

Chris Ciriello
Executive Manager,
Corporate Commercial Development

Our Team



Andrew Natta
Managing Director

Andrew is a senior infrastructure executive with nearly 30 years' experience delivering major port and resource projects across Western Australia. As founder of the Kimberley and Onslow Marine Support Bases, he has led the successful development and operation of complex marine facilities, driving innovation, stakeholder collaboration, and sustainable outcomes.



Jean-Pierre Veder
Chief Operating Officer

Jean-Pierre is a senior executive with extensive experience in project delivery and business development across marine logistics, infrastructure, and energy. As Chief Operating Officer of Kimberley Marine Support Base, he leads major port projects across Northern Australia, driving strategic partnerships, operational excellence, and sustainable growth.



Adam Harby
Senior Finance Executive

Adam is a senior finance executive with over 25 years' experience leading financial strategy and governance across banking, infrastructure, and corporate sectors. As Chief Financial Officer of Kimberley Marine Support Base, he oversees major capital projects, including the \$225 million Broome port development, driving performance, transparency, and sustainable growth.



Chris Ciriello
*Executive Manager
Corporate/Commercial
Development*

Chris is a Business Development Seasoned professional in the field of business development and logistics. Adept at navigating and fostering relationships across diverse markets, particularly across Asia. Dual Olympian and Olympic medallist.



Tim Woodley
Operations Manager

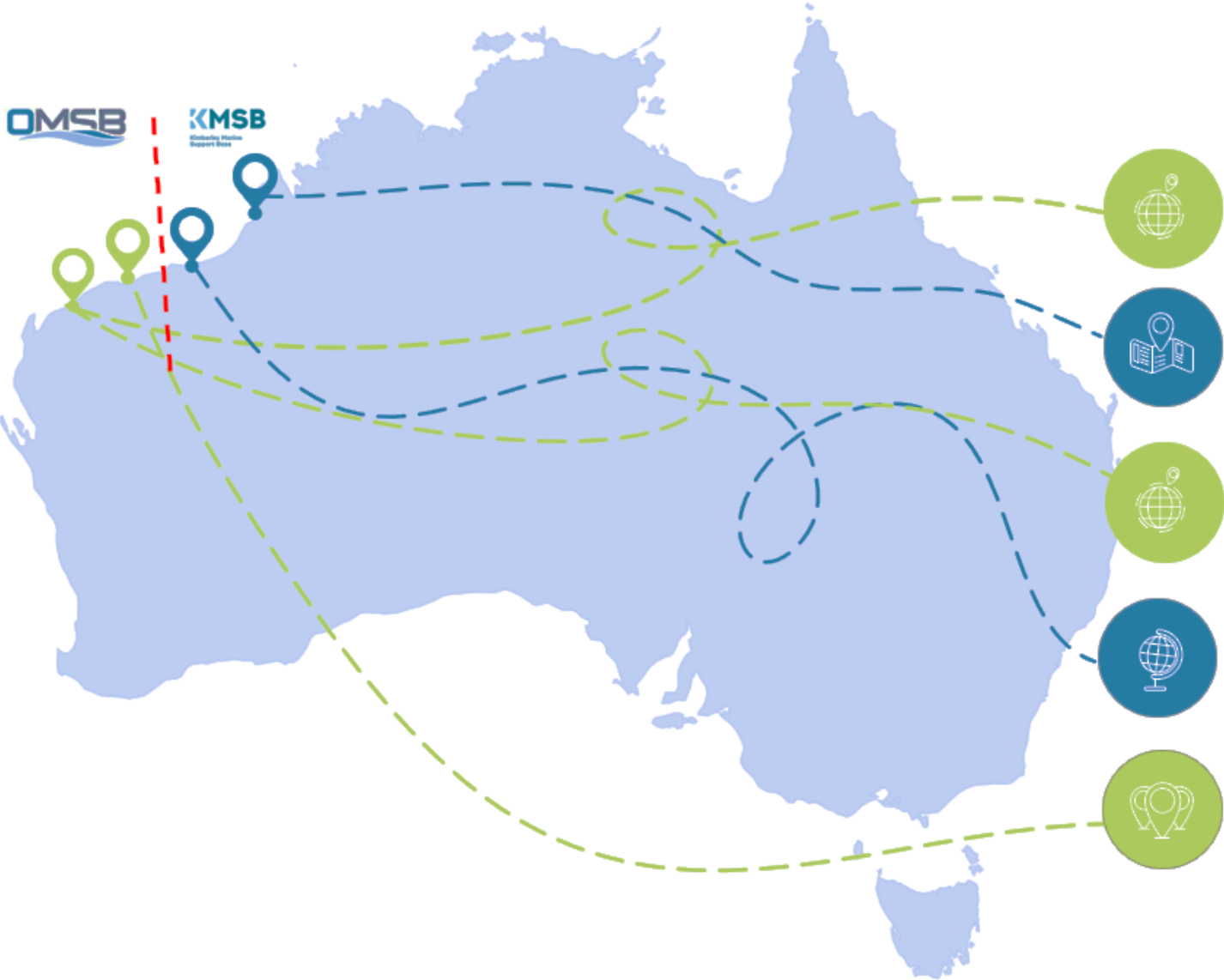
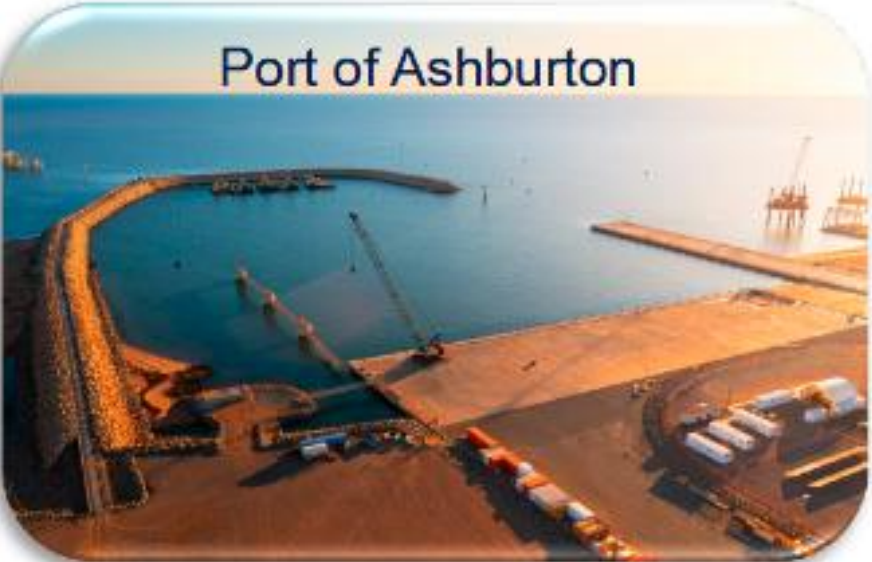
Tim is a skilled maritime and logistics leader with 15+ years managing shore bases, marine operations, and industrial logistics. Skilled in operational oversight, team leadership, and client coordination, with a proven record of optimising logistics, maintaining ISO and AMSA compliance, and supporting major oil and gas clients such as Chevron and Woodside.



Sam Hogg
HSEQ Manager

Sam is a recognised HSEQ leader with over 20 years' experience managing high-risk operations across Defence, mining, and construction. He has led safety, compliance, and emergency management programs for complex, multi-site projects, including port and marine logistics facilities, ensuring operational readiness, regulatory compliance, and a strong safety culture.

