

Minutes



Purpose of Meeting **Community Groups – Commence Consultation for Utah Point Panamax Berth PER**

Project	PHPA Utah Point PER	Project No	WV3278
Prepared By	Victoria Lazenby	Phone No	(08) 9268 9643
Place of Meeting	PHPA The Esplanade PORT HEDLAND WA 6721	Date	28 February 2007
		Reference	PHPA_070228
Present	Craig Wilson (CW) - PHPA Neil Parker (NP) – PINC Dan Bright (DB) - SKM Victoria Lazenby (VL) - SKM	Kelly Howlett (KH) - Care for Hedland Environment Jan Ford (JF) - Progress Association Shane Sear (SS) - Wedgefield Association	

Apologies

Distribution	<i>Attendees</i>	
	<i>Andre Bush – PHPA</i>	<i>Barbara Brown – SKM</i>
	<i>David Wilkins - SKM</i>	<i>Daniel Marsh - SKM</i>

Documents Tabled	Photographs of site from helicopter Preliminary Design plans of stockyards and berth
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Item	Action By/Date
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- | | |
|----|---|
| 1) | <p>Introductions and an outline of the scope of works for the proposed development:</p> <ul style="list-style-type: none"> ■ Environmental approval for dredging of berth pocket – to be assessed and submitted separately to the PER. Hope to receive advice that the environmental approval will be through an Assessment on Referral of Information (ARI) basis. Dredge operations will utilise the existing approved FMG dredge spoil reclamation area. ■ Wharf and berth will be for Panamax style ships typically holding 70,000 tonnes of ore. Berth will have capacity for exporting 15-16 mtpa. ■ Stockyard area will be limited to 9 million tonnes per annum (mtpa) of trucked ore, provided the Traffic Impact Assessment can determine safe and acceptable solutions to any traffic issues created by the increased road train volumes on the main and local roads. |
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Item	Action By/Date
<ul style="list-style-type: none">■ At 9 mtpa, a quad road train will arrive at the facility on average every 6 minutes.■ Access to the Panamax Berth Stockyard will require a new access road, suited to road trains and light vehicles, to be constructed from the existing FMG road■ Need to design a single Finucane Island access road that is safe for all forms of transport and solves current safety concerns as relates proximity of the public access road to the BHP railway along the Finucane Island Road and to ensure maintenance of the general public access to the Finucane Island boat ramp	
<p>Proposed proponents of the new port facility were summarised:</p>	
<ul style="list-style-type: none">■ Chromite (Cr) and Manganese (Mn) producers currently operating through Nelson Point facilities – PMI and Consolidated Minerals■ Atlas Iron Ore■ Aurox Resources■ Polaris Metals■ Plus other potential iron ore junior producers (FerrAus, Iron Ore Holdings)	
<p>2) Drivers for the Utah Point development were outlined:</p>	
<ul style="list-style-type: none">■ Removal of manganese and chromite from Nelson Point in recognition of the health and amenity implications that this material presents■ Increasing number of iron ore junior producers proposing to export through Port Hedland■ Increasing road train traffic through Port Hedland with increasing volumes of export	
<p>3) Discussion of Traffic Impact Assessment (TIA) by NP:</p>	
<ul style="list-style-type: none">■ Utah Point stockyard designed with capacity to export 8-9 mtpa based on road transport only. Remaining capacity to 15-16 mtpa available for railed product in due course with the potential for future links from FMG and or BHP infrastructure.■ Traffic single largest issue facing development■ A detailed TIA is being conducted to investigate impacts of increased traffic loads and possible road and junction upgrade solutions.	
<p>Options for mitigating traffic impacts:</p>	
<ul style="list-style-type: none">■ Third party rail access of iron ore juniors with BHP/FMG remains an option but may be more likely to evolve in the medium term	

