

Ports and Transport

SPECIAL REPORT



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Ports and transport

Rail projects head infras

Transport investment is budgeted to be \$11.7 billion through to 2024, but not all proposals offer obvious value.



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8-PAGE FEATURE

It is about 120 kilometres from Yanchep to Mandurah, destinations that will mark the northern and southernmost points of Perth's rail network when the newest track extension is completed.

And the journey could cost a maximum of \$4.90, with a public transport fee cap from January 2022 promised by Labor WA if it wins the March state election.

As a point of contrast to demonstrate the spread of the Perth network, a direct route from Charing Cross in London to the coastal town of Dover in south-east England is 115km, with a one-way ticket costing £11 (\$A19.65).

Given Perth's standing as a low-density city, stretched along the coastline, investment to connect those new areas has been a priority for the state government.

The aforementioned rail extension from Butler to Yanchep, a \$520 million project to build 14.5 kilometres of track, is one example.

There are five new railway lines under way or planned, worth a combined \$4.7 billion (see table, page 26).

In total, the state budget provisioned \$6.2 billion of rail

investment through this financial year to June 2024.

Added to that will be \$5.5 billion on roads, while a \$4.5 billion port development in Kwinana is expected in the longer term.

Just weeks out from the election, the state opposition has alternative priorities: building an extension of Roe Highway, sinking part of the Fremantle Rail line, and subsidies to encourage uptake of hydrogen and electric vehicles.

The two main parties have both promised higher subsidies for public transport users.

The Liberal Party said it would introduce free public transport for school kids and seniors, at a cost of \$56 million a year.

Labor has promised to reduce Perth's nine public transport zones to two, and cap fees at \$4.90.

That would increase subsidies to the Public Transport Authority by about \$60 million annually, and perhaps shows a change in thinking from the past election.

In the 2017 election, a portion of the Metronet rail package was to be financed through value capture, where land developments close to the new rail lines would pay a levy.

The levy is financed by the price rise of the properties driven by service improvements, meaning those who benefit most from the infrastructure contribute more to its cost.

The government has since reverted to a more traditional position, where the capital investment is covered more broadly through the budget and federal grants.

The bipartisan pledges to lift operating subsidies are a



LENGTHY: The rail extension to Yanchep will stretch Perth's public transport network.

further move away from a user-pays system

The PTA received \$830 million from the government in the 2019 financial year and earned only \$230 million from ticket sales.

While it is commonly believed cheaper public transport supports low-income households, the evidence is less clear.

A 2019 report in the European Transport Research Review assessed subsidies in the Norwegian capital of Oslo.

While public transport was generally used by lower-income groups, higher-paying jobs were usually found in the city centre, well served by public transport, while lower paying jobs were in outer suburbs with poorer connections.

Infrastructure Victoria recently wrote that, on average, public transport users had household incomes 8 per cent higher than non-users.

"Those in the top 20 per cent of income earners make up a

disproportionate number of public transport users and make up the largest group of public transport users overall," the organisation said.

It is understood the PTA has not surveyed ridership income levels.

Committee for Perth chief executive Marion Fulker said the fee cap was a good move.

"In light of COVID-19 and declining public transport ridership, any incentive to get people back [is good]," Ms Fulker told *Business News*.

"We've gone back to more driving because we want to be in a cocoon."

As new infrastructure was being built, such as Metronet, it was important to ensure high-capacity utilisation, she said.

Increased public transport use could help reduce road congestion, with a 2019 Infrastructure Australia audit forecasting traffic would cost

Western Australia \$3.6 billion in 2031, double the level of 2016.

The cost of public transport congestion was also forecast to rise, to \$159 million by 2031.

The biggest beneficiaries of the fare cap will be those who travel to and from outer suburbs.

PTA data obtained by *Business News* shows about 17 per cent of weekday ticket purchases before COVID-19 were for three zones or more, 4 per cent were day riders, and 22 per cent were student trips.

The broader theme of density versus urban sprawl was the subject of debate among planners, according to Curtin University associate professor of spatial sciences Cecilia Xia.

Associate Professor Xia said longer-term plans in Perth suggested a move towards compacted developments.

