

The logo consists of the letters 'BN' in a stylized, white, outlined font on a blue square background.

BUSINESSNEWS
WESTERN AUSTRALIA



Ports and transport

SPECIAL REPORT



Ports and transport

Freight network upgrades a complex priority



Dan Wilkie

dan.wilkie@businessnews.com.au

11-PAGE FEATURE

THE bushfires that tore through the south-east of the state at the beginning of 2020 neatly illustrate the significant challenges involved with maintaining Western Australia's freight network.

Road trains were parked, travellers were left stranded and motorists were turned around as the only link to the eastern states, Eyre Highway, was closed for 12 days.

While the efforts of firefighters ensured the situation did not result in long-term major consequence, Freight and Logistics

Council of WA chair Nicole Lockwood said the bushfire emergency highlighted the fragility of the state's connections to the rest of the country.

"We are, particularly for heavy vehicles, totally reliant on where those roads exist," Ms Lockwood told *Business News*.

"If we look at the cost of the infrastructure we already have and the size and scale of the state and our ability to connect to the other states, it isn't practical to build alternative routes to avoid these things.

"But it is important to make sure that when we do build, they are built with resilience in mind.

"Maybe that changes the design and maybe that changes the construction method.

It's something that potentially will be given a little bit more thought in the wake of what has happened."

Metronet may be the big-ticket item on the state government's agenda, but Premier Mark McGowan and his team are also investing heavily to upgrade road and freight rail networks around WA, with more efficient freight among the top priorities.

At Fremantle Port, the government is attempting to move past the divisive Roe 8 debate with its dual-pronged strategy to improve access to Fremantle Port, despite efforts from the state Liberal Party to put the issue firmly back on the agenda ahead of next year's election.

Midway through last year, the state government announced it had reached its target for more than 20 per cent of container freight to be taken to Fremantle Port by rail in 2018-19, with a subsidy increase resulting in a 30 per cent rise in the number of containers travelling to the port by train.

"The freight-on-rail policy is really about getting more out of the current assets, which I think everyone will agree is the right way to use our infrastructure," Ms Lockwood said.

On the roads, Georgiou Group recently began work to upgrade a crucial intersection for port access: the often-congested junction of Stirling Highway and High Street.

A new roundabout is being installed to improve traffic flow, carefully designed to lessen the risk of truck rollovers, part of a \$118 million suite of works that started in January.

Jointly funded by the state and federal governments, the High Street upgrade is expected to create about 700 jobs.

Closer to the port, the state government committed to a \$230 million upgrade of rail access in its 2019 budget, with plans in motion to rebuild the ageing Fremantle Traffic Bridge.

The new bridge was listed as a national priority by Infrastructure Australia, with the upgrade to allow freight trains to cross