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Item	Action By/Date
<p>once the Utah Point berth is built. This shall require substantial additional infrastructure investment by the iron ore juniors to connect into the both the BHP and FMG infrastructure.</p> <ul style="list-style-type: none">■ Upgrading existing road intersections■ New grade separated interchanges or bypass roads – would require significant capital not currently considered as part of the project capital budget. Would require state or federal government funding and require the support of Main Roads Department and Town of Port Hedland.■ Main Roads are currently investigating options for significant upgrades to the Great Northern Highway through Port Hedland and shall endeavour to secure federal funding for these as part of the Auslink programme. For the Utah Point project start up when road train traffic will be not be at full production, Main Roads along with PHPA are investigating upgrade of intersections as an interim solution. <p>4) Design innovations for minimising impacts of the new development have been applied wherever possible, including:</p> <ul style="list-style-type: none">■ Cascading chutes on the ship loader to limit dust emission and product degradation at the discharge point into the ships hold.■ Truck clean down facility■ Reduced handling of ore through simplified stacking and reclaim facilities■ Upright sea wall designs to minimise project footprint and therefore mangrove clearing.■ Water available at each stockpile location to minimise dust emissions by wetting down stockpiles■ Sunken stockyard area below perimeter seawall to reduce noise and dust emissions.■ Elevated road train perimeter wall reduces dust emissions■ Skirted or enclosed conveyors where exposed to wind to be considered for fine products	
<p>5) Key concerns and issues for the community were discussed.</p> <p>Traffic concerns:</p> <ul style="list-style-type: none">■ Traffic already a major concern to community■ Existing railway crossings cause delays to motorists■ Fatalities on roads■ Lack of main road funding <p>Flyover at turnoff to Broome along Great Northern Highway preferred</p>	

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Item	Action By/Date
option for Wedgefield Association and single lane westbound roadway around Wedgefield discussed as an option but would require funding not currently budgeted in the project scope.	
Dust issues:	
<ul style="list-style-type: none">■ Mn and Cr dust on road network in Port Hedland from damp ore sticking to truck tyres■ Discussion of whether covered loads could be considered as an operational requirement of the facility.	
Mangrove clearing:	
<ul style="list-style-type: none">■ Possibility of offsets, including replanting of mangroves, was raised.■ General acceptance that further development within the port area will impact on mangroves.	
Other issues raised that need to be considered:	
<ul style="list-style-type: none">■ Accommodation of construction workforce	
6) Progress Association – background by JF:	
<ul style="list-style-type: none">■ Recently formed group for co-ordinating community interests and lobbying government■ Addresses broader community issues e.g. community bank, cycle path, accommodation issues, school bus, bank branch access■ Sees Utah Pt project as a positive as it draws attention to the shortfalls in Port Hedland and wants to see benefits flow on to community	
7) Wedgefield Association – background by SS:	
<ul style="list-style-type: none">■ Represents small businesses and locals of Wedgefield■ Sees Utah Pt as a good project – Mn dust and Mn transport current issues for Port Hedland and needs to addressed■ Minimal clearing of mangroves will be a positive outcome■ Traffic on roads main concern –<ul style="list-style-type: none">■ Road trains are a key issue■ Local and tourist traffic does not mix well with road trains	
8) Care for Hedland Environment – background by KH:	
<ul style="list-style-type: none">■ Addresses environmental issues in Port Hedland and surrounds	

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Item	Action By/Date
<ul style="list-style-type: none">■ Recognises positives of Utah Pt development in relation to Cr and Mn dust issues■ Sees mangrove clearing as a negative aspect of project, but replanting will be a positive, although some reservations expressed over effectiveness of replanting■ Recognises that the port is a major shipping route and impacts will occur with future developments■ Identified that traffic issues also key concern, particularly seeing road trains in combination with caravans, school buses etc	
9) Ongoing consultation: Agreed that further communications will be centred between the meeting attendees listed above, with the community members representing a range of interest groups in the broader community <ul style="list-style-type: none">■ Wedgefield Association – residents and small businesses at Wedgefield■ Care for Hedland Environment – Other environmental groups, including Conservation Council, Birds Australia and Wildflower Society. CW to address Care for Hedland Environment at March 13 meeting■ Progress Association – Broader community members and groups, including small businesses and schools. Follow up meeting to be convened in coming months to update on progress of the project and PER.	
10) End	

Minutes



Purpose of Meeting		Initial Meeting with ToPH – Community Consultation	
Project	PHPA Utah Point PER	Project No	WV3278
Prepared By	Victoria Lazenby	Phone No	(08) 9268 9643
Place of Meeting	ToPH	Date	28 February 2007
	Civic Centre McGregor St PORT HEDLAND WA 6721	Reference	ToPH_070228
Present	Richard Bairstow (ToPH)	Craig Wilson (CxW) - PHPA	
	Darryl Eastwell (ToPH)	Neil Parker (NxP) - PINC	
	Laura Tucker (ToPH)	Dan Bright (DxB) - SKM	
		Victoria Lazenby (VSL) - SKM	
Apologies			
Distribution	Attendees		
Documents Tabled	Photographs of site from helicopter Preliminary Design plans of stockyards and berth		