High density was a cultural trend, bringing mixed land use, productivity improvements, and agglomeration benefits, she said.

structure investment



Photo: Gabriel Oliveira

“ In light of COVID-19 and declining public transport ridership, any incentive to get people back [is good] - Marion Fulker

said locations such as Yanchep were considered strategic in Perth's future development.

A further equity impact is through property values. For example, it has been reported property prices close to station precincts on the Mandurah rail line rose up to 40 per cent over the course of that project.

Value judgement

Business News's Data & Insights shows 11 major rail projects, including stations and new rail cars, under way or planned, worth about \$7 billion.

Both federal and state governments have touted rail and road construction as a COVID-19 recovery stimulus.

But the projects vary wildly in their benefit to the community, according to reports from Infrastructure Australia.

The documents outline the state government's estimates of

community benefit against the cost to deliver a project.

Projects with a score below one are not considered an effective use of funding, with at least three WA projects failing to meet the criteria.

All were rejected by Infrastructure Australia when nominated for its priority list.

Analysis of the Byford rail extension submitted by the state government showed a benefit-cost ratio of 0.45 and shortfall of \$380 million (measured by net present value).

Even that may be optimistic, Infrastructure Australia said in an October review.

The low benefit ratio indicates other projects should be prioritised ahead of the Byford extension.

Nonetheless, both the state's transport minister and the federal urban infrastructure minister have confirmed to

Business News they will continue to fund the \$481 million project, in a 50-50 split.

Six level crossing removals proposed as a package on the inner Armadale rail line had a benefit-cost ratio of 0.36 and a shortfall of \$569 million.

A third project, the Albany ring road, posted a benefit cost ratio of 0.71 and shortfall of \$38.3 million.

While those three were rejected, some projects scored highly.

The Yanchep rail line was assessed as a high-priority project in October 2018, with the state's business case showing a benefit ratio of 2.6.

Benefits include travel time savings on public transport and roads, fewer accidents, environmental outcomes, and reduced crowding on buses.

While IA said it was confident benefits would exceed costs, it warned against encouraging people to live in outer urban areas. It said the project could encourage urban sprawl and move population centres away from commercial hubs.

Among the road projects strongly favoured by the

independent umpire were the Bindoon bypass (benefit ratio of 3.4), and Armadale road bridge (3.0).

Three rail projects scored moderately.

The Forrestfield airport rail link, launched by the previous state government, had a ratio of 1.4, while the Morley-Ellenbrook rail line was 1.1 and the Thornlie-Cockburn link 1.2.

For the Ellenbrook line, IA said benefits might be overstated and would likely be close to the costs.

For comparison, when the Roe 8 highway extension was assessed in 2015, it scored 2.5.

While that may be heartening for a Liberal opposition that wants to revive the project, another of the party's proposals came under fire.

In January, the Liberals promised \$5 million for a master plan to sink up to 1km of the Fremantle rail line near City West, to spur urban revitalisation and infill living.

Leader Zak Kirkup hoped the project would be close to cost neutral, although the indication

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Rail projects lay track for growth

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was development would proceed regardless.

The government pushed back on the opposition plan, saying sinking the line could cost \$600 million, although an industry source told *Business News* it would probably be far less than that.

While a Liberal spokesperson said the project had support from property developers, Satterley Property Group founder Nigel Satterley told *Business News* it was not feasible.

“WA does have a need for increased housing diversity and to address the issue of housing affordability,” Mr Satterley said.

He said he expected a continued move towards demand for houses with backyards and

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Contracting pipeline - a selection