Continued on page 22

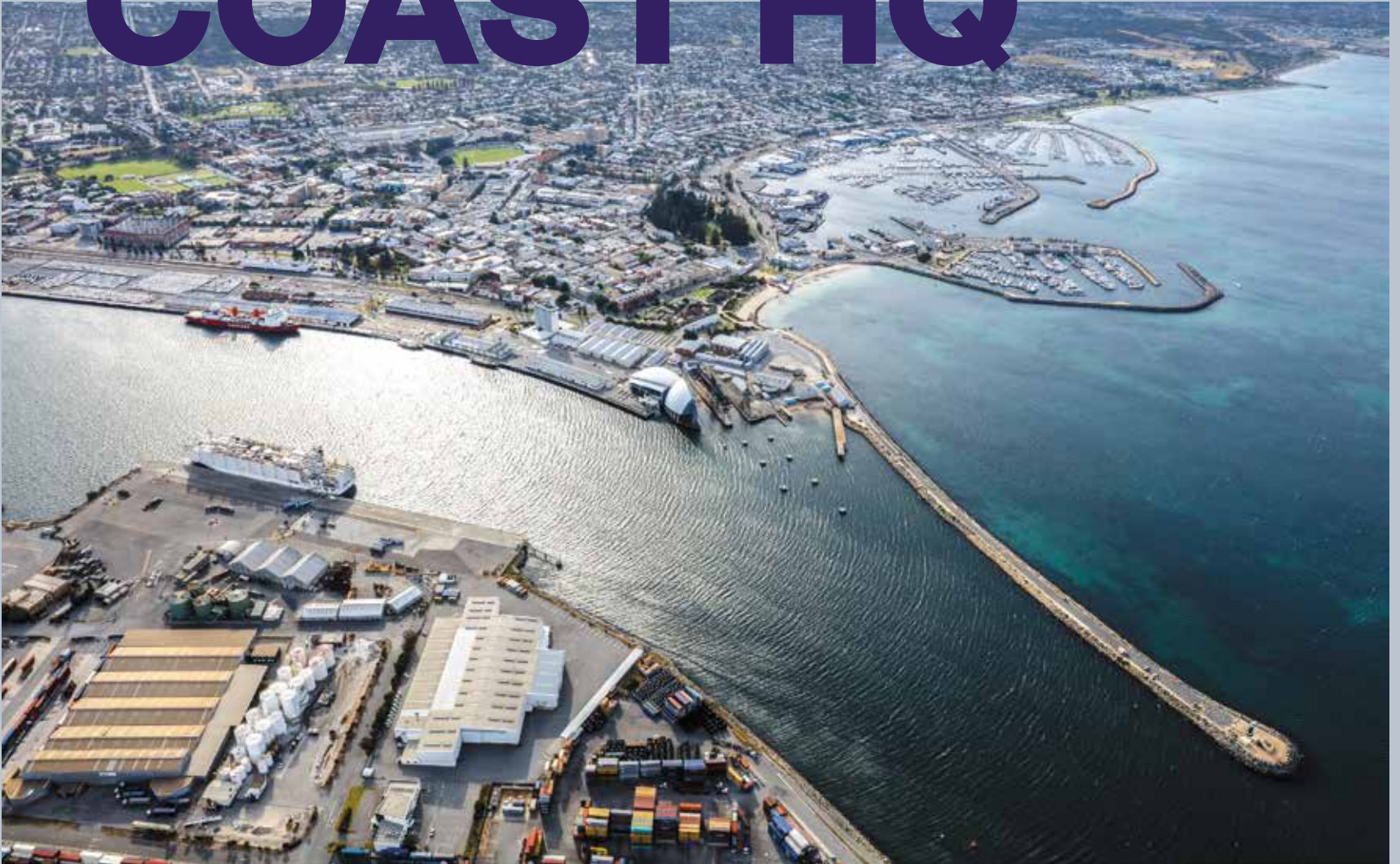
WA'S BIGGEST ROAD AND FREIGHT RAIL PROJECTS

- \$852m:** Bunbury Outer Ring Road
- \$505m:** Tonkin Highway stage 3
- \$366m:** Tonkin Highway interchanges
- \$290m:** Tonkin Highway Gap
- \$344m:** Great Northern Highway upgrade
- \$275m:** Bindoon Bypass
- \$237m:** Armadale to North Lake Road Bridge
- \$230m:** Fremantle Traffic Bridge
- \$215m:** Mitchell Freeway Extension
- \$180m:** Roe Highway to Great Eastern Highway upgrade



OPENING UP: Access to Fremantle Port is a key focus for the state government, but not its only priority for more efficient freight movements. **Photo: Gabriel Oliveira**

TRADE COAST HQ



Just 15 minutes from Henderson and 25 minutes from Perth, Fremantle is on the doorstep of the trade coast and home to some of Australia's biggest suppliers to WA's growing manufacturing and logistics sector.

With new premium A-Grade office space coming online among a vibrant cosmopolitan destination, Fremantle is the only choice when doing business on the trade coast. Visit our website to learn more.

www.fremantle.wa.gov.au/invest

City of
Fremantle 

**THIS IS
FREMANTLE
WESTERN AUSTRALIA**



“ Any build, it doesn't matter what you're building, there is an impact

– Nicole Lockwood

OPTIMISER: Nicole Lockwood says getting more out of current assets is a strong short-term solution to freight congestion issues. **Photo:** Gabriel Oliveira

Freight network upgrades a complex priority

From page 20

the river at the same time as passenger rail.

In addition to the current upgrades, the state government is considering its options around whether to keep Fremantle as WA's main import-export terminal.

Ms Lockwood also heads up the Westport Taskforce, which was established in 2017 to determine a plan to best manage freight demands for the next 50 years.

In August last year the taskforce unveiled a shortlist comprising three options for a new port at Kwinana, and two shared Kwinana-Fremantle options.

Ms Lockwood said the taskforce was finalising its assessment of the shortlist and preparing to provide a suite of recommendations to the state government on its next steps.

“From our point of view, we have had a very clear focus around the freight network, so we have come up with the options that we think, over the long term,

provide the best reliability for freight growth, mindful of the scale of investment and how long that investment is going to create capacity for,” she said.

