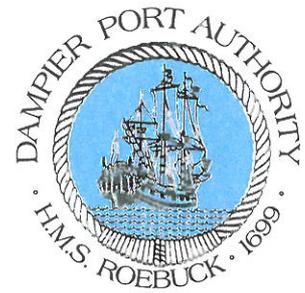


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FLOATING DECK TRANS-SHIPMENT SYSTEM A WORLD FIRST

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A floating deck trans-shipment system will facilitate direct shipping between Asia and the Pilbara, cut costs and facilitate project and general cargo handling in the Pilbara, the Dampier Port Authority announced today.

The Port Authority announced the start of construction of Australia's first Floating Deck Trans-shipment System (FDTS) in conjunction with WQube.

The floating deck moves between the largest cargo liners at anchor in the Port - where cargo can be exchanged using ships cranes or vehicular ramps - and a purpose-built, land-based facility.

The floating deck will have sufficient deck space that allows for high point loads, stacking and temporary laydown of cargo. The system can handle all types of project freight including huge pre-assembled modular cargo.

The land-side facility includes provision for a quarantine wash-down bay, customs licensed areas and general cargo handling, stacking and storage.

The lighter weight infrastructure can be rapidly installed to address major supply chain constraints.

Concept designer and project developer and the Port's Chief Operating Officer, Captain Paul Toussaint-Jackson, did an extensive 'end to end' supply chain analysis of the Port of Dampier, to extend the boundaries of thinking beyond traditional port infrastructure.

"We knew that enabling direct cargo liner shipping calls from overseas would have a big impact on the region," Captain Toussaint-Jackson said. "The challenge was how to achieve that quickly and cost-effectively and the floating deck trans-shipment system has provided the key."

The system acts as a logistics "shock absorber" allowing the cargo liner to arrive and depart on schedule, leaving the cargo on the floating deck.

CEO of the Dampier Port Authority, Steve Lewis said Dampier was a 'gateway' port so "it's imperative that we understand the central and catalytic role ports play in the supply chain".

Mr Lewis, who has been a strong advocate of thinking beyond typical port operational models, said the floating deck trans-shipment system concept "aligns with the DPA's strong belief that working with customers lets you solve the more challenging aspects of business for the benefit of the broader community."

Captain Toussaint-Jackson said use of FDTS allows vehicular ramps from the roll on roll off vessels like Qube's shareholder, Wilhemsens's, (also part owner of Wallenius Wilhelmsen Logistics) to offload large mobile cargo like dump trucks, front end loader and roll trailers to the floating deck, The floating deck will allow liner RoRo vessels to call to the Pilbara for the first time which is a significant benefit to the Pilbara region. .

Advantages of the system include:

- a lighter-weight infrastructure that provides for a safe, robust and lower cost rapid installation for industry;
- highly suited to port operations in cyclone-affected areas;

- an excellent environment footprint as the floating decks operate in shallow water and there is no need for dredging;
- taking heavy vehicles off the road, thus reducing the carbon footprint of transport across the Pilbara and the Nullabor;
- it can be rapidly expanded to cope with demand;
- the infrastructure is highly durable and flexible and can form part of the port infrastructure for many years;
- maintenance requirements are low and easily managed.

“The Dampier Port Authority believes this is an important step in the development of an ‘interim logistics’ approach for the north-west of Australia,” Captain Toussaint-Jackson said.

“The approach is complementary to conventional large scale infrastructure objectives. It lets industry get moving today while conventional infrastructure can be developed progressively over time.

“The floating deck will facilitate direct China to Pilbara supply chains, rather than shipping to ports on the East Coast or Fremantle then moving cargo thousands of kilometres by truck. This will reduce critical supply chain times and costs by as much as 70 per cent,” Captain Toussaint-Jackson said.

The system is designed to be an open access facility that will benefit all operators using the Port of Dampier and industry across the north-west of Australia.

The installation is expected to be completed by January 2014.

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