Item	Action By/Date
1) Introductions	
2) Outline of the scope of works for the proposed development:	
▪ Environmental approval for dredging of berth pocket – to be assessed and submitted separately to the PER. Hope to receive advice that the environmental approval will be through an Assessment on Referral of Information (ARI) basis. Dredge operations will utilise the existing approved FMG dredge spoil reclamation area.	
▪ Wharf and berth will be for Panamax style ships typically holding 70,000 tonnes of ore. Berth will have capacity for exporting 15-16 mtpa.	
▪ Stockyard area will be limited to 9 million tonnes per annum (mtpa) of trucked ore, provided the Traffic Impact Assessment can determine safe and acceptable solutions to any traffic issues created by the increased road train volumes on the main and local roads.	
▪ At 9 mtpa, a quad road train will arrive at the facility on average every 6 minutes.	

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Item	Action By/Date
<ul style="list-style-type: none">■ Access to the Panamax Berth Stockyard will require a new access road, suited to road trains and light vehicles, to extend from the existing FMG road	
3) Discussion of Traffic Impact Assessment (TIA) by NP:	
<ul style="list-style-type: none">■ Utah Point stockyard designed with capacity to export 8-9 mtpa based on road transport only. Remaining capacity to 15-16 mtpa available for railed product in due course with the potential for future links from FMG and or BHP infrastructure.■ Traffic single largest issue facing development■ A detailed TIA is being conducted to investigate impacts of increased traffic loads and possible road and junction upgrade solutions.■ Need to design a single Finucane Island access road that is safe for all forms of transport and solves current safety concerns as relates proximity of the public access road to the BHP railway along the Finucane Island Road and to ensure maintenance of the general public access to the Finucane Island boat ramp■ ToPH Director of Engineering (Grant Logie) to be kept informed of developments	
4) Public Environmental Review (PER) scoping outlined:	
<ul style="list-style-type: none">■ Air quality issues being modelled, including current, future and cumulative scenarios■ Mangrove clearing to be assessed, with EPA Guidance Statement for Benthic Primary Producers Habitat to be applied■ Range of other issues will be assessed – flora and fauna, marine impacts, noise etc	
5) ToPH main concerns:	
<ul style="list-style-type: none">■ Dust emissions from trucks, particularly Mn and Cr■ Number of traffic movements into and around Port Hedland■ Health impacts related to exposure to Mn and Cr dust	
Other traffic related issues are of concern, including:	
<ul style="list-style-type: none">■ Noise, vibration and air quality impacts from increased truck movements, particularly in Wedgefield■ ToPH felt that the scope of works of the TIA should be expanded to consider a wider range of alternative scenarios to assist in long term planning and solutions	



Item	Action By/Date
6) ToPH to be kept informed of progress, particularly due to the potential for queries from members of the public to council members regarding the project. Progress reports requested, with basic hard facts, and to be sent to Chris Adams, Darryl Eastwell, Grant Logie, Richard Bairstow	
7) Land Use Master Plan (LUMP) outlined by RB: <ul style="list-style-type: none">■ LUMP outlines a program for town planning in Port Hedland for the next 15-20 years■ Future plans for Utah Pt, such as a rail dump, may need to consider LUMP designs■ Offsite issues associated with Utah Pt, such as roads, should be addressed and included in LUMP	
8) Effective ways of communicating information to the Port Hedland public were discussed. <ul style="list-style-type: none">■ Atlas mentioned as having undertaken a good community consultation program and would provide an appropriate example for consultation materials The following key suggestions for circulation methods were made: <ul style="list-style-type: none">■ Press release will likely be picked up by local newspaper■ Purchase a half page advertisement in local paper■ PHPA quarterly newsletter widely distributed■ Email updates via ToPH and PHPA email address lists	
9) Several complaints from public to ToPH relating to dust from PHPA operations, particularly: <ul style="list-style-type: none">■ Dust visible on pools and on clean washing■ Dust on roads from trucks■ Dust from stockpiles, particularly at nearby locations e.g. go-karts next door to operations.	
10) End.	

File Note

Port Hedland Port Authority Meeting with Kariyarra Native Title Claimants 21 August 2007

1.0 INTRODUCTION

The Port Hedland Port Authority (PHPA) arranged a meeting with the Kariyarra native title working group (Kariyarra) to discuss the proposed new berth development at Utah Point. The meeting was held at the Aquatic Centre in Port Hedland on 21 August 2007.