Ms Lockwood said the Westport Taskforce had focused its efforts on understanding the impacts of each of its options on the local environment and the communities surrounding the proposed development areas.

“In doing the comparative analysis, we've removed the options that will have the most impact, and we've been left with the options we think are now manageable in terms of impact,” she said.

“If the government proceeds to the next stage, the work needs to be done on the approval itself, but also working through opportunities to build resilience in that area and really start to understand how that ecosystem works and how the community wants to interact with that environment going forward, so that the two uses can co-exist.

“Any build, it doesn't matter what you're building, there is an impact.

“That's just the reality, you are changing the environment.

“So we have to be upfront about that and we can't say we won't do anything. We will make a change.

“What we are trying to ensure is that the change, overall, doesn't make it any worse.”

Fremantle, however, is not the only focus of state government plans to upgrade Perth's freight transport networks.

Main Roads Western Australia's road network upgrades are being undertaken on a priority basis, with the eastern freight corridor a key congestion hotspot being addressed.

Data from the BNiQ projects list shows Tonkin Highway upgrades are among the highest infrastructure spends for the state government, with three separate projects collectively costing more than \$1 billion (see table).

Other major projects include the \$852 million Bunbury Outer Ring Road, more than \$600 million worth of upgrades to the Great Northern Highway, and a \$237 million bridge to link Armadale and North Lake roads.

Civil Contractors Federation WA chief executive Andy Graham said the portfolio of transport works had been a much-needed boost for a local construction sector still reeling from the slowdown in resources-based building works.

However, Mr Graham said more could be done to ensure local contractors secured a fair share of the contracts on offer, rather than multinational firms.

“In WA we are blessed with amazing local capacity; our local contractors are world-class, but we do see the need for government contracts to be structured with that local capacity in mind so the locals get a fair go,” Mr Graham told *Business News*.

“It's more of a financial capacity issue. There is very little that the locals can't do, major tunnelling might be a notable exception, but generally it's not a question of capability, it's more a question of financial capacity.

“The local contractors have the capability but typically they don't have the balance sheet to handle billion dollar-plus contracts.”

Mr Graham said there were several big-ticket opportunities

he considered perfect for de-bundling to ensure local participation, including the \$275 million Bindoon Bypass on Great Northern Highway, and the \$415 million initiative to remove level crossings along the Midland and Armadale passenger rail lines.

“There are often options where an infrastructure project can be quite neatly de-bundled to give more opportunity for the locals,” he said.

“Probably the pressure point for government comes when inevitably you have more contracts, you need more contract managers, and there is an issue with internal resources where Main Roads and PTA as the major transport authorities have got huge budgets to spend, but haven't really got the internal capacity they need.

“We understand with the budget repair mantra there has been pressure to keep a cap on the public service, but in this regard, spending more money on having some more project management and contract management capacity within government we think would have a huge payoff for a sustainable industry locally.”

Local content and why it is important to local communities

TAMS Group supports local communities in the areas we operate in



TAMS Group values the importance of supporting the local communities that we operate in. We try our best to act corporately responsible and understand the benefit that the local community can achieve if companies invest where they operate.

It helps achieve sustainability for organisations, allowing them to keep doing good and improving the welfare of local residents and small businesses.

Through our TAMS Group Fund, held by the Fremantle Foundation, we are able to distribute funds to registered not for profits around the country.

Cost, delay troubles for Metronet

The Metronet rail rollout could cost about \$2 billion more than first estimated, as the state government gets shovels moving on projects amid delays.



Matt McKenzie
matthew.mckenzie@businessnews.com.au
@Matt_Mckenzie_

DOWNER, Alstom and CPB Contractors are among the companies which have been awarded Metronet rail project contracts by the state government in recent months.

Good news for those operators, but less positive are delays to the project and rising cost estimates.

With the exception of the Forrestfield Airport Rail Link, which was launched in 2014 by the Barnett government, no tracks have yet been installed.

That is expected to change within months, after the NWest Alliance of CPB Contractors and Downer was awarded a big contract late last year for two rail builds, which will be jointly delivered.

Those are the Yanchep rail extension, a 14.5-kilometre addition to the Joondalup line in Perth's north, and the Thornlie-Cockburn link, a 17.5km connection in the city's south-east.

The process has not been as simple as the government first anticipated, however.

Ahead of the 2017 election, the Yanchep line was forecast to cost \$385 million, with the Thornlie-Cockburn link at \$474 million.

Latest figures indicate the two lines will cost \$1.25 billion.

