

Esperance



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rePORT

Spotlight on Power Supply

Esperance Port is the biggest consumer of power in the region and energy use at the Port is expected to substantially increase by 2030.

Port General Manager Commercial Devinder Grewal said this meant power use and supply was a big issue for the Port to consider.

This year the Port's energy cost is about \$6.3 million, with more than 10 million tonnes of cargo handled.

Throughput may well double by 2030 and energy consumption will also increase substantially.

The power station was at a high exposure location, being open to the elements and close to the sea.

"Without power, the Port shuts down and there's a massive cost of shutting down operations," he said.

If power production in the region could be reviewed, a preferred option would see smaller, multiple power production sites at various locations which could all work as mutual backup supply if one broke down.

"Failure at one wouldn't greatly impact power supply," Dr Grewal said. "Developing green power into the future was also a future option."

In other news, Galaxy Resources are still finalising arrangements with Esperance Port as the Mt Cattlin mine at Ravensthorpe nears operation.

Dr Grewal said Galaxy was looking at options for stockpiles of spodumene (lithium carbonate) in Esperance.

Elders Forestry is also still in touch with the Port as they explore options for the transport of woodchips.

Meanwhile, within the Port substantial changes are underway to the way work processes are managed.

Dr Grewal said the Integrated Management System was about aligning all the work done in the Port to its strategic objectives and each work process was adequately planned and closed off.

Policy documents are being re-examined to make sure all information relates back to company objectives and regulatory requirements.

The process was started last year.

"It ties everything together so people know their responsibilities and have direction in what they do," Dr Grewal said.



Esperance Port has developed an emergency response rescue team to handle any situation that may arise at the Port. Ricklan Emergency Services provided the training. Ricklan trainer Monty Montefusco (above left) watches as Steve Tennant safely lowers and "injured" Terry Stonehouse to the ground in a simulated height rescue exercise. More photos and story page 7

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International Visitors Impressed

Three international leaders of the shipping world were blown away with the beauty of the Esperance area and the cleanliness of the Port's operations during a visit to the region.

After attending the International Harbour Masters Congress in Perth, three Dutch people from the Port of Rotterdam visited Esperance.

The trio were the European Harbour Master Committee President Captain Jaap Lems, European Harbour Master Committee Secretary Ingrid Romers and the Port of Rotterdam Director of Nautical Developments, Policy and Plans, Ben van Scherpenzeel.

For all three it was the first time in Australia, though the two men had previously rounded the continent by ship.

Mr van Scherpenzeel said through their involvement with the International Harbour Masters Association they had gained



Dutch visitors from the Port of Rotterdam, Ben van Scherpenzeel, Ingrid Romers and Jaap Lems were impressed with the Esperance Port and surrounding beaches.

the impression that working standards in Australian ports were high and that Australian ports had quite innovative ideas.

This image was kept in place after a tour of the Esperance Port with Harbour Master Rob Lovell.

"Rob showed us around in the Port and we were quite impressed with the absolute clean Port operation, the practical nautical approach and best practices like Pilot Passage Plan and the provision of information to ships," Mr van Scherpenzeel said.

"After the tour in the Port he showed us why a clean Port is so important for the community, by driving along or near pristine beaches such as Twilight Beach,

Wylie Bay, Lucky Bay and Little Wharton Bay.

"We were picturing ourselves living in Esperance and we really didn't have a hard time in doing so," he said.

Focus on minesite OHS

Esperance Port staff have visited the Western Areas mine site to view safety systems put in place over the last 12 months.

Esperance Port's Occupational Health and Safety Officer Ernie Carstens, Terminal Supervisor Greg Solly, Leading Hand Mechanical Tom Miller and Risk and Assurance Manager Bill Cutten made the trip to the site, 130km east of Hyden.

Mr Carstens said Western Areas had adopted the approach of keeping the system as simple as possible while still complying with AS 4801 Occupational Health and Safety Management Systems.

Mr Carstens said it was a successful visit.

"It's always good to ensure we are on the same path as industry," he said.

"It provided an insight into how they have gone about developing and implementing the various elements of their safety management plan."

Mr Carstens said the Port had completed an OHS survey and was now progressing to implementing actions to correct findings from the survey.

"The AS 4801 audit was also completed and we are now awaiting a formal report for formulating action plans to implement findings to facilitate continual occupational health and safety performance and improvements," he said.

CEO Michal Frydrych



Thank you for the wonderful welcome both my wife and I have had to Esperance and to the Port, since our arrival a few weeks ago. I am really looking forward to getting out and meeting more people, both within and beyond the work environment.

Although I am pleased to have already met most Port employees in groups, it will be nice to get to know more of you individually over time. The Port is very much an integral part of the community and I will endeavour to keep improving that relationship.