2. MEETING

There were 10 Kariyarra representatives present. They were represented by Donny Wilson and Rainer Mathews from the Pilbara Native Title Service (PNTS). The PHPA was represented by Andre Bush, Craig Wilson, Neil Parker, Dan Hunter (SKM) and John Clarke (Wanati). The meeting got under way at about 11.00am. Following introductions Craig gave a presentation on the port and the proposed Utah Point development. There were a number of questions asked about the development by the Kariyarra. The issues raised involved the following:

- The potential impact of the new access road on mangroves
- The possible application of site avoidance if sites are located on the access road route
- The potential for contaminated run off from the development
- Dust control

These matters were addressed by the PHPA representatives.

The PHPA representatives then left the meeting so that the Kariyarra could discuss their position in relation to the PHPA request for their involvement in a heritage survey of the development areas.

After a break for lunch the meeting was reconvened and the Kariyarra position was presented. They explained that there had not been any consultation with the Kariyarra traditional owners over the previous development of the port which has had a significant impact on their traditional land. They also explained that they had never received any compensation for these past impacts nor had they undertaken any heritage surveys.

They then referred to a number of points that had been listed on a whiteboard. These matters were then discussed.

- Compensation

The Kariyarra indicated that they were seeking some form of compensation for both the past impacts and those resulting from the proposed Utah Point project. They suggested that they should receive a percentage of the fees paid to the PHPA by port users. This led to some discussion about the way in which past act compensation is dealt with under the Native Title Act (NTA). The PHPA representatives also explained that they were primarily a service provider that facilitates resource development in the region and as such they do not make significant profits and charges generally only cover the cost of providing the services.

- Establishment of a Liaison Committee

The group proposed that a liaison committee with 4 Kariyarra representatives should be established to hold up to 3 meetings a year with the PHPA. The meetings would enable the group to be kept up to date on Port developments and provide an opportunity for them to raise any concerns with the PHPA. The PHPA representatives indicated that this was something that they could consider.

- Employment and Contracting

The group indicated that they would like to see the PHPA provide training, employment and contracting opportunities to Kariyarra people. They were particularly interested in employment in the areas of environment and heritage management. They explained that the PHPA had provided contracts to other Aboriginal groups in the past but had not involved the Kariyarra. The PHPA representatives provided details of a proposed mangrove regeneration program that the Kariyarra may like to be involved with. It was agreed that the Kariyarra should talk directly with the PHPA about both employment and contracting opportunities. They should also provide details of any contacting entities they are involved with so that the PHPA can involve them in its operations.

- Heritage Agreement

The group advised that they would require the PHPA to enter into a heritage agreement prior to undertaking any heritage survey work. They indicated that the agreement would need to be based on the PNTS Alternative Heritage Agreement, participants would receive \$600 per day and no Section 18 could be lodged without prior Kariyarra consent. In the discussion that followed it was indicated that the PHPA was happy to have an agreement of the type proposed and to accept the \$600 per day rate. The issue of prior s18 would need further consideration as the PHPA already know that one site would need to be disturbed.

- Cultural Awareness

The Kariyarra advised that they would like to be involved in the provision of cultural awareness training for PHPA employees and contractors. The PHPA representatives indicated they were happy to progress this request and would welcome Kariyarra involvement.

- Site Salvage

The Kariyarra advised that they would require the PHPA to manage any heritage sites in accordance with industry best practice including the use of monitors and the salvage of cultural material. The PHPA representatives advised that they accepted such an approach and they would be preparing a heritage management plan as part of the s18 application.

- Access for Fishing

The Kariyarra advised that some members currently access Utah Point to go fishing. Such access would be cut off by the proposed berth development. The PHPA representatives indicated that they would consider this issue and were prepared to provide for some alternative access to other fishing areas on PHPA land to make up for the loss of access to the project area.

The PHPA representatives left the meeting at about 2.00pm and undertook to consider the matters raised by the Kariyarra and respond to them in writing in the near future.

Prepared 27 August by

John Clarke
Wanati Pty Ltd
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Minutes



Purpose of Meeting Meeting with Care For Hedland Association - Presentation and Workshop on the Utah Point Berth Project

Project	PHPA Utah Point PER	Project No	WV3278
Prepared By	Catriona Okely	Phone No	(08) 9268 4574
Place of Meeting	SKM 263 Adelaide Terrace Perth WA 6000 Australia	Date	Tuesday 25 September 2007 6:00 - 8:30pm
		Reference	CFH_Meeting_070925