Project	Contractor(s)
AWARDED	
Roadworks panel (5 years)	19 tenderers (inc WBHO, MACA, Georgiou, BMD, Lend Lease)
Morley-Ellenbrook Rail Line	MELconnx Consortium (Laing O'Rourke Australia Construction)
Tonkin Gap	Tonkin Gap Alliance - Georgiou Group, BMD Constructions, WA Limestone Contracting, GHD, BG&E
Bayswater Station	Coleman Rail
Road marking panel contract	Linemarking, Retro Roads, Intersectional Linemarkers, Workforce Road Services, Road and Traffic Services, Supalux Paint, Fulton Hogan
Kimberley Network Contract	MACA
Bunbury Outer Ring Road	South West Gateway Alliance- Acciona, NRW Contracting, MACA Civil, AECOM and Aurecon.
Mitchell Freeway extension to Romeo Road	Mitchell Extension Joint Venture (MEJV), a consortium of BMD Construction and Georgiou Group.
Welshpool Road - Leach Highway Interchange	Leach Welshpool Alliance - BG&E Pty Ltd, Georgiou Group Pty Ltd, and Golder Associates Pty Ltd
Geraldton Port wharf 4 strengthening and rail replacement	Fortec Australia
South Coast Highway upgrades stage 3	Ertech
Lakelands station	ADCO Constructions
Great Eastern Highway Bypass Interchanges	Greater Connect - Laing O'Rourke, AECOM, and Arcadis
Fremantle Traffic Bridge	Laing O'Rourke, Arup and WSP alliance
COMPETITIVE BID PHASE	
Byford rail extension	Byford Alliance (Downer EDI Works, CPB Contractors Aurecon Australasia, and CareyMC)
	MetCONNX Alliance (Laing O'Rourke Australia Construction, Pritchard Francis Consulting, and Kellogg Brown & Root)
Armadale Level Crossings	Armadale Line Upgrade Alliance (Acciona/Coleman Rail, BMD Constructions, WSP Australia, and AECOM Australia)
	Elevate Alliance (Downer EDI Works, CPB Contractors, GHD, Aurecon Australasia, and CareyMC)
Midland train station	Transform Midland Alliance (Downer EDI Works, SMEC Australia)
	Midland Junction Alliance (McConnell Dowell Constructors, Georgiou Group, Arcadis Australia, and BG&E)



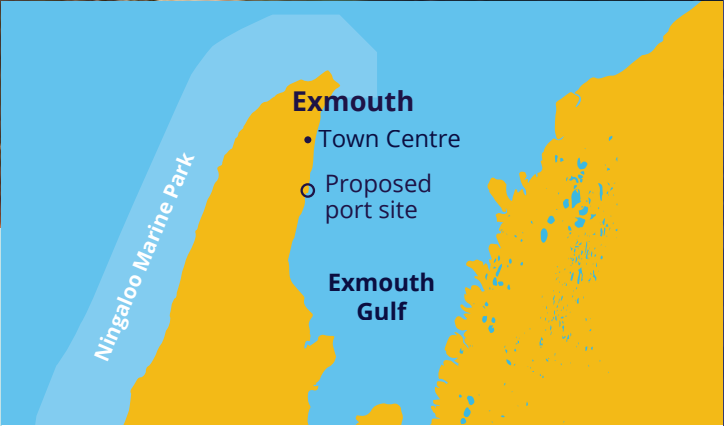
Gascoyne Gateway Australia's first 'green' port

A proposed new single jetty deep-water port near Exmouth will complete Western Australia's cruise ship itinerary and provide opportunities for Defence and multiple commercial users.

The port will be privately funded, built and operated with Australian investors.

Gascoyne Gateway will be the first regenerative 'green' port in Australia – building in renewables and environmental initiatives to protect the natural habitat from concept to operations.

Construction is expected to commence in mid-2023, with the port due to begin operating in early 2025.



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Infrastructure projects pipeline - a selection

