



SOUTHERN PORTS AUTHORITY

Port of Esperance

MINUTES OF MEETING
SOUTHERN PORTS AUTHORITY, PORT OF ESPERANCE (SPA PoE)
PORT CONSULTATIVE COMMITTEE

Date:	Thursday, 11 February 2016	
Venue:	SPA PoE - Large Admin. Meeting Room Corner Bower Avenue and The Esplanade ESPERANCE	
Time:	17:05 hours	
Attendees:	Brett Thorp	Chamber of Commerce and Industry (Chairman)
	Phil Chalmer	Southern Ports Authority (SPA) - Director
	Nicolas Fertin	SPA – Chief Executive Officer (CEO)
	Alan Byers	SPA PoE – General Manager Ports
	Alex Leonard	SPA PoE – Environmental Manager
	Debbie Storm	SPA PoE – Executive Officer
	Lindy Shipard	Local Environmental Action Forum (LEAF)
	Wayne Halliday	Tourism Esperance
	John Richardson	Esperance - WA Farmers Federation (WAFF) and Locals for Esperance Development (LED)
	Clarrie Green	Department of Environment and Regulation (DER)
Apologies:	Matthew Scott	Shire of Esperance – CEO
	Kevin Hall	Shire of Esperance – Shire Councillor
	Basil Parker	Shire of Esperance – Shire Councillor
	Shayne Flanagan	Goldfields Esperance Development Commission (GEDC) – CEO
	Shane Liddelow	GEDC Regional Manager
Absent:	Dr Graham Jacobs	Member for Eyre

1. Opening

The meeting was opened and Attendees were welcomed to the meeting by Brett Thorp as Chairman of the SPA PoE Port Consultative Committee (PCC).

Pecuniary Interests

In response to Brett Thorp calling for a declaration of pecuniary interests by Attendees, Phil Chalmer advised of his interest in woodchips and blue gum trees in Esperance, as well as selling grain to CBH. No other pecuniary interests were declared.

Visit by Bunbury Port Consultative Committee Representative.

Brett Thorp and Alan Byers recently met with John Saunders who is a Community Delegate on the Port of Bunbury – Port Consultative Committee (BPCC). The BPCC operates on a similar basis to the PCC in Esperance and is seen by the Bunbury Community as a successful conduit to resolve issues with the Port of Bunbury. It would appear that similar situations occur in Bunbury and Esperance, which are discussed at PCC meetings.

Brett Thorp suggested that if Delegates / Deputy Delegates of the PCC are in Bunbury that they take the opportunity of meeting with the BPCC Chair and the Port.

2. Charter for PCC

Attendees confirmed receipt of an Email dated Tuesday, 11 January 2016 which contained an amended Charter. Brett Thorp advised that Emails had been received from Shayne Flanagan – GEDC, Matthew Scott and Kevin Hall – Shire of Esperance indicating their acceptance of the amended Charter. A minor change to the amended Charter as suggested by Lindy Shipard was discussed, and it was considered not to be necessary.

The PCC resolved to accept the amended Charter.

Motioned by: Wayne Halliday
Seconded by: John Richardson

This decision was supported unanimously by all Attendees at the meeting.

It was noted that the amended Charter would now require approval by the Southern Ports Authority – Board of Directors.

3. Update on Mineral Resources Limited (MRL) Proposals

Alan Byers provided an update on the MRL proposals to export iron ore and lithium (spodumene) through the SPA PoE. Material Data Safety information had been circulated to the PCC Delegates / Deputy Delegates as requested at the last PCC meeting.

Iron Ore Export

The Port is continuing to discuss the iron ore export proposal with MRL. It was noted that the export proposal incorporates iron ore being stored in Sheds, in line with existing iron ore exports through SPA PoE. However, bottom dumper wagons would be used rather than the current wagon configuration.

Since the last PCC meeting, a noise trial was conducted by MRL and the Port in Esperance, to which PCC Delegates / Deputy Delegates were invited to attend to view the MRL train and bottom dumper wagons. It was not possible, during the trial, to monitor noise of a full wagon being emptied. Alex Leonard spoke on the use by the Port of an independent acoustics expert to monitor noise. It was noted that curtains could be used to mitigate noise generated from this operation, if deemed necessary.

