loader 2,000 tons/hr capacity	2x berths, each with conveyor and loader 2,000 tons/hr capacity
Yard	3x enclosed bulk storage sheds, wheel loader reclaim to trucks	4x enclosed bulk storage sheds, wheel loader reclaim to 1x 2,000 tons/hr capacity conveying system	5x enclosed bulk storage sheds, wheel loader reclaim to 2x 2,000 tons/hr capacity conveying system
Rail	1x existing rail dumping station connected with conveyor to all sheds	1x existing rail dumping station connected with conveyor to all sheds	1x existing rail dumping station, 1x new rail dumping station, both connected with conveyors to all sheds
Road	Trucks from stockpile sheds to the truck dumping station	No trucks used	No trucks used



FORT HILL WHARF

Fort Hill Wharf (FHW) has been considered independently from EAW, reflecting its distinct role in primarily supporting Darwin's cruise tourism sector.

Cruise vessel calls are projected to grow at an average annual rate of 5%, reaching over 375 vessels annually by 2050, based on Australian Cruise Association data. Investment in FHW infrastructure will ensure continued operational capacity to support international tourism, customs, and defence.

Currently, the wharf can accommodate either one vessel up to 350-metre LOA vessel or two vessels of up to 150 metres LOA simultaneously.

To expand capacity and support the continued growth of the cruise tourism in the Northern Territory, a 70-metre wharf extension and a new mooring dolphin are planned as part of the Darwin Port's infrastructure upgrades.

Additional enhancements include a new covered pedestrian walkway and an expanded passenger terminal building. These upgrades will improve operational efficiency and flexibility, enable streamlined customs and immigration processing and support concurrent operations for both domestic and international vessels.

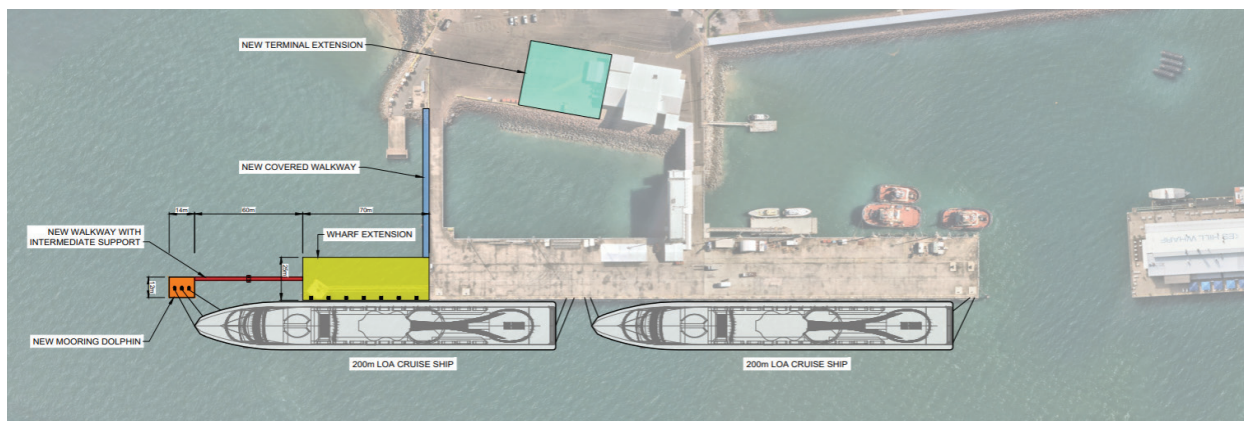


Figure 4: Proposed extension of FHW

Table 8: Cost estimate projections

Phase	Lower Range (exc. GST)	Median Cost Projection (exc. GST)	Upper Range (exc. GST)	Construction Duration (design and approvals to delivery)
EAW Phase 1	\$520M	\$580M	\$700M	5 years
EAW Phase 2	\$340M	\$380M	\$460M	5 years
EAW Phase 3	\$330M	\$365M	\$440M	4 years
FHW	\$75M	\$85M	\$105M	2-3 years

Costing and Construction Timeframe

The cost estimates in Table 7 represent order of magnitude projections for the phased delivery of Darwin Ports master plan based on market conditions current as of 2025. These figures provide a strategic baseline for planning, it is expected that infrastructure and construction costs will increase over time due to inflation, market shifts, and regulatory changes.

Summary

This Master Plan provides a scalable, demand-responsive framework for infrastructure development, ensuring Darwin Port evolves in step with trade growth and demand. Through a phased approach, the Master Plan identifies targeted upgrades and strategic expansion aligned with forecast thresholds, enabling timely investment and operational flexibility.

The Master Plan comprises three development phases for EAW, alongside separate upgrade plans for FHW. Each phase is structured around indicative timeframes and targeted priorities:

- Phase 1: focusses on optimising existing infrastructure, enhancing operational capacity, and preparing strategic areas for future expansion.
- Phase 2: introduces new infrastructure to expand containerised trade growth and reconfigures bulk liquid operations to meet evolving demand.
- Phase 3: Represents final stage of major infrastructure expansion program, focussing on reconfigured marine assets, enhanced bulk export capabilities and improved modal integration.
- Fort Hill Wharf: Standalone upgrades supporting the continued growth of Darwin's cruise tourism sector through expanded berthing and improved passenger facilities.

Several early works initiatives identified in Phase 1 of the Master Plan are already underway and are detailed in the 2025-2030 Darwin Port Development Plan, available on the Darwin Port website.

Together, these Darwin Port initiatives position the port to support the Northern Territory's future trade with confidence.

This Master Plan outlines a clear pathway for delivering sustainable, multimodal infrastructure that is technically robust, commercially viable, and ready to meet the needs of emerging and established industries.

With this Master Plan, Darwin Port affirms its role as a resilient, future-ready gateway for northern Australia, committed to enabling growth through infrastructure that is scalable, efficient, and built for long-term value.





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