*estimate

Project Name	Owner/Developer	Product	Cost (Estimated) sort ascending	Status	
Westport	Department of Transport	Port	\$4.00bn	Likely (2030+)	Planning work to be done
Forrestfield Airport Link	Public Transport Authority of WA	Railway	\$1.90bn	Ongoing	Stations under construction
Metronet - Future Rail Cars	Alstom	Railcars	\$1.20bn	Ongoing	Assembly facility under construction
Morley-Ellenbrook Line	Public Transport Authority of WA	Railway	\$1.10bn	Ongoing	Early works
Bunbury Outer Ring Road	Main Roads Western Australia	Road	\$852.0m	Likely	Contracted awarded
Perth Airport Third Runway	Perth Airport	Airport runway and taxiways	\$520m*	Possible	Master plan federal approval
Perth Airport New Terminal	Perth Airport	Airport terminal building	ND	Possible	Master plan federal approval
Thornlie-Cockburn Link	Public Transport Authority of WA	Railway	\$716.0m	Ongoing	Construction under way
Yanchep Rail Extension	Public Transport Authority of WA	Railway	\$520.0m	Ongoing	Construction under way
Tonkin Highway Stage 3	Main Roads Western Australia	Road	\$505.0m	Likely	Procurement commenced
Byford Rail Extension	Public Transport Authority of WA	Railway	\$481.0m	Likely	Tendering under way
Inner Armadale Line Level Crossing Removal - Mint Street, Oats Street, Welshpool Road	Public Transport Authority of WA	Railway	\$415.0m	Likely	Tendering under way
Tonkin Gap	Main Roads Western Australia	Road	\$400.0m	Ongoing	Construction under way
Great Eastern Highway Bypass Interchanges	Main Roads Western Australia	Road	\$386.5m	Likely	Contracts awarded
Tonkin Highway Interchanges	Main Roads Western Australia	Road	\$366.0m	Likely	Planning
Great Northern Highway Bindoon Bypass	Main Roads Western Australia	Road	\$275.0m	Likely	Procurement mid-2021
Bayswater Station	Public Transport Authority of WA	Railway	\$253.0m	Ongoing	Designs updated
Armadale Road to North Lake Road Bridge	Main Roads Western Australia	Road	\$237.0m	Ongoing	Construction under way
Swan River Crossings (Fremantle)	Main Roads Western Australia	Road	\$230.0m	Likely	Procurement under way
Mitchell Freeway extension to Romeo Road	Main Roads Western Australia	Road	\$215.0m	Likely	Contract awarded
Bellvue Rail extension	Public Transport Authority of WA	Rail	\$200m*	Delayed	Delayed
Albany Ring Road	Main Roads Western Australia	Road	\$175.0m	Likely	Construction under way
Midland Station move	Public Transport Authority of WA	Railway	\$165.0m	Likely	Project definition planning
Stephenson Avenue Extension	Main Roads Western Australia, City of Stirling	Road	\$130.0m	Likely	Construction under way
Onslow Marine Support Base	Agility Logistics	Port	\$125.0m	Ongoing	???
Gascoyne Region Minor Roadworks	Main Roads Western Australia	Road	\$123.0m	Possible	???
Rail System Radio Upgrade	Public Transport Authority of WA	Telecommunications	\$120.0m	Likely	Delayed - trade restrictions on Huawei
High Street Upgrade	Main Roads Western Australia	Road	\$118.0m	Ongoing	Construction under way
Karnup Station	Public Transport Authority of WA	Railway	\$101.0m	Likely	Delayed- Lakelands prioritised
Welshpool Road - Leach Highway Interchange	Main Roads Western Australia	Road	\$93.0m	Likely	Early works

Rail projects lay track for growth

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away from apartments after COVID-19.

Mr Satterley said the portion of Australians preferring multi-residential builds would fall from about 30 per cent to 20 per cent in future.

That may add to demand for the greenfields developments served by rail extensions.

Building bonanza

Three rail projects worth more than \$1 billion combined have entered the competitive bid phase, each with two alliances

aiming to win contracts this year (see table).

In October, MELconnx Consortium, led by Laing O'Rourke, was selected to build the Morley-Ellenbrook rail line under a \$753 million contract.

Meanwhile, several road projects are getting to the construction phase.

Georgiou has won work on the Mitchell Freeway extension and Tonkin Gap, with chief executive Rob Monaci praising the speed with which the government was getting projects to market.

"They've got a pipeline of work and they're sticking closely," Mr Monaci told *Business News*.

"One of the hardest things as a contractor is pipeline slipping.

"What they say they're going to do, they've done, it's very impressive."

Mr Monaci said there were strong opportunities available for contractors, although it was still competitive, with new entrants joining.

Beyond immediate construction, the Metronet upgrades in particular will lead to further investments.

The government has signed a \$2.5 billion contract with Alstom to manufacture rail cars in Bellevue and maintain them for 30 years.

About 60 per cent of the cost will be maintenance.

Construction of the Ellenbrook and airport lines will put pressure on existing operations, with PTA documents suggesting 18 rail movements will take place every hour in peak hour between Perth and Bayswater by 2031.

Similarly, frequencies on the trunk line between Cockburn and Whitfords will carry 18 trains per hour in peak times.

Those demands have led to the government's high-capacity signalling project, worth \$1.2 billion, to improve coordination of movements.

The rail car procurement plan indicates a need to lengthen platforms on the Armadale, Fremantle and Midland lines to accommodate longer trains, which will be transitioned from service on the Joondalup to Mandurah route.