Public Transport Authority documents initially estimated the Yanchep line would be up and running by 2021 (with 9,000 boardings made daily at the three new extension stations). The project is now due for completion in late 2022.

Similarly, it had been reported the Thornlie-Cockburn line would open in 2021, but services will not commence until 2023, according to the latest information.

The Yanchep line has been given a high priority by Infrastructure Australia, with the Thornlie-Cockburn Link also allocated priority status.

The other big rail line builds will be the Byford extension and the Morley-Ellenbrook line.



Forreestfield station will be at the end of a new 8.5km spur line.

Nicholson Road station will be 26 minutes from Perth by train.



Ranford Road station will have 1,985 daily boardings by 2031.



Thornlie station is set for an upgrade, including a big extension of the platform.



“Some projects in particular have been blown out by a significant amount; Byford extension, for example, by 65 per cent - Libby Mettam

Continued on page 26

THE OUTER HARBOUR – TIME TO INVEST IN THE FUTURE

Sponsored content

Monday, 17 February 2020

A new outer harbour at Kwinana has the potential to make a positive difference in the lives of those of us in the south western corridor. The expansion of the port has been in planning for decades, and with the recent announcement that all five short listed Westport options include a significant role for Kwinana, we look forward to welcoming the economic prosperity and jobs that the region desperately needs.

The existing outer harbour in Kwinana already services over 800 ships a year, providing for essential movement of bulk import and exports. With the establishment of a container port in Kwinana, we look forward to seeing the region continue to have strong dual roles for industry and recreation.

In many ways, planning for a new harbour in Kwinana is just as ambitious as C.Y. O'Connor's Fremantle Harbour project was over a century ago. While urban encroachment has ultimately constrained Fremantle's future, it is now up to government to plan and protect the freight routes of the future.

The plan to move to Kwinana will create opportunities for local business, with the potential for some of Australia's largest infrastructure projects to be based on the West Coast. The certainty of construction of the port in Kwinana will be a catalyst for the renewed investment in job creation precincts, including Latitude 32 and the Australian Marine Complex.

Now is the time for industry to be heard and petition both sides of politics to come together and commit to the timely construction of a new modern gateway for Western Australia to the rest of the world.

As a local government, we look forward to working with our residents, businesses the State Government and our future stakeholders to ensure that we deliver a port to support all.



**City of Kwinana
Mayor
Carol Adams OAM**

A new port
to support...

Trade

Employment

Economy

Industry

Community

Freight

Growth

An Outer Harbour at Kwinana has the potential to transform the southern region for future generations.

Cost, delay troubles for Metronet



Image: Metronet

METRONET UPDATES

Bayswater Station upgrade	Early works under way
Byford Rail extension	Business case submitted to Infrastructure Australia
Claremont station upgrade	Planning
Forrestfield-Airport Link	Contractor: NRW Holdings and Salini Impregilo
Karnup station	Business case development, project delayed
Lakelands station	Federal funding awarded
Level Crossing removal – Armadale Line (six crossings)	Planning
Level Crossing removal – Caledonian Avenue	Planning
Level Crossing removal – Denny Avenue	Contractor: Downer EDI
Mandurah Station car park	Tender open
Midland Station relocation	Site selected
Morley-Ellenbrook Line	Tender open
Railcar procurement, 246 new C-series cars	Contractor: Alstom
Thornlie-Cockburn link	Contractor: NEWest Alliance (CPB Contractors and Downer)
Yanchep Rail extension	Contractor: NEWest Alliance (CPB Contractors and Downer)

From page 24

Work on the Byford line is due to begin in 2021, with recent numbers pegging the cost at \$481 million, up from \$291 million in the 2017 election.

The link to Ellenbrook is the biggest component of Metronet, with a tender now open for main works on the 21km project.

Enabling works for the line started in late 2019, including the redevelopment of Bayswater station.

That line had been forecast at \$863 million, but now is expected to cost at least \$1 billion.

Costs are up about \$700 million, or more than 30 per cent, between those four projects.

On the other side of the ledger, the government has picked up a saving of \$347 million on the building of Metronet railcars, which had initially been budgeted at \$1.6 billion.

About 246 rail cars will be built in Bellevue under a project awarded to Alstom in December.

The scope of the project has increased, with an election commitment of 78 new railcars for \$410 million.

By comparison, the state government's most recent railcar

acquisition was 30 cars for \$122 million.