Marine Support Bases: Locations



01 – Onslow
Started in 2014 – operational

02 – Broome
Started in 2017 – Construction complete and operational in Sept 2025

03 – Port of Ashburton
Operational since 2023

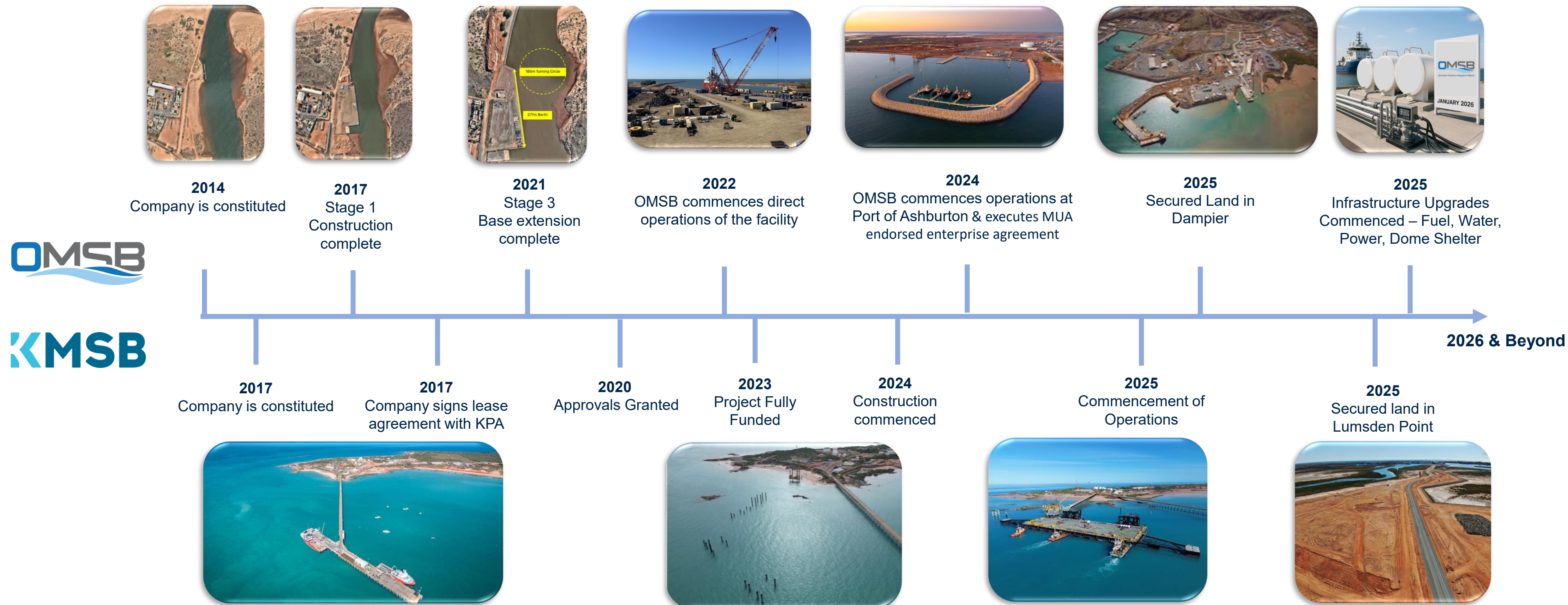
04 – Port Hedland
Nominated land lease in 2025

05 – Dampier
Proposed to secure land in 2025/26



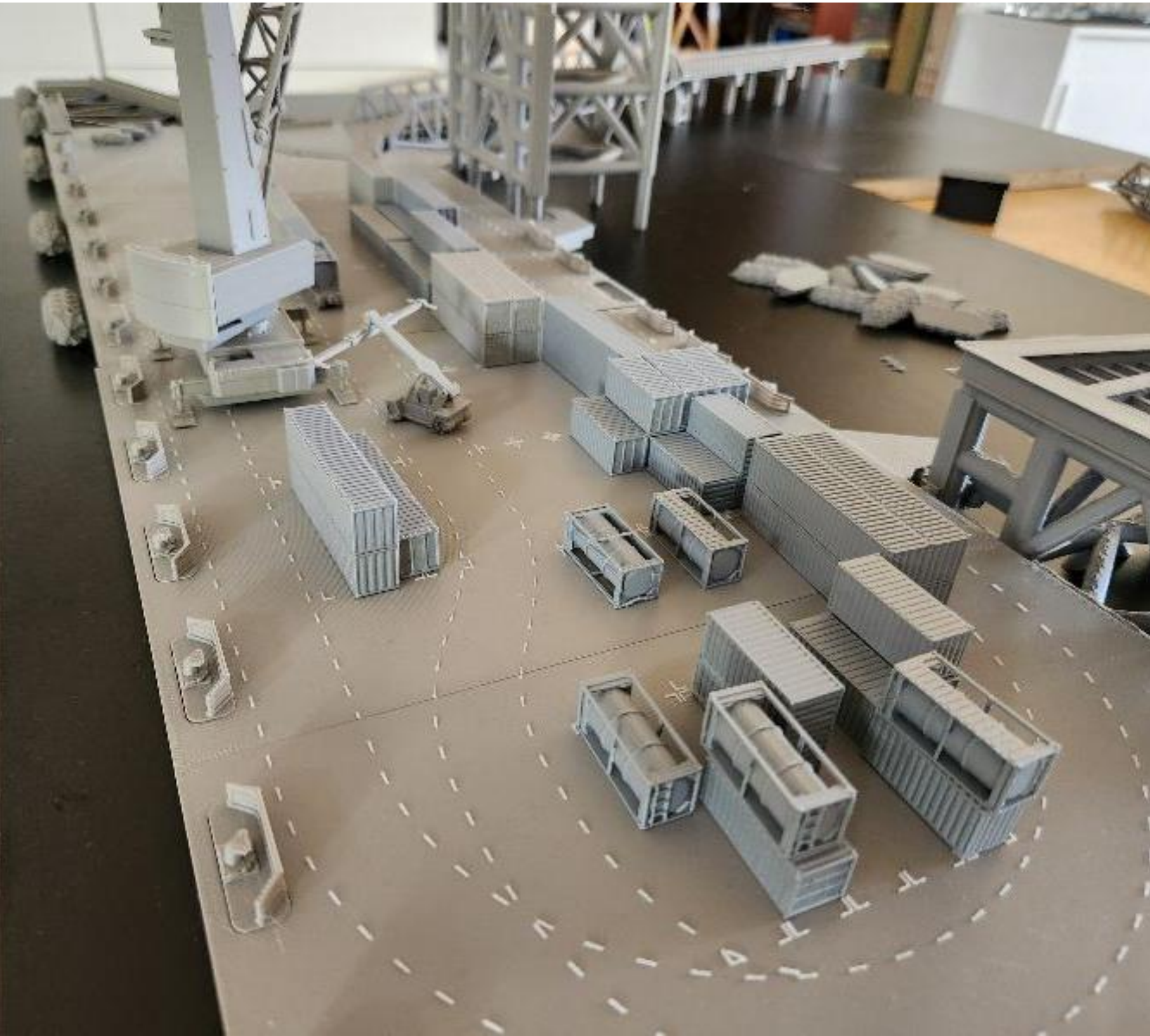
KMSB

The Vision: From Brainchild to Backbone



Concept to Inception

Development of strategic laydown yards



The KMSB Vision: From Brainchild to Backbone



The KMSB Facility

Born from an opportunity to support trade through the Port of Broome.

Key design elements include:



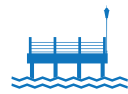
Natural Deep berth pocket of **-15m** LAT,



9,250m² floating wharf – 255m long berth, 50m wide,



12m wide, **400m** long bi-directional causeway



85m linkspan bridge

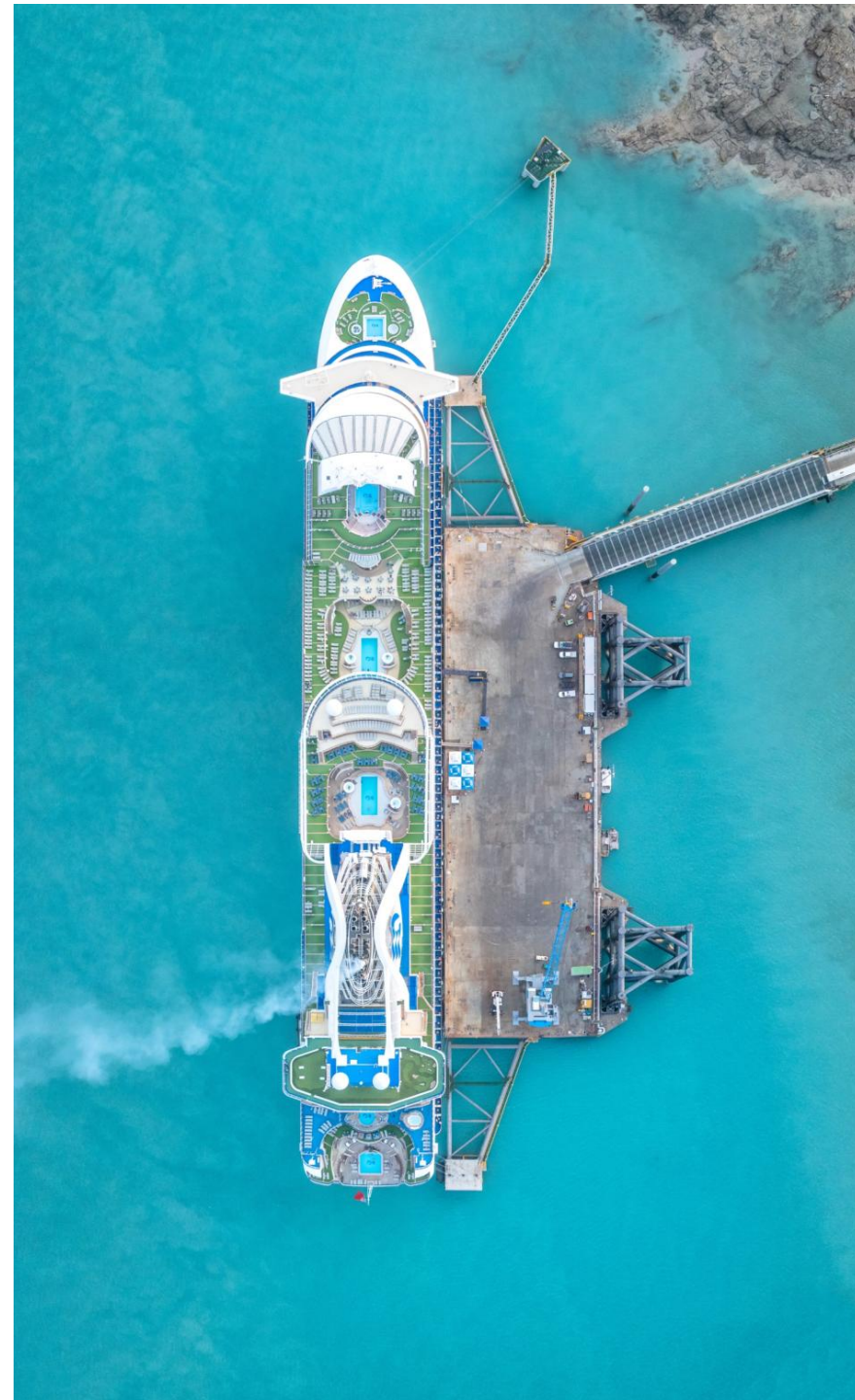
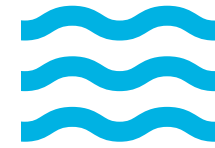