PTA will also investigate moving the terminus for the Indian Pacific rail line from East Perth to Fremantle.

The government's Transport @ 3.5 million documents indicate the next series of priority

projects could include investigation of an inner-circle rail link, with segments from Fremantle to Cockburn, Morley to Warwick, and Cannington to Forrestfield.

Bus route data obtained by *Business News* show the two circle bus routes, 998 and 999, had a combined 17,500 boardings on average weekdays before COVID-19, the most frequented route in Perth when combined.

Three of the 10 most popular routes link the city and inner north, two of which continue on to Curtin University and the University of Western Australia.

On that front, it is understood a long-mooted inner-city light rail will be under consideration following stage one of Metronet, although planning was paused in 2019.



FREMANTLE
PORTS

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LEADING CHANGE AT THE PORT



As the strategic manager of the Port of Fremantle, Fremantle Ports is adept at planning for and executing change, whether it be for the continual increase in the size of shipping, adapting to climate change, becoming more sustainable, the import or export of new trade products, the opportunities presented by new technology or the challenges of a pandemic.

Western Australians are depending on the port, comprising the Fremantle Inner Harbour and five bulk jetties in Cockburn Sound, to ensure the supply of goods and services and the continued export of WA products.

The port and the landside transport network that supports it are critical to keep Western Australia running, and never more so than during the COVID-19 pandemic.

In March last year, Fremantle Ports was quick to act in setting up a Port Ecosystem Coordination Group, comprising key stakeholders of the port container supply chain. The purpose of the coordination group was for stakeholders to work together to keep supply chains running as efficiently as possible throughout the COVID-19 emergency.

The group's main aim was to address issues as they occurred across the network, with a focus on the port container supply chain, to minimise the impact of the emergency on the efficiency of container movements through the port.

Over the last six months of 2020, Western Australians bought a lot of furniture, household appliances and cars. Agricultural and industrial machinery imports were also up about 15%, a good sign for the economy.

Full container imports were up nearly 4% with furniture up about 18% and household appliances up a huge 41%. Container exports overall were down due to wheat and hay exports being down. As the eastern states are no longer in drought, those exporters have recovered markets and more wheat is being exported from there. Overall, the container trade is down slightly on the same period last year (-0.2%).

With the onset of the COVID-19 pandemic, used vehicles from the eastern states started being imported more by ship and less by road and rail. This trade is up a whopping 177% but new motor vehicles are also up by 14%. Non-containerised Inner Harbour exports are slightly up with scrap metal up 48% but live sheep and cattle were significantly down.

Trade at Kwinana Bulk Jetty and Kwinana Bulk Terminal was up (5.6% and 2.6% respectively) but total port trade was down 11.6% as this figure includes the three private jetties in the Outer Harbour. Less crude oil is being imported through the BP jetty and there was less grain exported through the CBH Group jetty.

Notwithstanding the challenges of a pandemic, the overarching challenge facing most modern ports around the world is the requirement to be increasingly sustainable, not just in environmental terms but also in how operations are run. Fremantle Ports is working towards this, and it was a recurrent theme at the PIANC Asia-Pacific conference hosted by Fremantle Ports late last year.

New technology presents the opportunity for Fremantle to become a 'smart port'.

In a logistics context, the term 'smart port' refers to a shift from being a traditional port infrastructure provider to also being a provider of digital solutions for the entire port ecosystem, including multi-modal supply chain participants, and the nearby port and broader communities.

Fremantle Ports has been working on innovative digital initiatives to assist it to advance key strategic and operational opportunities and challenges.

The future smart port will deliver integrated solutions that optimise port and supply chain efficiency, while minimising community and environmental impacts.

This means taking on an impartial data governance role to enable the development and management of digital solutions for the benefit of the port ecosystem.



New Harbour Master

Fremantle Ports' new Harbour Master, Captain Savio Fernandes, started this month.

Savio is a Master Mariner (Class 1) with an extensive career in maritime operations at sea, in technical ship management and port management, most recently with Fortescue Metals Group as Manager – Ship Quality and Vetting, and as Deputy Harbour Master for the Port of Port Hedland with Pilbara Ports Authority for two and a half years.

He takes over from Deputy Harbour Master, Captain David Heppingstone, who has acted in the role since Fremantle's last long-term Harbour Master, Captain Allan Gray left to become President and CEO of the Port of Halifax, Canada.