Additional costs will include the automatic train control project, and rail level crossing removals, including the Denny Avenue level crossing removal (to be undertaken by Downer).

Those initiatives could cost as much as \$930 million and \$550 million respectively, according to a state government document sighted by *Business News*.

All up, the government's Metronet bill will be north of \$5 billion, \$2 billion higher than its election commitment, although a big portion of this is new programs and scope changes.

Shadow Transport Minister Libby Mettam said the state opposition would be supporting the Metronet rollout, but had concerns about the delivery.

"The issue has always been what the true cost is, and at this point in time the true cost of Metronet stage one has increased by about 80 per cent," Ms Mettam told *Business News*.

"Some projects in particular have been blown out by a significant amount; Byford extension, for example, by 65 per cent.

"Then there's other projects

that don't have an indicative costing associated."

A further question would be about the ongoing cost of operating the lines, Ms Mettam said, with the Public Transport Authority already heavily subsidising ticket costs across the network.

Transport Minister Rita Saffioti was unavailable for an interview prior to publication.

Looking lighter

The Department of Transport has also been meeting with local governments to discuss an inner-city light rail project, and early stage planning is under way.

One advocate is Curtin University sustainability lecturer Peter Newman.

Professor Newman has been lobbying for a modern solution, a trackless tram he said could be part of a future city deal between the state and federal governments with six local councils.

The proposed route would travel down Scarborough Beach Road, down Loftus Street, through the city and Victoria Park, to Curtin University and finally east to Cannington.

“We’ve got very detailed studies that show the value of it [a trackless tram] - Peter Newman

Professor Newman said while lines to Ellenbrook and Yanchep were important, there was also a need to build better transport links close to the city to enable density.

"Density is about the value of land where you've got amenity and access to services, and there's large numbers of people wanting to be there, and that's really the inner and middle suburbs," he said.

"I've been struggling with trying to see how we can get density into the inner suburbs.

"You have to do something like a tram, and that's where I've been doing something like a trackless tram.

"It's based on the smart technologies that have come out of high-speed rail, put in a bus."

Because it can operate without rail tracks and without power lines, a trackless tram route can be built cheaply.

Professor Newman estimated a trackless tram route would cost about \$3 million per kilometre, less than 10 per cent of the cost of a light rail.

"We've got very detailed studies that show the value of it, and very strong commitments from local developers, local community," Professor Newman said.

"Potentially it'll pay for itself out of land development opportunities, if you do it properly, getting partnership groups together.

"A city deal with a federal government chequebook would help set it up."

BNIQ.com.au Metronet



There are **100** results from our index of **101,804** articles, **10,103** companies and **38,034** people



Fremantle Inner Harbour - *getting the job done*

Nearly 125 years on, Fremantle's Inner Harbour is still getting the job done for Western Australia as the State's primary container port and a critical economic driver for the local economy.

The harbour has, throughout its history, shown a capacity to transform itself at the right times to stay abreast of shipping trends and quickly adopt new technology.

In December, the Australian Government's Bureau of Infrastructure, Transport and Regional Economics published its regular statistical report, *Waterline*, which benchmarks Australia's top five container ports.

Yet again, Fremantle was at the front or in the leading pack on many efficiency measures, including recording Australia's fastest truck turnaround time, the largest share of containers on rail and a very strong wharf-side crane rate.

It was no flash in the pan, as successive *Waterline* reports have consistently demonstrated Fremantle's strengths, even though Melbourne, Sydney and Brisbane handle larger volumes than the 788,000 containers (TEU) which went through Fremantle last year.

It's comforting for Chief Executive Officer Chris Leatt-Hayter who, despite witnessing an uncertain global trade environment in recent years, has reason to remain confident.

"You can read what you want into statistics, but there's no question that Fremantle is a very efficient container port and that's important for port users and the State economy," he said.

Located adjacent to the city of Fremantle it has been important for the Inner Harbour to demonstrate its social licence credentials, not only in regard to its ship-handling and landside ca-

pabilities but, more importantly, the port's capacity to sustain efficient and socially-acceptable freight links.

Driving up its rail share to 22.2% of all containers handled meant Fremantle was, for the June quarter last year significantly ahead of every other Australian port, with Sydney the closest at 13.7%.

"Twenty percent of containers on rail means 105,000 trucks a year off our roads," Leatt-Hayter said.

"Through strong State Government policy, innovative practices and technology, we think the rail share can grow. We know too that rail is efficient, safer and preferred by the community."