A discussion was held on the use of bottom dumper wagons and it was noted that during unloading the train does not stop but rather has a trigger to open the wagons over a grid onto below ground conveyors. The carriages to be used are higher than wagons in current use, and are each filled to exactly the same measurements, thus avoiding product overflow.

Queries were raised during the meeting on:

- *Whether the Port's existing customer would consider changing to this bottom dumper wagon option?* It was noted that significant investment in new infrastructure, including new wagons, would need to be made for this to occur and as such the Port does not believe this will occur.
- *Whether there had been any opposition to either of MRL's export options, involving a balloon loop or location of a car dumper near CBH?* Alan Byers indicated that no opposition had been received to date on either option.
- *Whether the addition of extra trains to the rail line would interfere with the current train schedules and cause traffic congestion.* There will be minimal additional train movements. It was noted that since the opening of the Esperance Transport Corridor, and the Sims Street Bridge, traffic congestions near rail lines had been reduced, particularly since removal of the Harbour Road crossing. One of the options being considered by MRL includes a balloon loop which will remove the need to split the train into three rakes and allow entry of the 127 wagons in one go.

A question was raised of the PCC Delegates / Deputy Delegates attending the meeting, as to whether there was any objection or opposition to the trial being undertaken by MRL, how the product would be handled or the use of Port facilities. It was noted that the role of the PCC was to provide advice to the Port on what has been presented, such as the information provided and viewing of the MRL train / wagons.

In response to this question, and on behalf of the PCC, Brett Thorp advised there had been no issues raised by the PCC that had not been addressed by the Port, therefore no objection by the PCC to the trial being undertaken. The other PCC Delegates / Deputy Delegates attending the meeting agreed with this statement. Clarrie Green – DER Delegate abstained from this question, in view of DER's regulator role in the matter.

Lithium Concentrate Export

MRL is hoping to commence work at the mine site over the next few months. There is still a range of approvals required to be undertaken before export of this product occurs. The method of export was also still to be finalised. However, it was noted that the open stockpile option suggested by MRL at the previous PCC meeting has been withdrawn. It was noted that the PCC would be provided a sample of the product once mining commences.

A discussion was held on the difference between the spodumene to be produced at MRL's Mt Marion mine site, as opposed to the spodumene produced at the Mt Cattlin mine previously owned by Galaxy Resources, which contained high qualities of mica flakes. The PCC raised concern that the sample provided by MRL would be consistent with the product at the mine site.

Nicolas Fertin spoke on the legal framework to be in place on product quality and the ability of the Port to change the conditions of export as warranted. A discussion was held on how, when or if the Port would change the conditions of export during the trial.

Alex Leonard spoke on the monitoring to be undertaken during the trial, including Real Time Monitoring. Clarrie Green spoke on the possible interference in Real Time Monitoring for lithium by the presence of grain dust in the air.

4. Update on Rotating Container Technology

It was noted that approval has been received for five (5) trial shipments to be undertaken at the Port, using Rotating Container Technology (RCT) for IGO. It is anticipated that this will occur in 2017 (approx. 12 months away).

SPA PoE has worked with the DER to produce a RCT Procedure, which is based on best practice following the Risk Assessment undertaken by the Port of this technology. This RCT Procedure forms part of the Tender Document to be used by IGO in securing a RCT Operator and addresses controls for wind and dust, such as the use of a misting system to reduce dust. It is possible IGO will engage an RCT Operator to provide services from the Mine to the Ship's hold, as the loading and stacking of containers is quite a complex operation.

In response to a question asked by John Richardson, the Port advised that the RCT Procedure is a 'Commercially Sensitive' document and is not available to the Public at this point of time.

Brett Thorp spoke on the visit to Flinders Port and Mid-West Ports, where he had accompanied Port personnel as the SPA PoE PCC representative. The focus of the Risk Assessment was on Noise Controls, Contamination, Pollution and Dust.

