



# Fact sheet

## Project background

## Flinders Ports and Port Adelaide

### About Flinders Ports

Flinders Ports was formed in 2001 when the Flinders Ports consortium successfully acquired seven ports in South Australia: Port Adelaide, Port Giles, Port Lincoln, Port of Wallaroo, Port Pirie, Klein Point and Thevenard Port.

In addition to the port infrastructure, Flinders Ports holds a 99-year land lease and port operating licence for the Port of Adelaide and the six regional ports. Flinders Ports is part of the Flinders Port Holdings Group, which also includes Flinders Logistics and the Flinders Adelaide Container Terminal.

### About Port Adelaide



Port Adelaide is South Australia's main seaport and a vital gateway for trade. 99% of South Australia's imports and exports by weight are transported by sea and a significant portion is containerised. Containerisation involves the use of stackable containers to hold freight. These containers, used globally since the 1960s, have standardised dimensions meaning they can be efficiently tracked, transported and transferred by container ship, road and rail.

Container ships and dry bulk cargo ships made up 65% of Port Adelaide's shipping movements in 2017.

#### Top imports in 2017 (by weight)

- Petroleum and gas
- Limestone
- Fertilisers
- Cement / clinker

#### Top exports in 2017 (by weight)

- Grain
- Mineral sands
- Cement / clinker
- Vegetable seeds / oilseeds

Port Adelaide also includes the Port Adelaide Passenger Terminal, which will see 43 cruise ships visit South Australia between October 2018 and March 2019 - up from 39 ships last season.

Port Adelaide is a tidal port, utilising a deepened shipping channel that extends approximately 12 km into Gulf St Vincent for the movement of shipping.

Prior investment by Flinders Ports deepened the existing channel in 2005 from a depth of 12.2 metres at low tide to the current depth of 14.2 metres.

This deepening project was driven by the emergence globally of larger, deeper draught (distance from the waterline to the lowest part of the ship) vessels, known as Panamax class vessels.

# Future trends and ongoing investment

## Global shipping industry

Shipping is a competitive industry, and port operators need to ensure their infrastructure effectively and efficiently supports global shipping organisations and the smooth movement of their vessels and cargo.

This includes the ability to operate 24 hours a day, 365 days a year to enable ships to complete their cargo transfers, and depart within the shortest possible time.

Looking to the future, industries continue to adapt their cargo to container shipping, global trade continues to grow and vessels are also growing in size.

## Outer Harbor size limitations - vessel width

The current Outer Harbor shipping channel size suits the "Panamax class" of vessel which measures 294 metres in length and 32 metres at its widest point.

Increasingly Flinders Ports is being asked to receive vessels which are wider, known as "New Panamax" and "Post Panamax", as they are more economical for shipping companies to operate. This shift does not change expected freight volumes in and out of Port Adelaide but does significantly impact the size of ship visiting.

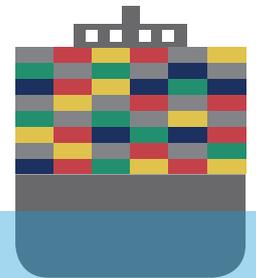
### Panamax

294 metres long  
32 metres wide  
12 metre draught  
5,000 containers



### Post Panamax

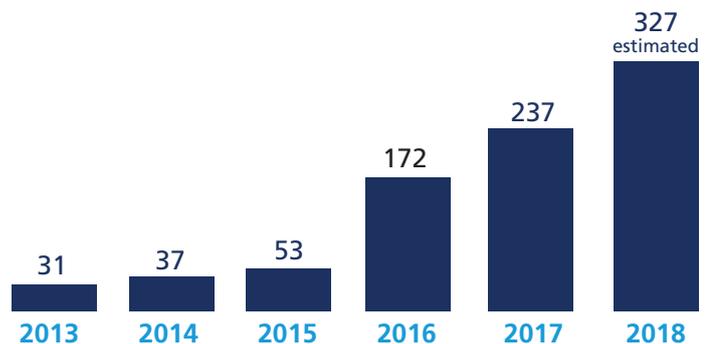
366 metres long  
49 metres wide  
14.2 metre draught  
13,000 containers



*Panamax and Post Panamax vessel dimensions*

In recent years, Flinders Ports has been able to accommodate wider vessels (up to 42.2 metres) through operational restrictions including daylight hours movements, wind limitations and tide.

However, the rising number of Post Panamax vessels are now causing a bottle-neck impacting on Port Adelaide's efficiency.



*Visitation by Post Panamax vessels (greater than 39 metres wide)*



**The Outer Harbor Channel Widening Project is responding to the change in vessel size (width) as the key driver to ensure operations are maintained to support South Australian tourism and trade and avoid shipping company use of alternative Australian ports or land routes for import and export trade.**

In the same way that container ships have increased in size, cruise ships are growing in scale from Panamax to Post Panamax dimensions.

Port Adelaide's ability to easily and efficiently accommodate these larger cruise ships will be an important contributor, and boost, to the tourism sector.