Trucks had become more efficient too

"In 2018, the number of trucks was about the same as in 2010 even though container

trade increased 38 per cent in that period, so truck numbers have been held down. This is the result of proactive logistics improvements, but there are more efficiencies there to be had."

Annually, Fremantle Ports surveys the community and last year found support for the ongoing operation of the inner harbour as a working port continues to be strong at 78%. Nearly nine out of 10 local residents support the use of rail over trucks for containers.

Continuing to ensure the efficient and effective operation of the Inner Harbour is a major focus for the organisation. This is because any new container facilities that might be developed into the future arising from the work of the Westport Task-force are some time off.

"Westport is important in terms of charting future options for container operations in WA

and we've been a proactive contributor to the Westport process," he said.

"It's a highly complex planning task and vital to identifying the optimum solutions for future development of port facilities in the metropolitan area for the longer term," Leatt-Hayter said.

In 2019, Fremantle Ports has also worked its way through complex negotiations for new container terminal leases and the operation of its North Quay Rail Terminal. A rail terminal deal was successfully achieved, but North Quay stevedoring leases will shortly be finalised.

"The completion of the container terminal leases is a priority for us as it will provide certainty to industry and port users about container operations in Western Australia over the period until the availability of any new container facilities"

Freo keen to realise port potential

A long-term vision to create a world-class destination at Victoria Quay is close to being unveiled.

Dan Wilkie

dan.wilkie@businessnews.com.au

WHILE there is much debate and conjecture over the future of Fremantle Port as the state's main import-export facility, a development plan is being formulated to better capitalise on the tourism, hospitality and commercial potential of the south side of the port.

Early last year, the state government put in place a steering committee to create a plan for development of Victoria Quay, featuring high-level representation from DevelopmentWA, the City of Fremantle, Fremantle Ports, the Department of Transport, the Fremantle Chamber of Commerce and Tourism WA, among other organisations.

The group has been tasked with identifying potential development precincts and integrating them with the working port,

while also providing a better link to the Fremantle town centre.

A comprehensive redevelopment of Victoria Quay has been a long time coming, after financial services company ING shelved a \$350 million proposal to create a commercial and residential precinct in 2010.

In more recent years, Fremantle Ports has initiated a strategy to change Victoria Quay from its primary function as a pick-up, drop-off point for freight and passengers. The evolution of the area would include a diverse arts and hospitality destination, with activities such as outdoor markets, art exhibitions and pop-up bars and concerts enhancing its recreational offering.

City of Fremantle Mayor Brad Pettitt told *Business News* the city's council held a long-term vision of freeing up the southern side of the port, with its current

use not close to the highest and best use for the waterfront land.

"The council's vision is to have a working port continuing for the foreseeable future on the north side, being a container port, but then whatever you build would have to be compatible with that," Dr Pettitt said.

"But certainly it would be a mixed-use precinct, we would like to see some hospitality and some functions like museums or galleries alongside residential and office.

"These sorts of precincts only really work well when they have got a good mix of uses, that's the international experience."

Dr Pettitt said a big focus of any redevelopment of Victoria Quay would be to enhance the arrivals experience for cruise ship travellers, following a \$3.25 million refurbishment of the Fremantle Passenger Terminal in 2018.

"At the moment you've got an absolutely stunning, heritage-listed 1960s passenger terminal, which is beautiful on the inside, but as soon as you step outside you are suddenly in this weird, stark, glary sea of cars and there's a lack of way-finding for how to make your way into Fremantle as well," he said.

"Instead of coming into that, imagine coming into a series of bars and restaurants overlooking the port, hotel accommodation and the like, and some retail even in that precinct.

PRIME: Waterfront land at Victoria Quay has the potential to become a serious drawcard for WA.
Photo: Fremantle Ports.

"You could really have a great arrivals point that leads people into Fremantle, both from a tourism point of view for cruise ship arrivals, but also as an attractor for people to come down and have a really unique experience.

"That's why part of our vision is keeping the container port on the north side. I think this offers a globally unique experience."

A spokesperson for Fremantle MLA Simone McGurk, the chair of the steering committee, said the group's findings from its first year of discussions would be revealed in coming months.

\$3.25_m
**FREMANTLE PASSENGER TERMINAL
REFURB (2018)**

GOLDSTAR HAS ALL YOUR BREAKBULK & WHARF CARTAGE NEEDS COVERED

We provide a one-stop-shop for all breakbulk and container transport, including handling, container de-stuffing and 3PL warehousing. Your business, our priority. Talk to us today.

