

Summary Port of Dampier Land Use Master Plan 2030

The Pilbara Ports Authority operates and manages the Port of Dampier in accordance with the *Port Authorities Act 1999* (WA) and the *Port Authorities Regulations 2001* (WA). The Port of Dampier Land Use Master Plan 2030 contemplates existing uses and potential future uses of land and infrastructure at the port, along with the movement of freight and cargoes both within and external to the port area. While the Port of Dampier is a mature port with proven capabilities, it has ageing general cargo infrastructure and limited land available for new developments. Notwithstanding these constraints, opportunities for future growth have been identified.

PRECINCT LAND USE AND DEVELOPMENT STRATEGIES

Precinct name and intent		Land Use / Port Infrastructure / Cargoes Handled		Charles
		Current	Future	Strategies
Port Services Precinct	General cargoes and bulk cargoes trade precinct with multipurpose dedicated berths and logistics support infrastructure for Pilbara industries.	The Port Services Precinct consists of the Pilbara Port Authority's Dampier Cargo Wharf (DCW) and Dampier Bulk Liquids Berth (DBLB) marine facility, and the privately operated Dampier Barge Facility (DBF), that together support a range of cargo trades including: • General cargoes. • Offshore cargoes. • Bulk liquids. Land uses include laydown areas and multi-user infrastructure. Services include stevedoring and a privately operated drilling mud plant and small diesel fuel farm.	The Port Services Precinct will continue its multi-purpose commodity trade role across the general cargo berths including: General cargoes. Offshore cargoes. Bulk liquids. Bulk / bagged solids. Cruise ships. Pre-fabricated modules. Roll on / roll off cargoes. The Pilbara Port Authority's administration and core functions, including the marine operations centre and quarantine facilities, will remain in this precinct. The DCW will continue to operate, and / or a new multiuser land backed wharf will be developed.	 S1a. Support projects that promote the use of the DBLB marine facility. S1b. Extend the life of the DCW. S2. Enhance port trade logistics capability. S2a. Plan new multi-user port infrastructure (DCW extension). S2b. Plan for new multiuser port infrastructure (DBLB second berth). S2c. Maximise opportunities to develop new port infrastructure. S2d. Maximise space for laydown areas. S2e. Develop new biosecurity facilities.
King Bay Precinct	Support precinct providing port industrial land that supports marine and supply base functions.	The King Bay Precinct has levelled land leased for port related activities including supply base activities that support the offshore oil and gas industry.	Land can be developed for port related uses including construction project laydown areas, warehousing, and quarantine and customs facilities.	S3. Promote the improvement of under developed lease areas.

WHOLE OF PORT LAND USE AND DEVELOPMENT STRATEGIES

Transport and Infrastructure Corridors

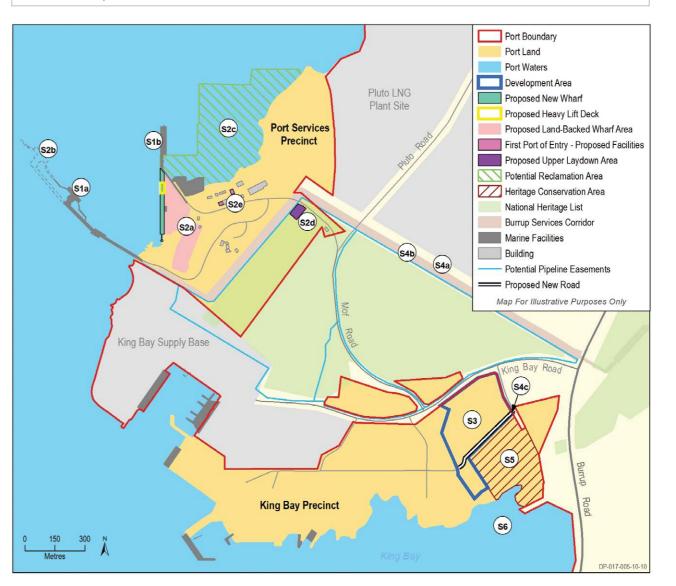
- **54.** Support the development of future transport and infrastructure corridors:
- **S4a.** Maximise use of the Burrup Services Corridor.
- **S4b.** Support the development of future pipeline corridors.
- **S4c.** Plan for increased port road network capacity.

Heritage

S5. Implement heritage management measures.

Environment

S6. Minimise impacts on benthic communities and habitats.





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