From My Desk

There is a big task ahead, to overcome the past and return the Port to a profitable situation which, with the support of all, I am sure we will achieve.

My initial focus will be on security and safety to ensure that any future expansion is done in the correct environment. Obviously work on improving our operation and maintenance is being done in parallel and has been well on the way even before my arrival.

The recent management restructure was well accepted by all and with that in place decision making will be more expedient without losing the benefits of the vast experience that we have available to us among all levels of employees.

With the recovering overseas economy, we must endeavour to be ready to take our share in the increase of export through the Port and I look forward to working with all of you to see the organisation reach its potential.

Pilot Licence for Joseph

Esperance Port's Joseph Pereira has a new qualification which will streamline operations at the Port.

Joseph, who is the Assistant Harbour Master, recently gained his pilotage licence.

This means he is now qualified to independently pilot ships up to 200 metres in length into or out of the Port.

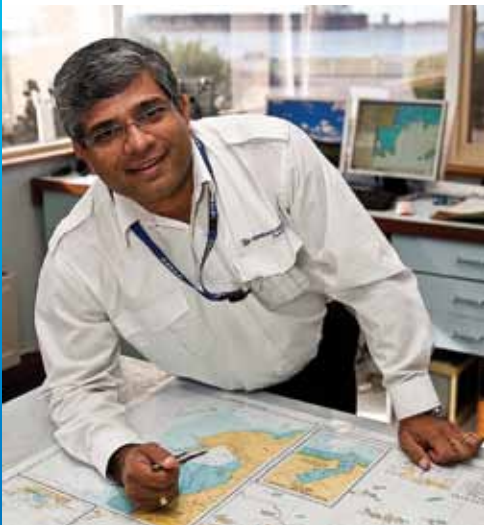
"It's an awesome sense of satisfaction achieved after every ship is successfully docked and undocked," Joseph said.

It is a gradual progression towards receiving an unrestricted pilotage licence for the Port.

Previously he was only licensed to sail ships up to 200m out of the Port.

Joseph said having multiple trained pilots gave the Port greater flexibility, which led to operational efficiencies.

"Ships bunching together to berth or sail can now be moved at shorter intervals between movements, reducing time in waiting to berth or unberth, consequently saving costs to shippers," Joseph said.



"It also adds to the pilots resource pool and goes a long way in evenly distributing the workload and managing fatigue."

The process to gain the qualification took about six months and included practical and written examinations.

Port Survey and Dredging

Esperance Port will investigate options for dredging after a hydrographic survey undertaken in February this year showed that sand has now built up in some areas of the Port. This build up of sand is a natural phenomenon and the Port will undertake common maintenance dredging to keep the harbour safe for ships.

The hydrographic survey measures and records the depth of the water at thousands of points in the Port and the surrounding waters leading to the Port. The survey is used to prepare a plan of depths in the Port which is reviewed by the Harbour Master to determine whether the safe navigation of ships will be affected.

Harbour Master, Rob Lovell, said the results showed there were a couple of areas of minor sand accretion alongside the iron ore berth (Berth 3) which would need dredging to ensure the safety of ships using this berth.

The Port will seek approval for the dredging work through the Environmental Protection Authority and is currently reviewing options for how dredging would take place including only undertaking emergency dredging to remove current high spots.

MS Volendam



Esperance Port played host to one of the biggest passenger ships to visit Esperance earlier this year. MS Volendam stopped off in Esperance in March with 2000 passengers on board.

The ship is 237.9 metres long, 34.45metres wide and has a draft of eight metres.

She is equipped with two engines/propellers, two bow thrusters and two stern thrusters, allowing for manoeuvring without the assistance of tugs.

Grain Bounty Grows



An aerial view of CBH's Port Facilities that are connected to loading on Berth 1.

Esperance Port's development has coincided with the growth of both the agricultural and mining industries in the Goldfields-Esperance Region.

While the push in the 1890s was for the Port to provide equipment, services and manpower for the mining boom and Esperance was dubbed the "gateway to the Goldfields" following the discovery of gold, the growth of grain production from the Mallee after 1925 secured a long-lasting partnership between grain growers, CBH and the Port.

From 1895 the Town Jetty handled a diverse cargo, but following the opening of the Mallee grain exports rose: up from 1471 tonnes in 1925 to 15,608 tonnes in 1931 and more than 62,000 tonnes in 1940.

All of the grain went out in bags; hundreds of thousands of them.

Handling of bulk grain at the Deep Water Wharf, constructed in 1935 to overcome the handling problems of earlier decades and the increase in the harvest, was an issue with the jetty exposed to ocean swells and weather.

It wasn't until the 1960s after the construction of the first land-backed berth in the sheltered waters in the lee of Dempster Head and the associated storage and handling infrastructure that the Port was able to handle increased volumes of bulk grain.