Goldstar
★ TRANSPORT ★
Dedicated Transport Solutions

08 9353 5447
info@goldstartransport.com.au
11-13 Miles Road, Kewdale WA
goldstartransport.com.au



THE NAME TO REMEMBER IN TRANSPORT & STORAGE



JD Container Logistics are project and north west specialists. We provide reliable and cost-effective wharf and container services. Working closely with Australian and international shipping companies, we ensure all imports and exports are co-ordinated to meet our clients' specific needs. We provide end-to-end services from container packing and unpacking to warehousing and distribution and ensure all shipping containers are handled with the utmost care.

Our Services

CONTAINER TRANSPORT · STORAGE · QUARANTINE ·
BONDED WAREHOUSING · PACKING & UNPACKING · PROJECT SOLUTIONS



52 Sheffield Road, Welshpool WA 6106
15 Rous Head Rd, North Fremantle WA 6159
P: (08) 9432 6000 | E: quotes@jdcontainers.com.au
W: jdcontainers.com.au/



Rank	Change from previous year	Company name	Senior executive and title	Year est. in WA	Total no. of WA Staff (including long term contractors)	Total no. of National Staff (including long term contractors)	No. of branches/depots in WA	Core Services: Industries Covered	Core Services: Regions Covered
1	—	Toll Group	Mr Jason Holmes General Manager	1980	2,000		130	Transport and logistics	WA country, interstate, global logistics
2	—	QUBE Holdings	Mr Darren Byrne General Manager, SA & WA	1999	1,500	7,500	13	Retail, industrial, mining, automotive, agricultural	Australia-wide, metropolitan and regional
3	—	Bis	Mr Brad Rogers Managing Director	2007	1,300	2000	5	Off-road load and haul, specialised logistics, large scale infrastructure, crushing and mineral extraction, underground equipment services, site services	Australia, Indonesia
4	—	CTI Logistics	Mr David Mellor Joint Managing Director	1974	934	1196	18	Transport, warehousing, distribution and supply chain logistics	Western Australia, NSW, Victoria, Queensland and South Australia
5	↑	Centurion	Mr Justin Cardaci Chief Executive	1971	910	983	10	Mining, construction, oil and gas, hospitality, produce, retail	Western Australia, Northern Territory, Queensland, Northern NSW
6	↓	Linfox	Mr Gary Pyne General Manager - Resources & Industrial West		NFP		12	Resources, industrial, dangerous goods, FMCG, retail, healthcare & pharmaceuticals, beverages, dairy & fresh, government and defence	Australia and New Zealand
7	—	Aurizon	Mr Andrew Harding Managing Director	2006	520	4,728		Australia's largest rail freight operator Each year transports more than 250 million tonnes of Australian commodities, connecting miners, primary producers, and industry with international and domestic markets	All over Australia
8	—	Hampton Transport Services	Mr Bart Jones Managing Director	1977	450		2	Mining and civil, heavy haulage, ore cartage, potable water, drill & blast	Most areas of Australia Expertise in remote transport
9	—	Sadleirs	Mr David Cole Chief Executive	1895	370		3	Australian interstate logistics, regional freight, warehousing + 3PL, global freight forwarding, project cargo, customs brokerage, packaging products and services and customised business solutions	Australia, Worldwide
10	—	Freo Group	Mr Tony Canci President	1974	NFP	750	9	Crane hire, transport, quarantine services and warehousing	Australia wide
11	—	TNT Australia	Mr Peter Langley MD of Australia, New Zealand & Pacific Islands		NFP	4030		Widest range of domestic and international express delivery services	Australia wide
12	↑	AHG Refrigerated Logistics	Mr Stephen Cleary Chief Executive	1986	NFP	2900	3	Interstate refrigerated linehaul, refrigerated warehousing, refrigerated metro distribution	Australia wide
13	↑	Grace Worldwide Australia	Mr James Noakes Regional General Manager	1911	220	5000	10	Domestic, international and fine arts removals and storage, relocation services, transit insurance, visa and immigration services, records management, business services	Australia wide
14	—	Goldstar Transport	Mr Sean Carren Managing Director	2001	210		5	Diversified transport services in Perth metro and regional Western Australia, container transport and warehousing/distribution with an extensive fleet servicing clients in the FMCG, retail, mining, steel, construction and agricultural industries	Perth metropolitan, regional Western Australia and selected interstate routes
15	↑	Matic Transport	Mr Danny Matic Managing Director	2002	205	250	8	Pneumatic tankers, heavy haulage, PUD, express freight, hot shots, HME tyres transportation and storage, specialised & DG, project logistics, storage, general freight, lead logistics provider (LLP)	Western Australia, Northern Territory, South Australia
16	↓	Allied Pickfords	Mr Tony Donellan National Operations Leader	1980	195	700	10	Relocation services	Global
17	↑	SCT Logistics	Mr Geoff Smith Managing Director	1999	184	735	1	Rail and road linehaul services, refrigerated transport services, contract management, warehousing with bonded and refrigerated facilities, distribution centre - design and development, tailored rail solutions including bulk haulage	Australia wide
18	↓	B & J Catalano	Mr Bill Catalano Co-Founder, Managing Director	1962	176		5	On and off-road load and haul, crushing and mineral extraction, site services & mining operations Specialised material cartage Earthworks and oversize haulage	Western Australia