CEO retires

Fremantle Ports CEO Chris Leatt-Hayter retired last month after 12 years in the role. Chris joined Fremantle Ports in 1992 from the Department of Transport and was appointed CEO in December 2008.

He has overseen major growth at Fremantle Inner Harbour and Kwinana Bulk Terminal, and led the organisation through the Global Financial Crisis, the Inner Harbour Deepening Project 2009-11 and the COVID-19 pandemic.

He said it had been a privilege to lead Fremantle Ports and thanked staff for their commitment, support, loyalty and friendship.


A recruitment process is underway for a new CEO.

Dartnell, Aurizon, full steam ahead

Aurizon manager Anna Dartnell talks about growing demand for rail freight and her leadership journey.

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EXPORTS totalling about \$186 billion in 2020 helped the Western Australian economy navigate the COVID-19 recession better than many others.

Behind every tonne leaving the state's shores is a freight network that has to move products from mines and farms to ports and airports.

The biggest iron ore miners in the Pilbara own and operate their own networks, with growing production increasing pressure to improve port throughput at Port Hedland.

Further south, grain grower cooperative CBH Group and iron ore miner Mineral Resources have used rail operator Aurizon to support recent production increases.

CBH just had its fourth strongest season on record, with 15.1 million tonnes of grain delivered to its terminals.

"The harvest this year was above their capacity, they brought Aurizon in to meet the surge requirements they had," Aurizon general manager bulk (iron ore and central) Anna Dartnell told *Business News*.

To meet the demand, Aurizon moved 48 grain rail wagons and two locomotives from its east coast fleet into WA.

Wheels started spinning early in February, under a short-term arrangement focused on the Geraldton region.

Aurizon has also supported Mineral Resources' increased iron ore production from the Yilgarn province, leasing the miner rolling stock, crew and Esperance yard operations since last year.

There were 17 locomotives and 690 wagons brought back into operation for the contract.

That's in addition to a long list of existing customers, including South32, Alcoa and EVOL.

Aurizon will also be hauling lithium hydroxide for the planned Covalent Lithium refinery.

"It's a busy time in the world of bulk freight with the amount of disruption we've had," Ms Dartnell said.

"I'm really optimistic for the outlook in bulk commodity markets in Australia.

"I'm seeing a bit of movement, new commodities coming online ... potash has generated a lot of interest in WA.

"It's as busy a time as any of our people – and I have people who have been in the business a long time – have seen."

The influx of bulk freight could put pressure on ports, Ms Dartnell said, and Aurizon was in favour of adding new capacity around the state.

Leadership

Ms Dartnell, who was a *Business News* 40under40 winner in 2013, has been an advocate of opportunities for women, including through the National Association of Women in Operations.

Her own career is an example of how pathways can be created for women in industries where they make up a minority of the workforce.

Men outnumber women in the transport and logistics sector by about 3.7 to one in Australia, according to federal labour market data.

Ms Dartnell started her career in human resources and industrial relations.

"You'd probably say that was a non-traditional pathway into transport and logistics," she said.

"My story is, more than anything, about how to harvest women from areas of over-representation into leadership roles."

While working on the east coast in a warehousing business, Ms Dartnell was asked by her manager to move from HR into operational management.



OPPORTUNITY: Anna Dartnell says taking on a leadership role fired her imagination.

Photo: David Henry

“It’s as busy a time as any of our people, and I have people who have been in the business a long time, have seen

– Anna Dartnell

"I think he [manager] applied the rule that you don't need to look like everyone who's done this job to be a good candidate for it," Ms Dartnell said.

"I spent a lot of time saying, 'This is crazy'.

"Once I found myself leading an operations team, I developed a real taste for it,

"It fired my imagination.

"I enjoy working with people. 'Understanding people in operations is key."

Business leaders needed to be reactive about identifying

talent and how to use it, she said.

Aurizon has programs in place to find talented people from broader fields, and operates programs such as Male Champions of Change, where men work to support gender diversity.

The company claims to have doubled the proportion of women in its workforce to more than 20 per cent since 2011.

"A lot of leadership comes down to people and process," Ms Dartnell said.

"I'm not trying to underestimate the capability people are bringing to [business] with specialty skills, but I'm not sure you need specialty skills to be a great leader.