It was noted that the IGO trials would involve a period of approx. 48 hours each shipment and would be undertaken in all weather conditions, such that it forms the basis for a criteria going forward. For example: when, or if, the Port would exercise its option to stop loading due to weather conditions.

It was noted that IGO, or the RCT Operator, would be required to provide the infrastructure as well as undertake any modifications required.

A discussion was held on the IGO Open Day held Friday, 5 February 2016 which was attended by approx. 100 – 150 persons. Expressions of Interest for Employment were included on the day. If there is enough interest, IGO intends to operate a Fly In – Fly Out service between Esperance and the Mine-Site for Employees.

Alex Leonard indicated that there are a number of potential customers who are interested in using this technology, apart from IGO.

Extra Dust Monitoring would be undertaken during the trials. SPA PoE has already installed additional High Volume Air Samplers (HVAS) to monitor respirable dust and will be moving its E-Samplers (Real Time Monitors) closer to the Port, during the trial period.

5. Update on Woodchip Export through SPA PoE

Phil Chalmer left the meeting for the duration of this discussion (17:50 hours to 18:00 hours)

The SPA PoE PCC noted that the first trial shipment of woodchips left Esperance in July 2015.

Another entity has set up a facility in Chadwick and plan to export woodchips through the Port in mid – 2016 possibly using a woodchip loader. A discussion was held on the type of trucks to be used for this process, being semi-tippers. A mobile hopper system, fed by a conveyor into the hold of the vessel is proposed, which is able to unload two trucks at a time.

A discussion was raised on dust control. Alan Byers spoke on the application of water on to woodchips to reduce dust. It was noted that dust monitoring of the facility in Chadwick is not undertaken by the Shire of Esperance. However, the entity does self-monitor its site. It is understood that the operations in Esperance screen out the fines, which assists with dust reduction.

Brett Thorp spoke on the visit by the Port's Consultative Committee to the Port of Albany when export of woodchips through the Port of Esperance was first proposed. The concerns that arose out of that visit and subsequent proposals put before the Committee by potential exporters, centred on a number of issues, namely the:

- Noise associated with a resizer to be located at the Port;
- Location of the stockpile on the Port, near the Worley Parsons Gas Turbines and potential for dust.

Both of these concerns have been addressed by the current proposal(s), as neither the resizer nor the stockpile are located at the Port.

It was noted that (at the Port of Albany) there was very little evidence of contamination occurring to the nearby fertiliser operations. Shade-cloth (Hessian) had been erected along the fence which stopped this potential.

A discussion was held on traffic management / congestion within the Port and product quality. It was noted that the application of water to the woodchips does not lead to spontaneous combustion, but does lead to a black residue being produced.

6. Dust Monitoring Results

Alex Leonard advised that there has been minimal Dust Exceedances at the Port since the last SPA PoE PCC meeting, and those that did occur were related to either the Esperance Bushfires or as a result of Grain Dust. Interestingly, there has been fewer grain dust exceedances reported, possibly due to a better quality in grain being harvested.

It was noted that the Port of Bunbury also experiences issues with grain dust exceedances, and more recently the South-West bushfires. A discussion was held on the shiploader being used at Bunbury, and plans to upgrade this equipment to reduce dust.

Alex Leonard indicated that CBH – Esperance is considering a trial involving the application of mineral oil to the grain to reduce dust.

Additional Monitoring Equipment has been installed in Esperance in anticipation of the RCT trial. Five (5) additional HVAS have been installed, located alongside the existing units, but configured to record finer dust particles. HVAS operate like a large pump, sucking in air and capturing dust particles in the air on filter papers, which are then analysed for dust content. The new HVAS units capture dust of less than 10 microns (PM10), thus enabling the Port to analyse respirable dust.

The Port will also be moving its E-Samplers closer to Berth 2 during shiploading trials of the RCT. These Real Time Monitors will provide an early warning signal of airborne dust from the trial, with SMS messages being sent to SPA PoE if this does occur.

7. Other Business

No other business was discussed.

Meeting Closed: 18:10 hours

Date of Next Meeting: To be advised
Time: 17:00 hours