There are **954** results from our index of **101,804** articles, **10,103** companies and **38,034** people

Love, Hart and Shepherd to chair ports authorities

31 Jan 2020 by Madeleine Stephens

Regional Development Trust. Madeleine Stephens News Transport & Logistics Building firms ADCO ... Kalamunda Community Centre. Image: Pindan Fremantle Ports Mid West Ports Authority Southern Ports Authority ...

DP World strike as IR battle continues

13 Jan 2020 by Matt McKenzie

Fremantle Ports is WA's major container port. Photo: Gabriel Oliveira Matt McKenzie Transport ... delays in the adoption of a new processing circuit. DP World Fremantle Ports Maritime Union of Australia ...

Port Hedland port increases shipping capacity by 6.9%

27 Sep 2019 by Adrian Rauso

Port Hedland achieved a total annual throughput of 513.3mt for the 2019 financial year. Adrian ... Rauso Transport & Logistics Mining Brookfield Multiplex will start work by the middle of the year on ... negotiations already well advanced. Pilbara Ports Authority Alannah MacTiernan ...

Ports, utilities add \$1.2bn to coffers

21 Oct 2019 by Matt McKenzie

Transport Authority of WA ...

Taskforce backs \$4bn Kwinana port

15 Aug 2019 by Mark Beyer

The Westport Taskforce is chaired by Nicole Lockwood. Mark Beyer Infrastructure Transport & ... at Francis Burt Chambers and is a former vice-president of the WA Bar Association. Fremantle Ports ...

Notre Dame and Freo Ports enter partnership

28 May 2019 by Business News

Chris Leatt-Hayter (left) signs the deal with Selma Allix. Business News Education Transport ... Chambers and is a former vice-president of the WA Bar Association. Fremantle Ports The University of ...

Pilbara Ports posts exports decrease, despite single-tide record

08 Feb 2019 by Business News

The Port of Dampier recorded a 9 per cent decrease last month compared with January 2018. Business ... News Mining Transport & Logistics Infrastructure Christopher Shanahan has been appointed as an ... Pilbara Ports Authority ...

Smart solutions lifting exports at Port Hedland

18 Feb 2019 by Matt McKenzie

Roger Johnston says Port Hedland has lifted tonnages by making use of technology and data. Photo: ... Gabriel Oliveira Matt McKenzie Special Reports Transport & Logistics Infrastructure Growth in ... be worth \$4 billion. Pilbara Ports Authority TAMS York Civil Mid West Ports Authority Esperance Ports ...

Supply chain, environment key port considerations

18 Feb 2019 by Matt McKenzie

& the Economy Attachment Size 18022019_Ports_transport_special_report.pdf 2.02 MB Growth in ... Nicole Lockwood says The Westport taskforce is analysing supply chains into the three ports Photo: Gabriel Oliveira Matt McKenzie Special Reports Transport & Logistics Infrastructure Politics ...

Qube, Mirrat shortlisted for port expansion

14 Jan 2019 by Adrian Rauso

The PPA has invested over \$80 million at the project. Photo: Pilbara Port Authority. Adrian Rauso ... News Contracts Mining Transport & Logistics Brookfield Multiplex will start work by the middle of ... retailers and specialty tenants, with lease negotiations already well advanced. Pilbara Ports Authority QUBE ...

Lewis to lead Southern Ports

08 Jan 2019 by Adrian Rauso

Steven Lewis's role will include overseeing the Bunbury Port (above). Photo: Attila Csaszar ... Adrian Rauso Transport & Logistics Agribusiness Mining Brookfield Multiplex will start work by the ... retailers and specialty tenants, with lease negotiations already well advanced. Southern Ports Authority ...