"Instead of looking at gender diversity as fishing from an ever-decreasing pool, [we need to] target growing the pool."

To that end, Ms Dartnell praised Committee for Perth's Filling the Pool report, which recommended raising awareness of the cultural norms that hindered the progress of women.

Ms Dartnell said COVID-19 had highlighted some potential for change.

"Flexible work is more accessible in a lot of industries than we thought it was," she said, which would help new parents remain connected to the workforce.

Data & Insights

WA's LARGEST TRUCKING & LOGISTICS COMPANIES

Ranked by total number of staff in WA



Rank	Change from previous year	Company name	Senior executive and title	Year est. in WA	Total number of WA staff (including long term contractors)	No. of branches/ depots in WA	No. of branches/ depots interstate
1	—	Toll Group	Mr Jason Holmes General manager, operations southern region WA	1980	NFP	130	
2	—	QUBE Holdings	Mr Darren Byrne General manager, SA & WA	1999	1,500	13	130
3	—	Bis	Mr Brad Rogers Managing director	2007	1,300	5	10
4	—	CTI Logistics	Mr David Mellor Joint managing director	1974	949	16	11
5	—	Centurion	Mr Justin Cardaci Chief executive	1971	917	10	6
6	↑	Aurizon	Mr Clay McDonald Group executive, bulk	2006	650		
7	↓	Linfox	Mr Gary Pyne General manager - resources & industrial west		NFP	12	
8	↑	Sadleirs	Mr David Cole Chief executive	1895	370	3	6
9	↓	Hampton Transport Services	Mr Bart Jones Managing director	1977	353	2	
10	—	Armaguard	Ms Annette Carey Chief executive	1962	350	4	38
11	↓	B & J Catalano	Mr Bill Catalano Managing director	1962	350	5	
12	↑	Matic Group	Mr Danny Matic Managing director	2002	331	12	3
13	↓	Freo Group	Mr Stephen Rogers President	1974	300	9	12
14	↓	LINX Cargo Care Group	Mr Neil David Group manager WA/NT	2016	NFP	13	45
15	↓	TNT Australia	Mr Peter Langley Managing director		280		
16	↑	Goldstar Transport	Mr Sean Carren Managing director	2001	270	6	
17	↓	Scotts Refrigerated Logistics	Mr Brett Lynch Chief executive	1986	NFP	3	12
18	↓	Grace Worldwide Australia	Mr James Noakes Regional general manager	1911	220	10	26
19	↑	Freight Lines Group	Mr Michael Harding Managing director	1989	220	6	
20	↓	SCT Logistics	Mr Geoff Smith Managing director	1999	184	1	6

Data & Insights

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Data & Insights

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Industry up in arms over port charge

Shipping Australia has argued that the state government-owned Port of Port Hedland should finance ... government's plan to use iron ore vessels to fund its voluntary buy-back scheme in Port Hedland, labelling the ... Port of Port Hedland will be expected to pay anywhere from \$1,250 to \$6,725 upon entry and exit, ...

Lindian eyes bauxite infrastructure plan with Guinea Govt

Guinean Government to appraise a possible joint development of the Dobali port and an associated logistics ... offtake alternatives including the potential provision of access to existing haul roads, rail and port ... infrastructure and the potential expansion of the Dobali port in Guinea to increase its bulk handling capacity. ...

\$1.6m grant for WA recycling project

ore vessels to fund its voluntary buy-back scheme in Port Hedland, labelling the move "breathtakingly ... outrageous". From March 1, iron ore vessels utilising the inner harbour at the Port of Port Hedland will be ... affected by excessive dust from iron ore stockpiles in the port's West End. According to Shipping ...

RemSense signs agreement with Woodside

integrated pit-to-port operation expected to produce between 1.5 million tonnes per annum and 2mtpa (60 per ...

Civmec buoyed by defence works

ongoing works, including manufacturing of port infrastructure in central Queensland and heavy engineering ... located about 145km south of Port Hedland. Australia's defence sector has been the beneficiary of ... a \$13 million contract in June to fund construction of a new submarine port facility in Henderson. ...

\$4bn Derby fertiliser project unveiled

make this flagship project a success," Mr Benedict said. "Derby has the port infrastructure and is in ...



Photo: Stockphoto