The impetus for the new land-backed berth and breakwater was the opening of the Esperance Coastal Plain for agriculture and the discovery of nickel by Western Mining Cooperation at Kambalda, although there was talk about the suitability of the site for land-backed berths at the 1915 Royal Commission into the opening of the Mallee for agriculture.

Dignitaries and locals gathered at the Port on November 19, 1965, to hear the then Premier of Western Australia, Sir David Brand, officially open the berth and the first grain rolled off the conveyors into the MV Cape Wrath.

Grain carrying vessels, however, were getting bigger and the Esperance grain berth with an alongside depth of 10.5 metres was only capable of loading to about 40,000 tonnes. Larger ships had to sail to Albany or Bunbury to top up.

But from these rather humble beginnings, the growth of grain and Port infrastructure matched the ever-increasing harvest.

Since that first shipment, the water alongside Berth one has been deepened on two occasions, from 10.5 metres to today's depth of 14.5 metres, and the berth now has the capacity to load Panamax-sized vessels to 75,000 tonnes.

To handle that volume more than \$79 million has been spent on infrastructure, including \$68 million in 2000 that enabled CBH to increase its storage capacity at the Port by 60,000 tonnes to more than 240,000 tonnes.

Since the first cargo of grain was loaded and up until April this year, more than 26 million tonnes of grain has been shipped from the berth, with the 2006 harvest of 1,909,550 tonnes an annual record, and the 271,999 tonnes shipped out in the month of March 2009 a monthly record.

Records, however, are made to broken and with improved grain growing methods and transport and handling facilities new ones will be set.

And along with the Port, CBH continues to make a significant contribution to the economic well-being of Esperance.



Above: Deck view of loading operations on Berth 1.

Below: The MV Coronis loaded a record 68,000 tonnes of barley at Esperance on its maiden voyage.



Esperance

Environmental Reports

Solutions to reduce noise

The noise from front end loaders operating within the Port will be reduced by either replacing the reversing alarms with self adjusting versions or reducing the volume settings.

Esperance Port Environmental Manager Alex Leonard said plans were being implemented in the near future to further reduce noise by replacing the existing exhaust systems to reduce emissions of both gas and noise.

"A further noise survey will be conducted to assess improvements in noise emissions once these upgrades have been completed," said Dr Leonard.

Recycling push at Port

Recycling programs at the Port have been expanded from engine oil, scrap steel and paper.

The program now includes household recyclables (plastics, glass) in amenities areas and industrial recycling that includes dry cell batteries, printer cartridges, light globes and rubber.

Re-use of material in historical waste stockpiles (4000-6000m³) will also be maximized by resizing the materials through a screened process and removing scrap steel and plastic.

Port Environmental Manager Alex Leonard said a second round of sampling of the material had been completed to help define the different levels of contamination.

Results indicate the waste is a mixture of contamination levels from waste suitable for re-use at the Port, to Wylie Bay landfill, to waste requiring disposal at landfill facilities for highly contaminated waste in Perth.

"Highly contaminated material will be sent directly to appropriate landfill facilities," said Dr Leonard.



Environmental Officer Rowan Morrison with one of the new recycling bins at the Port.

Alert to safe chemical use

Key personnel at the Esperance Port are trained in the safe handling and storage of chemicals.

The first Chem Alert training was facilitated by Risk Management Technologies.

Port attendees included terminal supervisors, leading hands, officers and various managers.

Esperance Port Occupational Health and Safety Officer Ernie Carstens said the aim of the training was to equip Port people with the knowledge and practical skills to maximise the benefits of the Chem Alert chemical management system.

The participants searched the database to retrieve relevant health and safety information, located and reviewed product

reports and labels, examined reports for use onsite, accurately identified the locations and maximum quantities of each chemical; examined, evaluated and reviewed risk assessment scenarios; worked to understand the advantages of a chemical request process and how to administer the chemical management system.

Other staff will be trained at a later date.



Environmental Technician Marina Tarusello and Environmental Officer Claudia Magana outside the wastewater treatment plant, where a water truck is used to load treated water for reuse.

Port reduces water use

The Port is expecting to reduce its average water consumption by about 30 per cent (1,500,000 litres per month), mainly due to water saved by using a dust binding agent on the main gravel haul road. The dust binding agent was applied to most of the Port's non-sealed surfaces in late February with priority given to heavily-trafficked areas used by road trains.

Port Sustainability Technician Marina Tarusello indicated further savings would be achieved by reusing treated water from the metals wastewater treatment plant for road sweeping and washing the nickel concentrate circuit.

The metals wastewater treatment plant continues to produce water suitable for reuse.