High load bearing **capability**

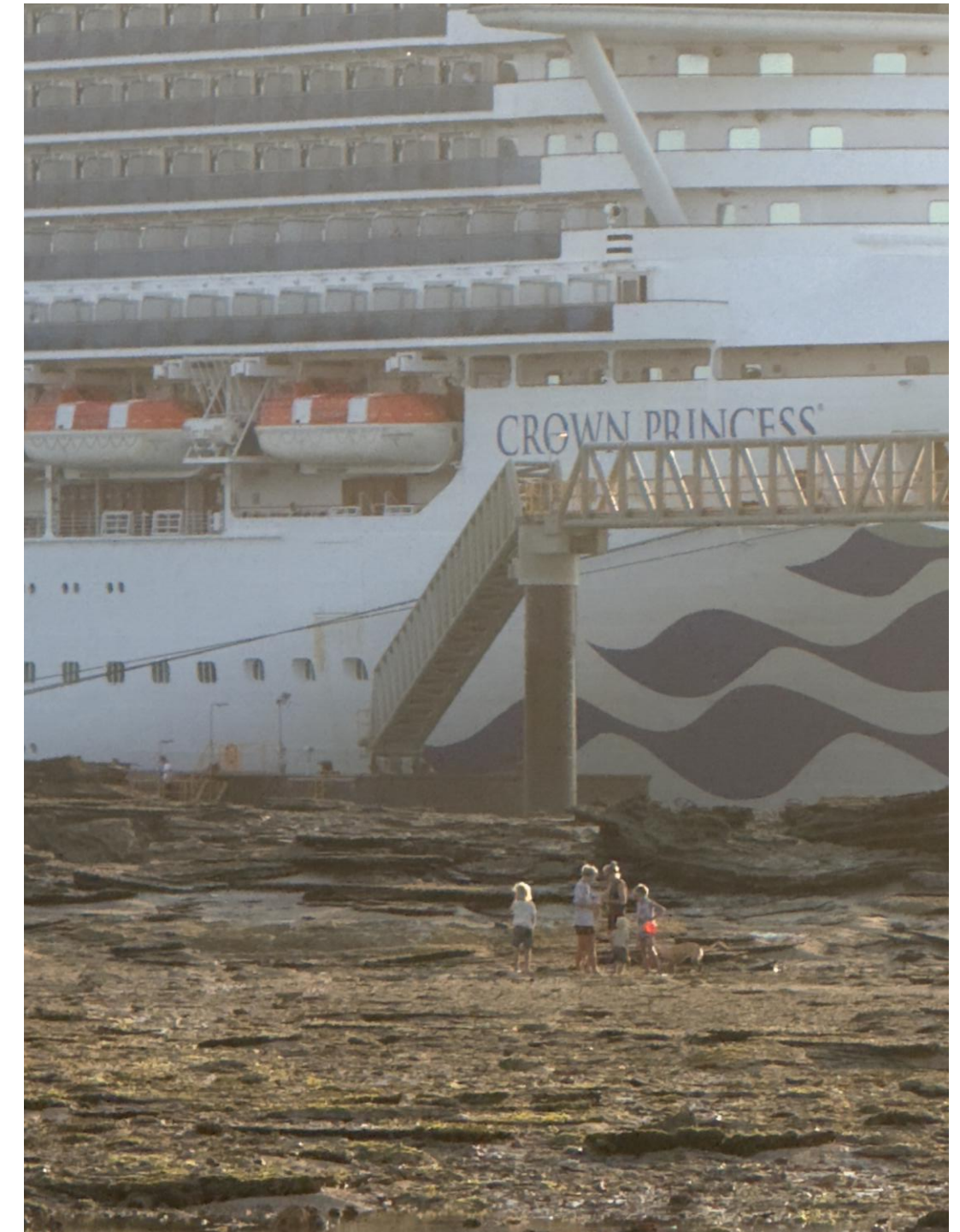


Breasting and mooring dolphins structures to accommodate vessels **348m+** LOA.

High tide



Low tide







KMSB

A WHARF FLOATED INTO PLACE



The KMSB 1st Vessel




The inaugural KMSB vessel was the heavy lift vessel – SAL Frauke.


This was a historical day bring in the KMSB permanent Heavy lift Kone Mobile Harbor crane.

The key outcome of the vessel being there and departing on the opening of the wharf, via ports minister and delegates.