The water is used more than once during the nickel loading process – the wash water used to wash out conveyors and other areas in the nickel circuit during ship loading is then cleaned in the wastewater treatment plant.

"However, the running costs of the current wastewater system could be reduced by a more efficient system which is part of a longer-term plan to also retain and treat first flush storm water."

Works are also underway to develop a vehicle wash with best practice water treatment. "This would use a recirculating system to minimise water consumption by treatment through a state-of-the-art oily water separator which works using centrifugal forces" said Dr Leonard.

Emergency Response Training

Dramatic rescues have been performed at the Port in recent times but it's all in the name of training.

Up to 20 Port employees are now fully competent in performing rescues after undertaking training with Riklan Emergency Services.

The trained personnel come from all work crews and provide the Port with 24 hour coverage.

The Emergency Response Rescue Team have trained by undertaking rescues in confined spaces and using breathing apparatus, and by doing rope rescues to represent a rescue from vertical structures.

The training was carried out to fulfil the requirements of the Mines Safety and Inspection Regulations that relate to emergency preparedness.



WA ports talk OHS

Esperance Port will join ports from across Western Australia in focussing on occupational health and safety issues in July.

The Western Australian Occupational Health and Safety Peer Group for WA Ports will hold its next meeting in Bunbury.

Esperance Port Health and Safety Officer Ernie Carstens will attend the meeting, after last getting together with the group in Fremantle in February.

He said the idea of the group was to encourage best practice across WA ports.

"It's a knowledge sharing exercise," he said.

"We look at various issues such as changes in legislation, we hear from guest speakers, or use the opportunity to learn more about high risk incidences and how it could relate to our workplace," Mr Carstens said.

He said he was looking forward to hearing a presentation by a Fremantle ports colleague on their five-year legal compliance schedule.

"I am particularly interested in the processes adopted for auditing and verification, as well as how they have identified priority levels and the related action register required to improve on the findings," he said.

Other issues examined at the meetings include resistance to change, contractor management, drug and alcohol use, manual handling, risk management and an aging workforce.

Top result in oil spill response exercise

Esperance Port is well equipped to immediately tackle an oil spill if it ever happened in the waters off Esperance.

Following a computer-based exercise conducted by Shell in March, an oil spill response exercise was held in the Port in April to test the initial response times for the deployment of oil containment booms in the event of an incident.

Observers from Shell were invited as spectators.

Esperance Port Harbour Master Rob Lovell said the response times were excellent.

"The conclusion was that within 30 minutes of notification of an oil spill event, both oil containment booms could be deployed and the process of initial clean-up could be commenced."

"The observers from Shell were impressed and I congratulate the participants for their efforts," Captain Lovell said.

Shipping Jigsaw Guru

It takes an organised person to coordinate the busy shipping schedule at the Esperance Port and Kelly Walsh fits the bill perfectly.

She is the Port's Master Scheduler, which is a tricky job of coordinating shipping by dealing with shipping agents and making sure there's enough labour available with the right skills to load the ships.

Kelly hails from Queensland and has been with the Port for almost two years.

Her working life before coming to Esperance has placed her in good stead for juggling the demands of a busy regional port.

She was in the Royal Australian Army for nearly 10 years coordinating logistics, and was posted to sea for a couple of years as part of that.

From there she went to the Royal Australian Navy as a maintenance manager and then came to Esperance.

Kelly said the Port was a great place to work.

"All the teams are really good to work with" she said.

The best part about the job was the challenges of keeping the shipping program running smoothly.

"It's just juggling all the time," Kelly said.



Esperance Port's Master Scheduler Kelly Walsh keeps Port operations running smoothly.

Kelly said she enjoyed living in Esperance where she made the most of camping, swimming and running.

"You can go home and switch off, unlike working somewhere like Sydney.

"It's a great environment."

Multi Skilling Suits Brodie



Brodie Plunkett helps unload a train as part of his varied duties.

It's not hard to see why Brodie Plunkett enjoys the variety of his work at the Port.

He is a general hand, otherwise known as a cargo supervisor and plant operator, so he assists in many facets of operations at the Port.

The responsibility and physical labour suits him well because outside of work the 24-year-old likes nothing better than

speedway racing, four-wheel driving, motorbike riding, or operating heavy machines like excavators, dozers or graders.

"It's in my blood. I love it, I was born into it and have grown up with it," Brodie said.

At the Port his duties include helping the tradesmen when they're doing mechanical work, helping to unload trains and working on unloading and loading ships.

He has the added responsibility of supervising train and cargo handling.

"It's good to have that responsibility," Brodie said.

He is also the Occupational Health and Safety representative for his team.

What do you think ?

We are always interested in hearing any comments or feedback you would like to make about the report or our communication with the community. Please send your feedback to:

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