Design - Landside / Abutment

 20km/h on Landside and Abutment

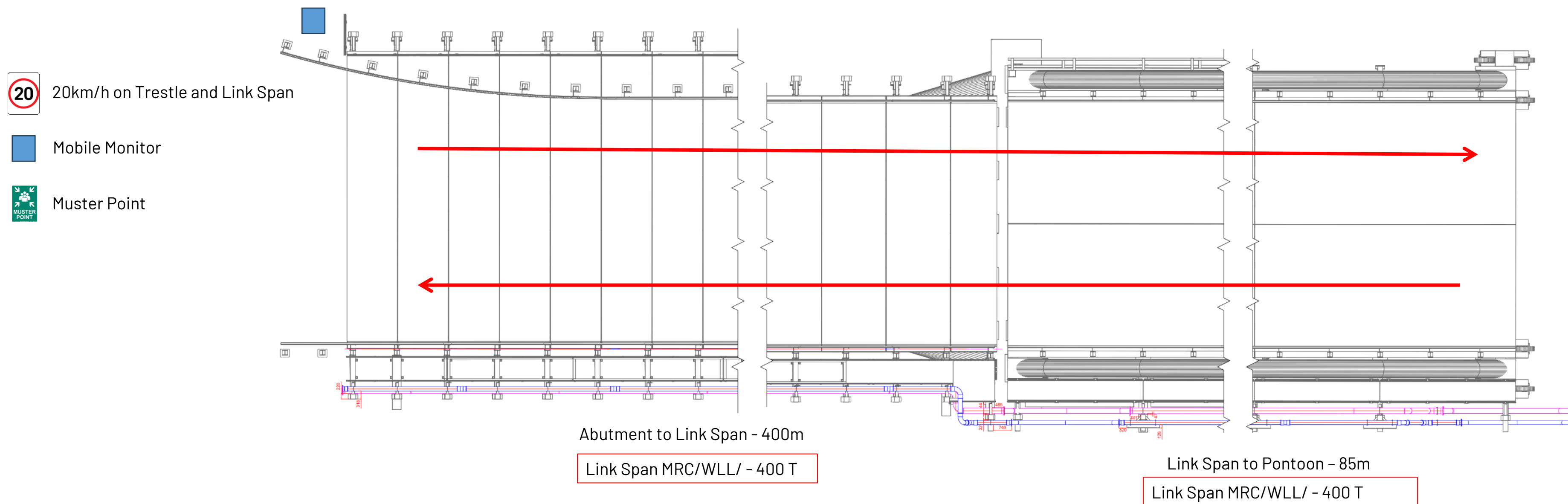
 Mobile Monitor

 Muster Point

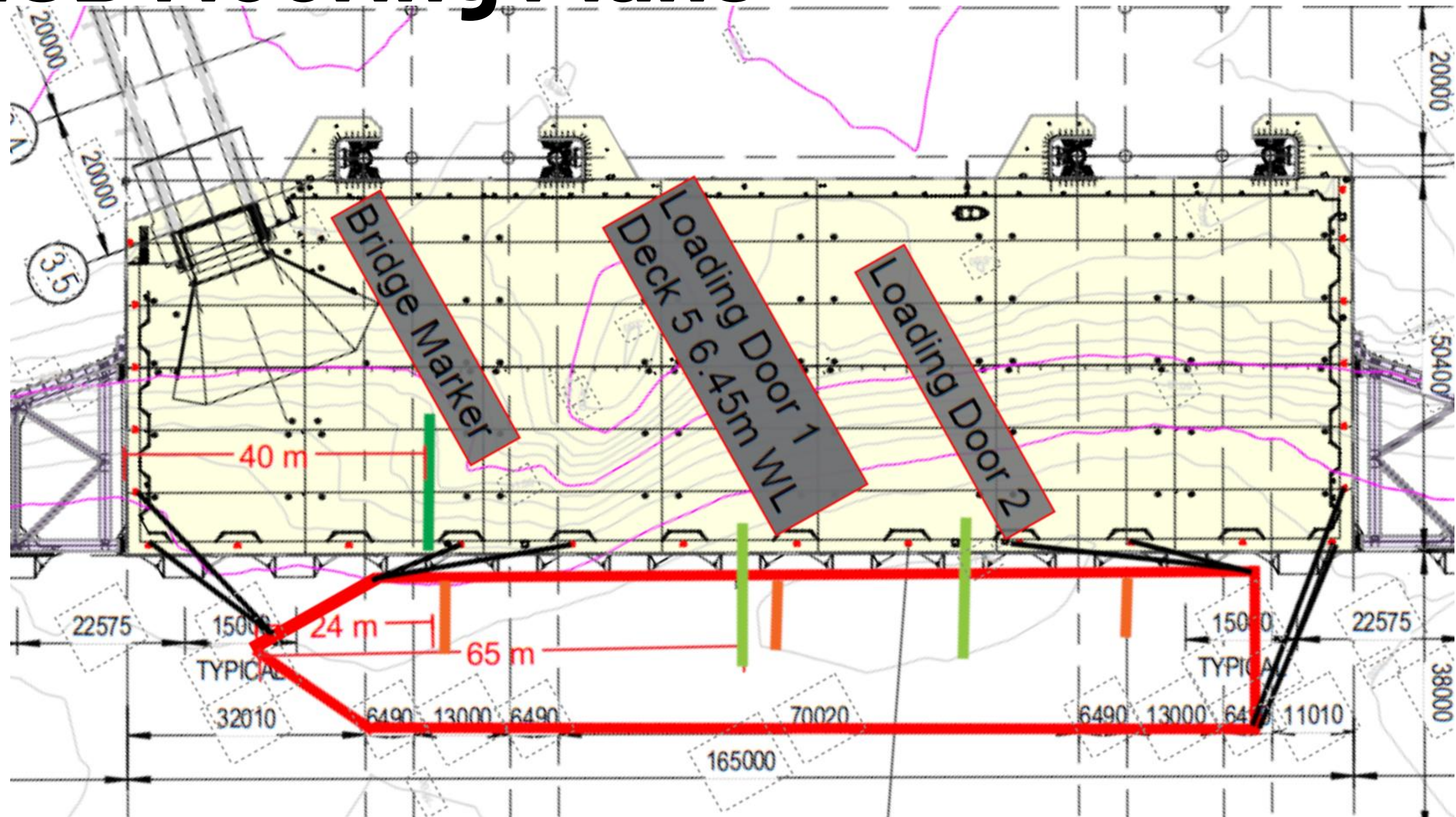
 Give Way



Trestle and Link Span



KMSB Mooring Plans



Traffic Management Plans



Give Way



Vehicle Barrier or Stop



Mobile Monitor



Traffic Cone/Bollard



Muster Point



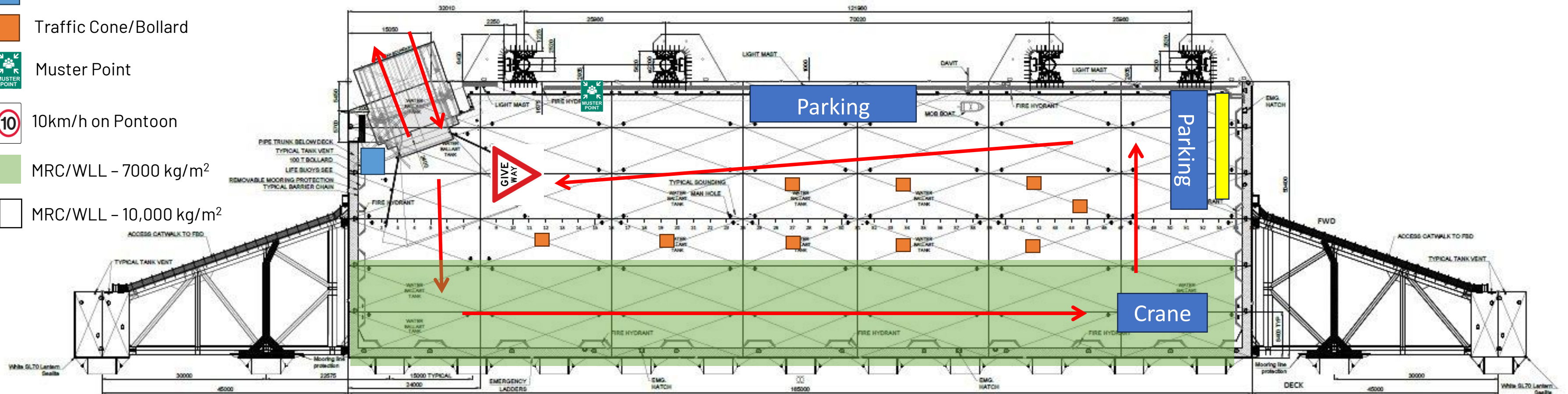
10km/h on Pontoon



MRC/WLL - 7000 kg/m²



MRC/WLL - 10,000 kg/m²





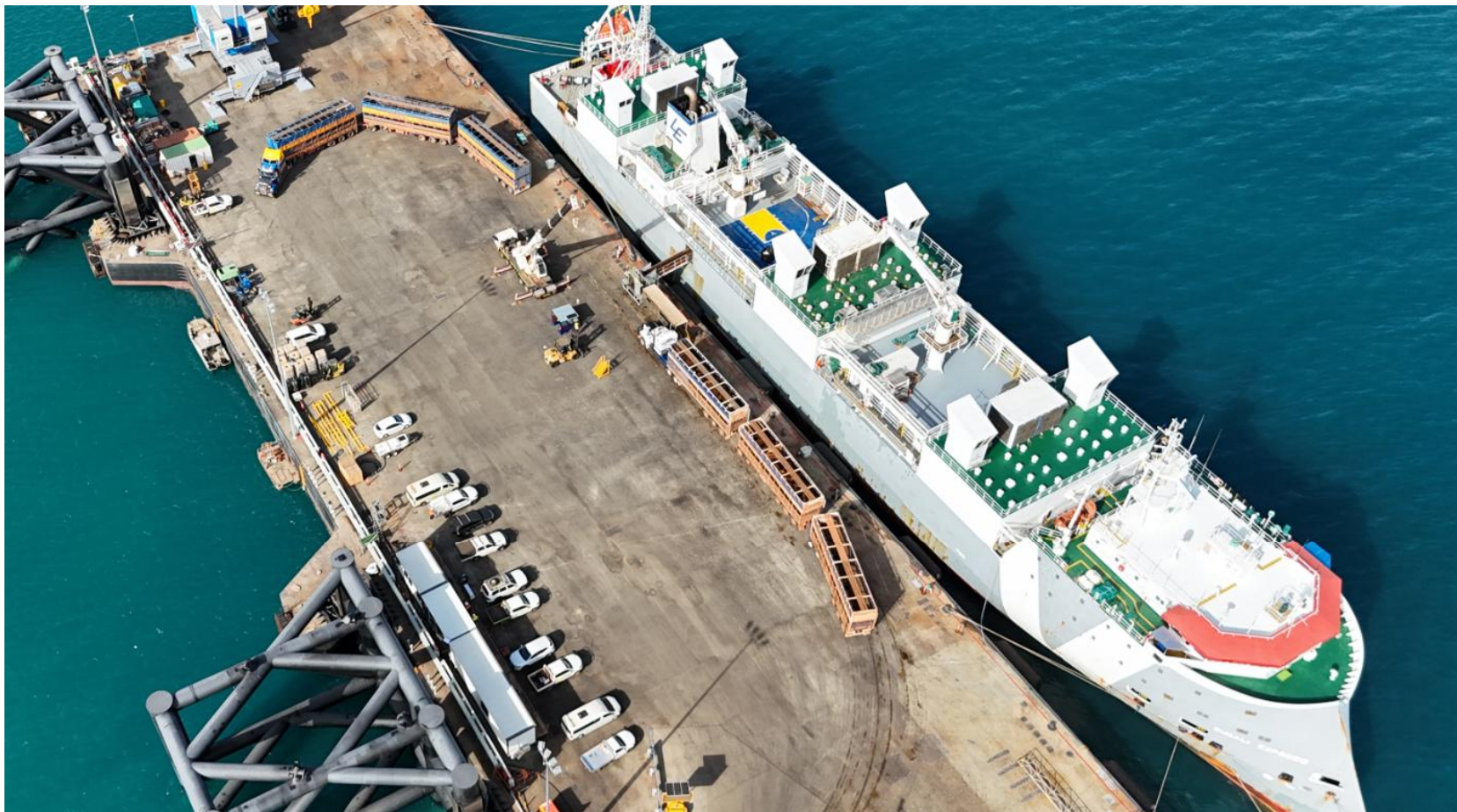
KMSB





KMSB Cattle Loading Efficiency

- **Easy, safe and efficient** loading
 - Not reliant on tidal windows
 - Staging of trucks on the pontoon
 - Ability to turn triple trailer trucks around without breaking them up
 - Bi-directional causeway allowing two-way passage of trucks
- Previous port capability can load near **three trucks per hour**, the KMSB facility can **load four trucks per hour**.



First Cattle Loaded	1st Window	0645
Last Cattle Loaded	1st Window	1330
First Cattle Loaded	2nd Window	-
Last Cattle Loaded	2nd Window	-

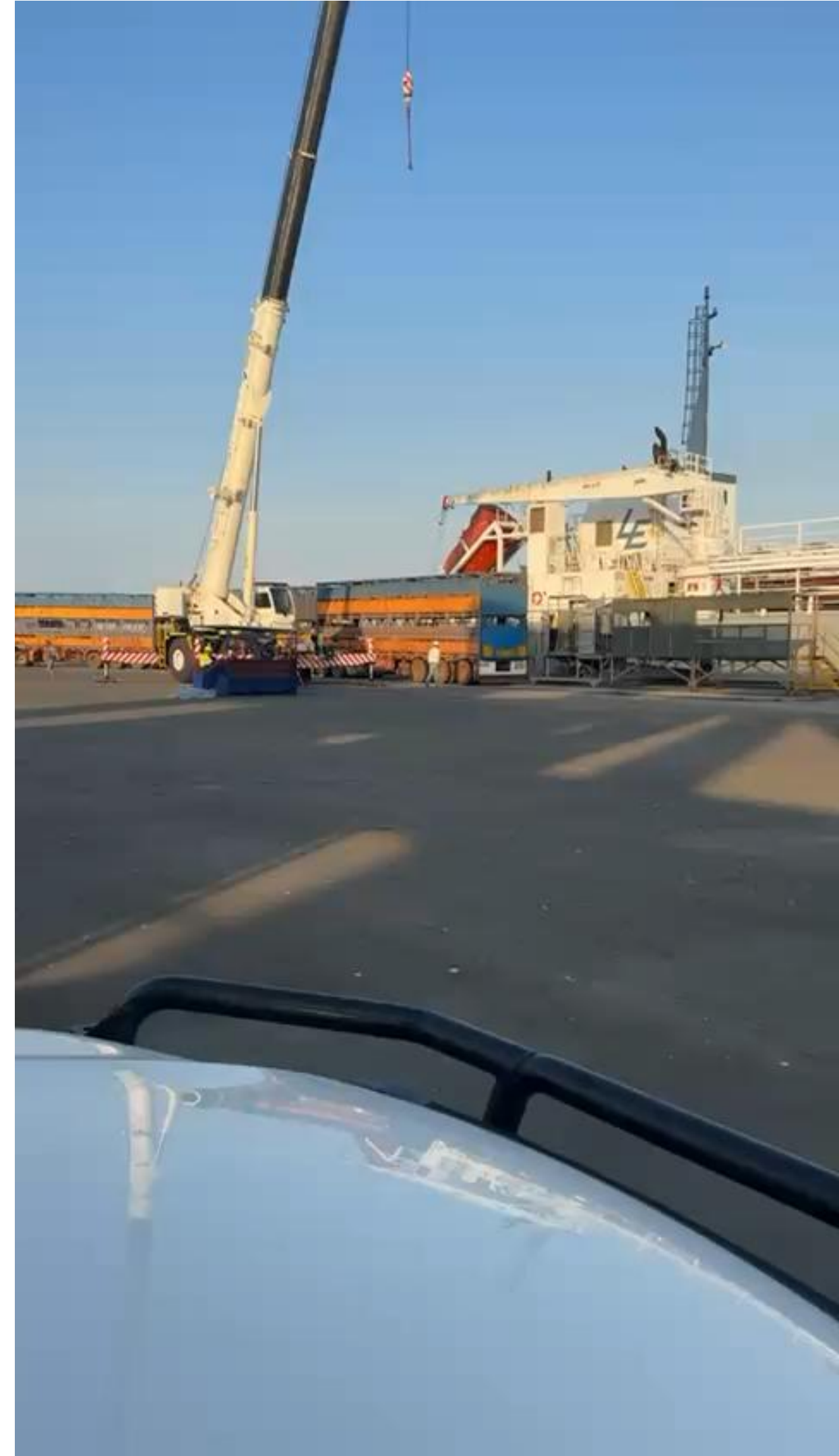
Redundant as floating wharf not dependent on tidal windows

Vessel	Date	Port	Head	Time loading cattle (hrs)	head/hr
Gudali Express	1/10/2025	KMSB	2855	6.67	428.25
Gudali Express	21/10/2025	KMSB	3881	6.75	574.96

Loading efficiencies capitalised on

KMSB's Competitive Positioning





The KMSB Facility



KMSB Operator Model

With a strong track record in wharf construction and strategic infrastructure, KMSB will be equipped to deliver critical support services tailored to all customer needs. Our Managing Director has developed our associated company - OMSB, which has been operational for five years, and a plot of land and stevedore licence in Port Hedland.

KMSB will ensure our - 4 pillars are of the highest service: **Quay side, Land side, Services & Equipment**

Heavy-Lift Ready:

- KMSB's Kone ESP.6 Mobile Harbour Crane will deliver high-performance capability across O&G, Decommissioning, and Project cargo,

Full Equipment Suite:

On-wharf gear includes:

- 1612t-rated forklift
- 3t, 4.5t, and 10t forklifts
- Cranes from 30t, 60t, 100t, and 300t units

Integrated Services Corridor:

High-volume pipeline infrastructure delivers:

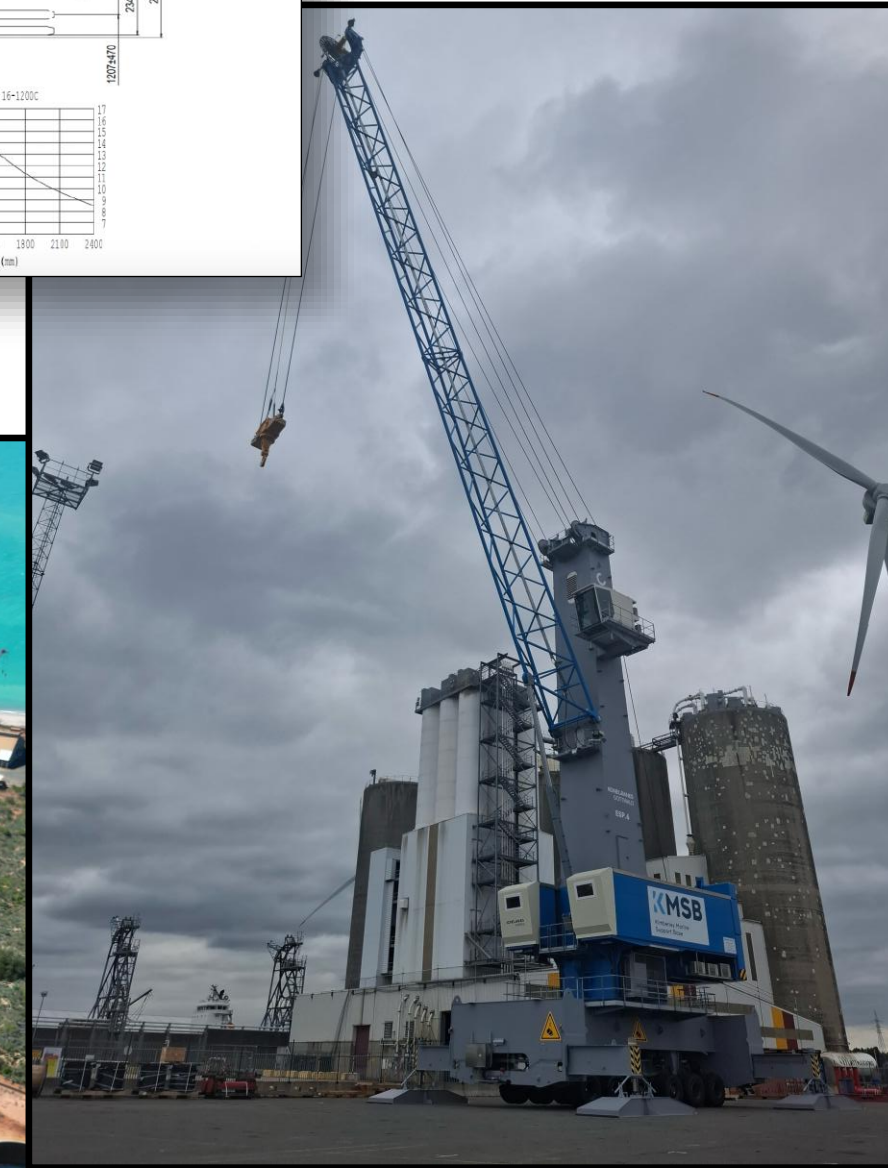
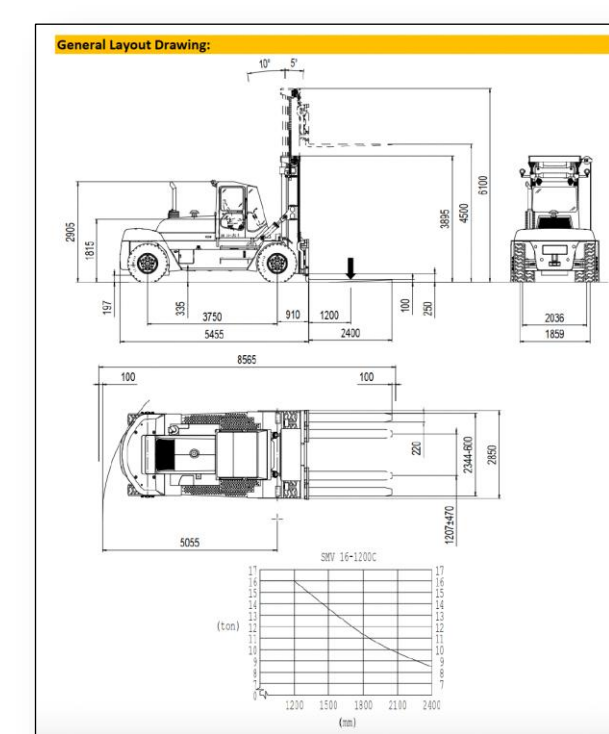
- **Fuel:** 200kl/h (3,333L/min)
- **Potable Water:** 100kl/h
- **Power:** Integrated direct to berth

Experienced Crew:

- Local, trained stevedores and logistics support for quayside and landside operations.

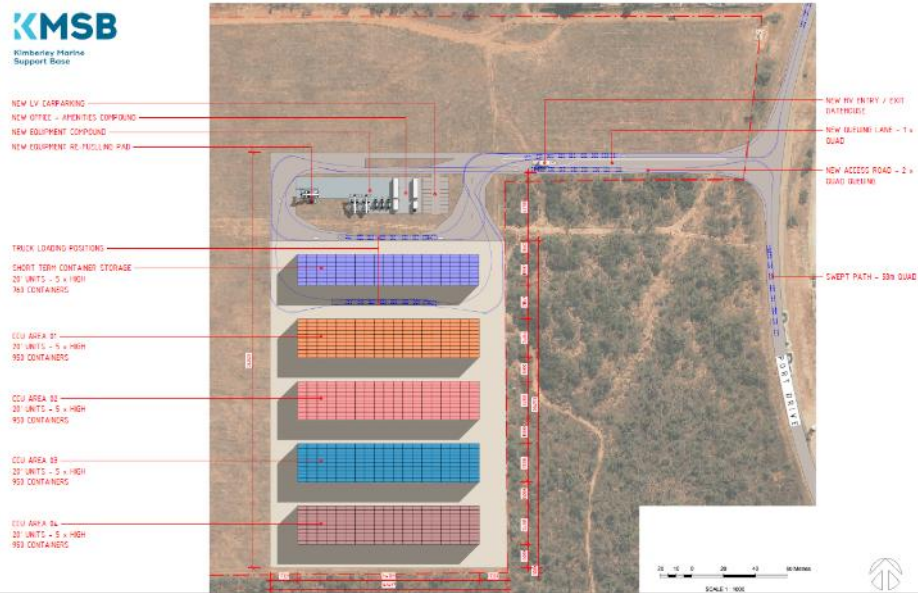
Customers will **book** and work directly with KMSB for all call needs.

Term sheets, rate card, booking forms and T&Cs to be discussed directly with KMSB.



The Supporting Infrastructure

Development of strategic laydown yards



Strategic Land
20+ Hectares



SHIPPING DISTANCES: AUS – ASIA

Close to Asian Cities & Transit efficiencies

The **Kimberley Marine Support Base** Facility will provide the Kimberley, a strategic global logistics link with innovative, robust port infrastructure.

Strategic location:

- Compared to Fremantle, Broome is 500 to 850 nm closer to the major ports in SE Asia
- Most goods bound for Broome are imported via Fremantle, which is 2,200+ km by road
- On average, importing goods via Broome instead of Fremantle would reduce emissions by 1.5 tons of CO2e per TEU

Distance of key locations from ports:

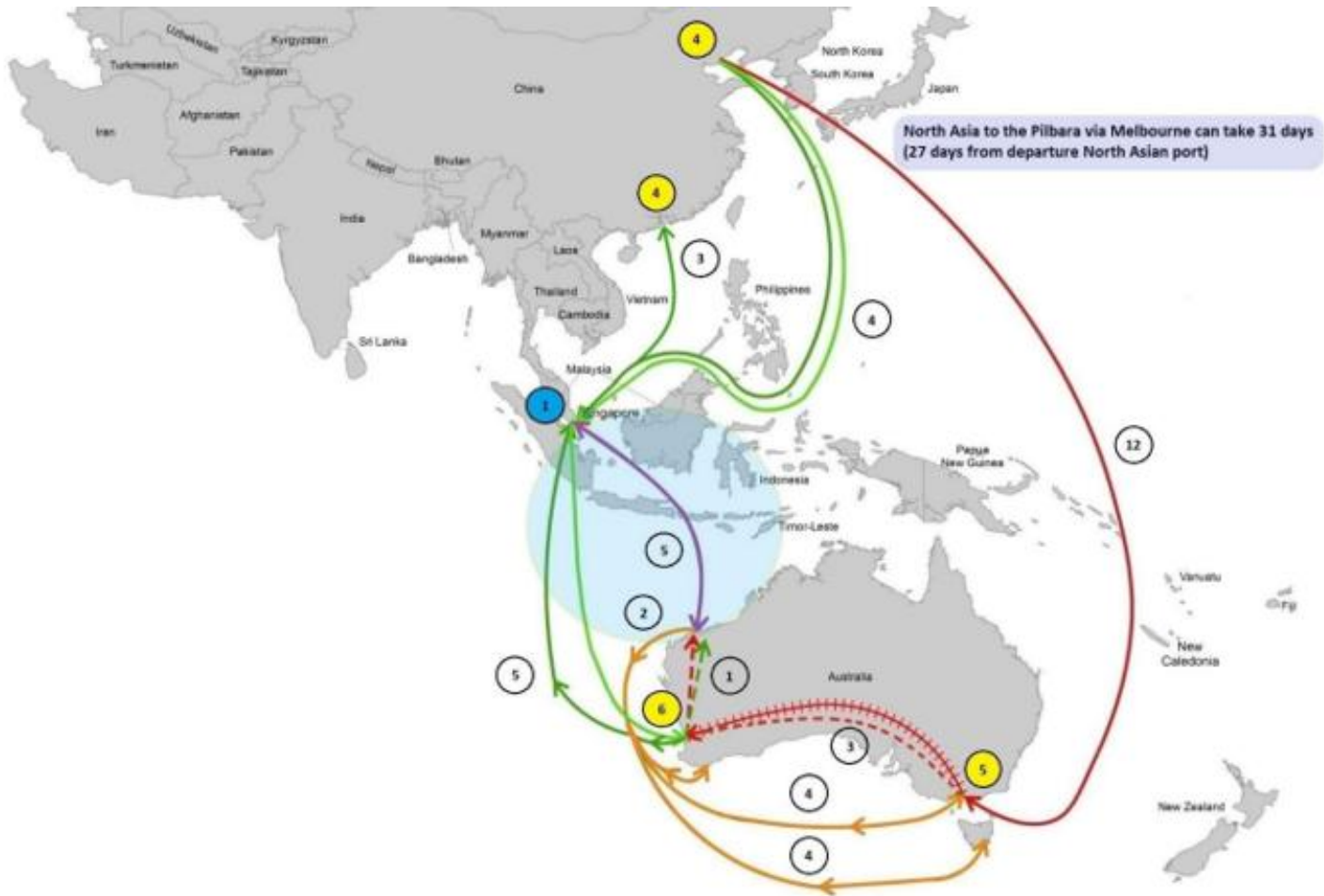
	Distance (nm)	Fremantle	Broome	Darwin
Jakarta	1850	1350	1600	
Singapore	2400	1650	1950	
Bangkok	3200	2550	2700	
Ho Chi Minh.	2900	2300	2350	
Hong Kong.	3500	2700	2700	
Shanghai	4050	3200	3200	
Manila	3000	2150	2150	



KMSB'S COMPETITIVE POSITIONING

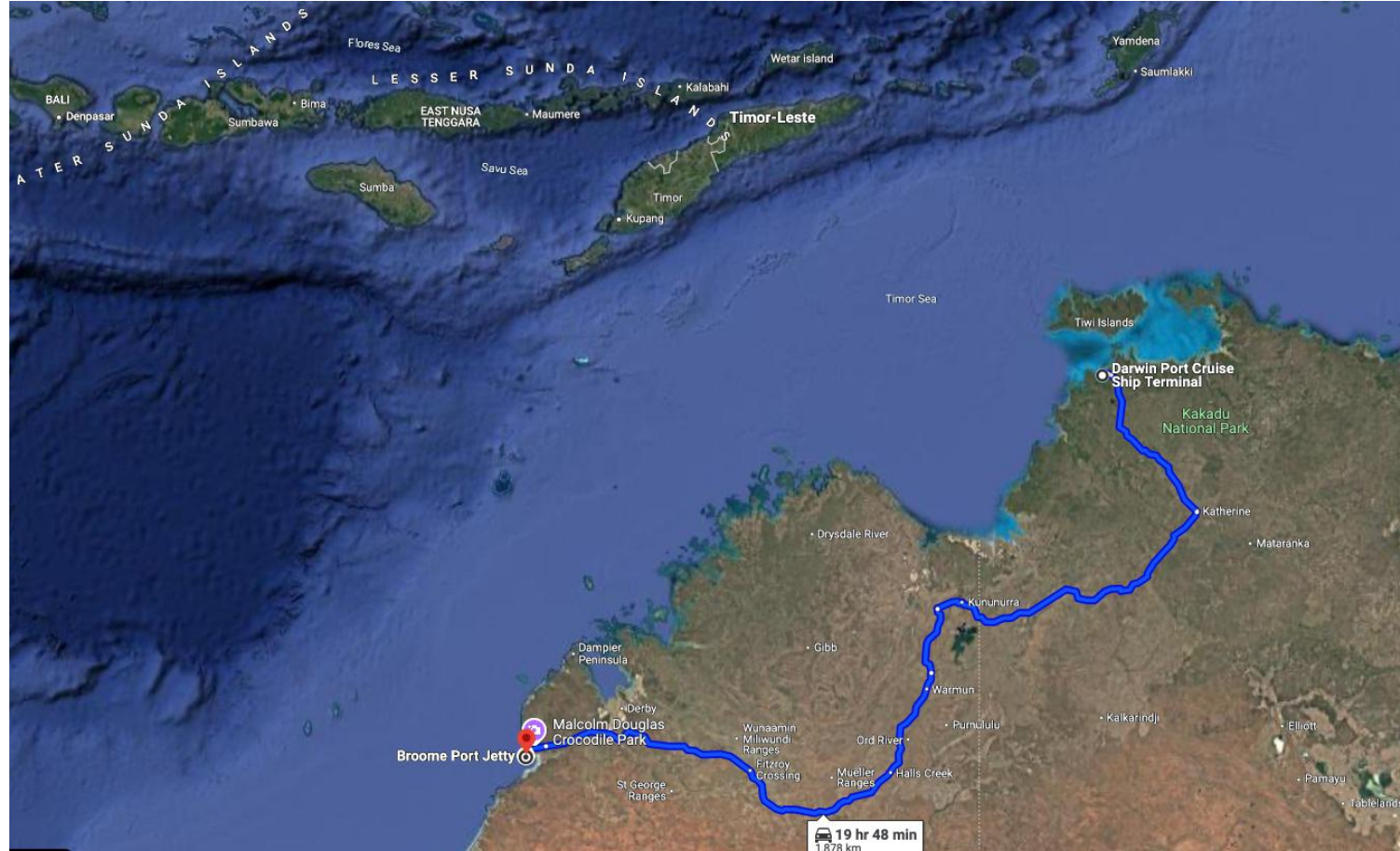
Case Study – direct freight links between Broome and SE Asia will drive significant time, cost and carbon efficiencies for general freight

- **Current prevailing Logistics pathway (Asia, Melbourne, Perth, Broome):**
 - Over 31 days in transit
 - Numerous occurrences of double handling resulting in increased cost
 - Significant burden on national infrastructure (Road/Rail)
- **Current WA contained logistics pathway (Asia, Fremantle, Broome)**
 - Over 20 days in transit
 - Costly road haulage component of more than 2,200kms
 - Stifling new industry growth due to significant cost of reverse logistics pathway.
- **KMSB amended logistics pathway (Asia, Broome):**
 - ~9 days in transit
 - Eliminate long haul road transport
 - Support new industry growth with forward and reverse logistics opportunities



Road Haulage Distance

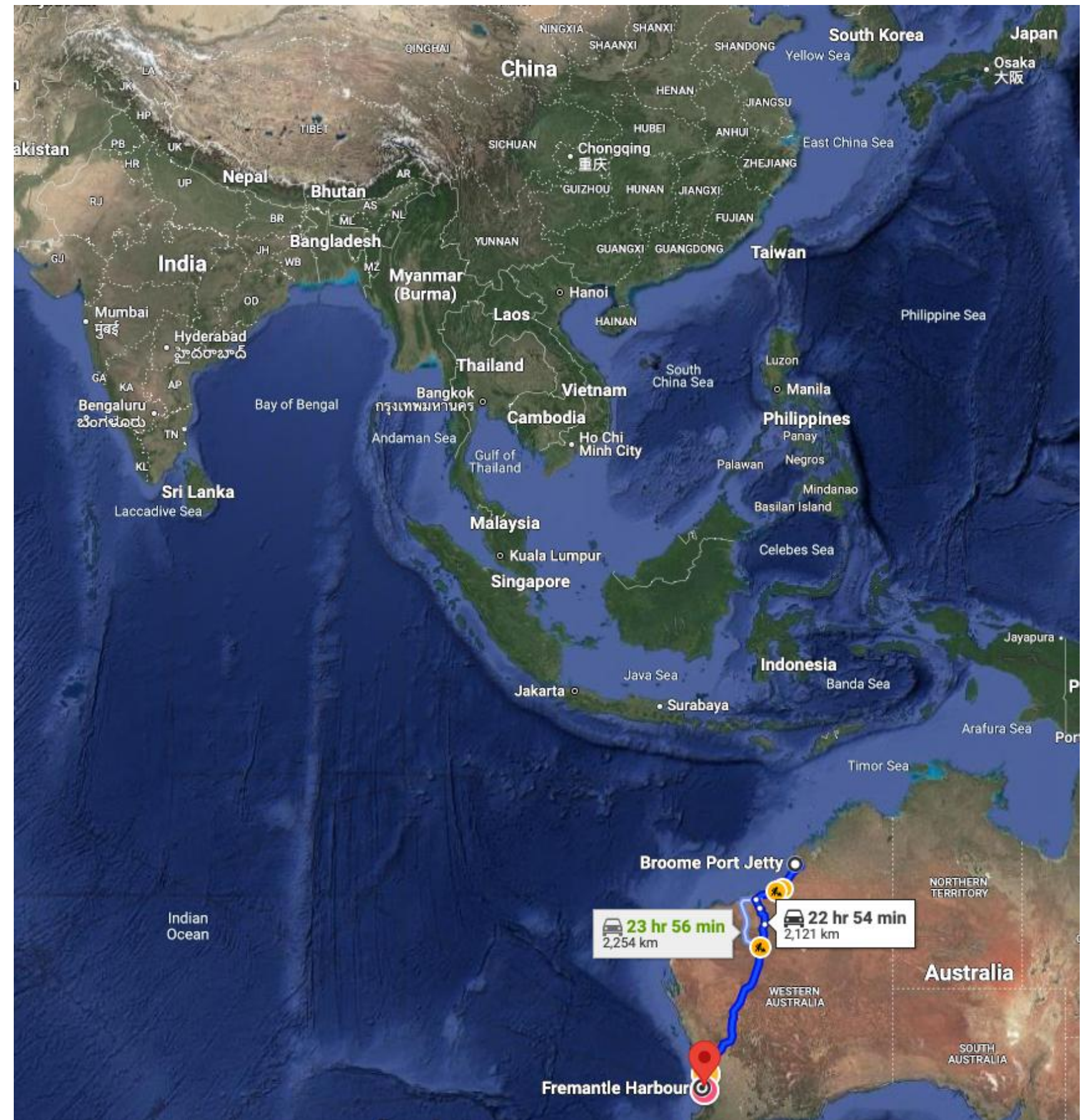
Distances of ports for road transportation



Broome Port to Darwin Port by road – 1,878kms



Broome Port to Port Hedland Port by road – 616kms.



Broome Port to Fremantle Port by road – 2,121kms.

Road Haulage Distance, Time & Co2 emissions- Fremantle vs Broome



Route (Destination)	Port - Road Haulage to KMSB Broome Port (Dist, time & CO ₂ Emissions)	Port - Road Haulage to Fremantle Port (Dist, time & CO ₂ Emissions)	Differentiation (Broome vs Frem)	Notable Challenges/Notes
Darwin, NT	1,870 km	4,000 km	2130 km	Broome avoids ~4 days round-trip driving. Fremantle has high driver, fuel, accommodation costs.
	~20 hrs	42+ hrs	22 hrs	
	~\$9k	~20k	~\$11k	
	~2.6 t CO ₂	5.6 t CO ₂	(↓ ~50%+)	
Port Hedland, WA	~615 km	~1,630 km ~	~1015 kms	Broome much closer to Pilbara. Fremantle ties up truck ~2× longer.
	7-8 hrs	17 hrs	10hrs	
	\$2.8k	\$7.3k	\$4.5k	
	0.9 t CO ₂	2.3 t CO ₂	↓ ~60%+	
Karratha/Dampier, WA	~835 kms	~1520 kms	Save ~685 kms	Broome is nearly half the driving time. Multiple shifts needed from Fremantle.
	~9hrs	~15.5hrs	Save ~6.5hrs	
	~\$4	\$6.8k	(save ~\$2.8k)	
	~1.2t CO ₂	2.1 t CO ₂	(↓ ~45%)	
Onslow, WA	~1,140 km	~1,370 km	Save ~230 km	Moderate improvement via Broome. Mid-point location.
	~12 hrs	~14.5 hrs	Save ~2.5 hrs	
	~\$5k	~\$6.5k	(save ~\$1.5k)	
	1.6 t CO ₂	1.9 t CO ₂	(↓ ~15%)	
Exmouth, WA	~1,370 km	~1,250 km	120kms	Fremantle slightly closer. Broome less suitable unless part of broader routing.
	~14 hrs	~13 hrs	(Broome +1 hr)	
	~\$6k	~\$5k	(Broome +\$1k)	
	~1.9t CO ₂	1.75 t CO ₂	(↑ ~8%)	

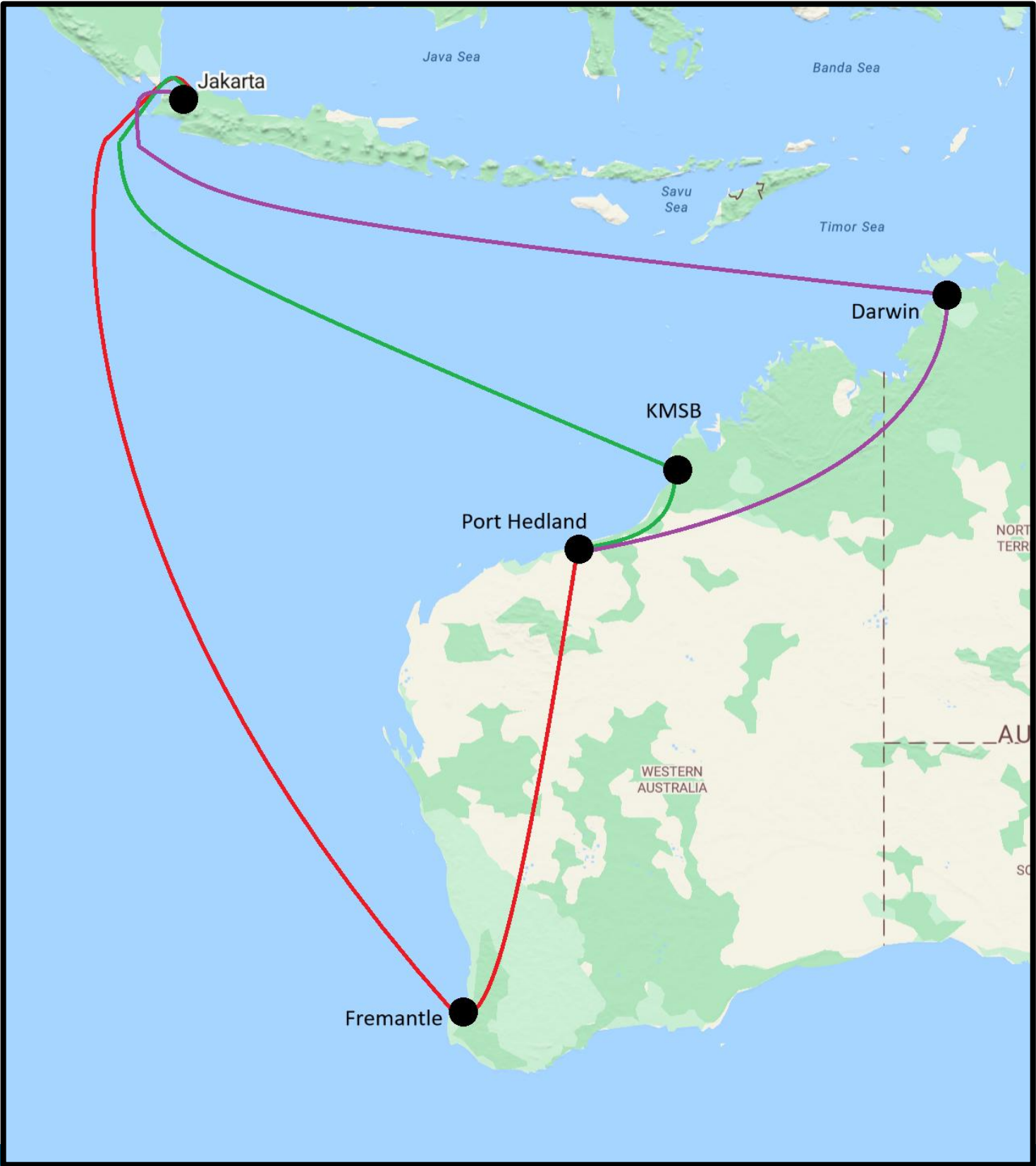
KMSB’S COMPETITIVE POSITIONING

Case Study – Transporting Cattle from Port Hedland to Jakarta via Fremantle, Darwin, and KMSB

		FREMANTLE	DARWIN	KMSB
Road Haulage	Road Transport (km)	1651 km	2414 km	616 km
	Time (hrs)	18.3 hrs	26.8 hrs	6.8 hrs
	Truck and Driver Cost (/call)	\$143,917.67	\$210,428.38	\$53,696.72
	Truck Fuel Cost (/call)	\$113,919.00	\$166,566.00	\$42,504.00
Shipping	Vessel travel distance (nmi)	1850 nmi	1600 nmi	1290 nmi
	Vessel travel (km)	3426 km	2963 km	2389 km
	Time (hrs)	93 hrs	80 hrs	65 hrs
	Fuel burned (tn)	159.47 tn	137.92 tn	111.198 tn
	Vessel Fuel cost	\$161,991.22	\$140,100.52	\$112,956.04
Total	Total distance (km)	5077 km	5377 km	3005 km
	Total time (hrs)	110.8 hrs	106.8 hrs	71.3 hrs
	Overall cost per call	\$419,827.89	\$517,094.90	\$209,156.76

Truck Average Speed	90 km/hr
Truck and Driver Cost	\$3.79/km
no. trucks per call	23 trucks
Truck fuel cost	\$3.00/km
Vessel Fuel cost	\$1,015.81/tn
Vessel speed	20 knots
Diesel burned	0.0862tn/nmi

KMSB is **50% cheaper** than shipping via Fremantle
KMSB is **60% cheaper** than shipping via Darwin



NEXT STEPS

We would welcome the opportunity to engage with you and provide more information on how KMSB can support your operational requirements in Broome.



 Follow us on LinkedIn for the latest KMSB news and project updates.



To find out more contact:

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