Present	PHPA - Andre Bush (AB) Craig Wilson (CW) Lindsay Copeland (LC) Mark Oddy (MO) PINC - Neil Parker (NP) Murray Allan (MA) SKM - Dan Bright (DxB) Daniel Marsh (DM) Dan Hunter (DH) Catriona Okely (CO) Michael Bell (MB) David Wilkins (DW) VIPAC - Phil Lucas (PL) VCSRG - Vic Semenuik (VS)	CFH - Warren Jacka (WJ) Matt Ravenscroft (MR) Ben Cameron (BC) Ellie Ridley (ER) Betty Goedhart (BG) Sam Arif (SA) Sarah Curnow (SC) North-West Telegraph - Kate Antonas (KA)
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Apologies	CFH - Michael (M)
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Distribution

Item	Action By/Date
1) Daniel Marsh: <ul style="list-style-type: none"> ■ Housekeeping & Introductions. 	

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Item		Action By/Date
2)	<p>Andre Bush:</p> <ul style="list-style-type: none"> ■ Background to the project. ■ Significant growth expected for the Port. ■ Utah Point project part of the Ultimate Development Plan for the Port, including inner and outer harbour development. ■ Plans to reduce the overall amount of mangrove clearance. ■ Purpose of consultation – to outline potential impacts of the UPBP, mitigation and management methods; and receive feedback from the community. 	
3)	<p>Neil Parker:</p> <ul style="list-style-type: none"> ■ Description of the project – the access road, stockyards and berth. ■ Access road to cater for public & private traffic, including 1 truck every 5 minutes. ■ Description of stockyard layout – 9 Mtpa trucked but berth capable of 20Mtpa. ■ Wharf Description. 	
4)	<p>Craig Wilson:</p> <ul style="list-style-type: none"> ■ Background to Environmental Approvals Process. ■ Stage A and Stage B of the UPBP. ■ PER process. ■ Potential significant impacts identified for the UPBP. ■ Opportunities and benefits of community input. 	
5)	<p>Daniel Marsh:</p> <ul style="list-style-type: none"> ■ Stakeholder engagement thus far. ■ Outline of consultation process. 	
6)	<p>Vic Semeniuk:</p> <ul style="list-style-type: none"> ■ Highly modified harbour. ■ 0.7% of mangroves within harbour area to be cleared as part of the UPBP. ■ Pre-2007 impacts. ■ Natural history context – formation of mangrove habitat – limestone barrier coast. ■ Majority of the UPBP falls on mangroves of low productivity. ■ Context of general importance of mangroves. ■ Outline of key processes for maintaining mangroves. ■ Potential impacts of UPBP development on mangroves. ■ Local vs National / Global significance – may be locally significant 	

Item		Action By/Date
	<p>but not significant in a national or global sense due to the highly modified nature of the harbour.</p> <ul style="list-style-type: none"> ▪ Discussion of offset options to compensate for the loss of mangroves. 	
7)	<p>Michael Bell:</p> <ul style="list-style-type: none"> ▪ Outline of dust modelling scenarios to assess dust impacts. ▪ Description of dust characteristics. ▪ Use of modelling. ▪ Outline of wind directions / strength / seasonality as applicable to dust impacts on the harbour. ▪ Identification of modelled receptor locations. ▪ Key Findings. 	
8)	<p>David Wilkins:</p> <ul style="list-style-type: none"> ▪ Traffic Assessment guidelines and methodology. ▪ Background – road network and projected 5% growth. ▪ Worst case – PM peak. ▪ Paramics Model display (explanation of assessment). ▪ Key Findings. 	
9)	<p>Questions and Answers.</p> <ul style="list-style-type: none"> ▪ Addressed separately. 	
	End.	

Minutes



Purpose of Meeting Meeting with Wedgefield Association - Presentation and Workshop on the Utah Point Berth Project

Project	PHPA Utah Point PER	Project No	WV3278
Prepared By	Catriona Okely	Phone No	(08) 9268 4574
Place of Meeting	SKM 263 Adelaide Terrace Perth WA 6000 Australia	Date	Wednesday 26 September 2007 6:30 – 9:00pm
		Reference	WedgeFieldAssoc_Meeting_070926

Present	PHPA - Andre Bush (AB) Craig Wilson (CW)	PINC - Neil Parker (NP) Murray Allan (MA)
	SKM - Dan Bright (DxB) Daniel Marsh (DM) Dan Hunter (DH)	VIPAC - Phil Lucas (PL) VCSRG - Vic Semenuik (VS)
	Catriona Okely (CO) Michael Bell (MB) David Wilkins (DW)	Wedgefield Association - Chris Drazic (CD)

Apologies

Distribution

Item		Action By/Date
1)	Daniel Marsh: <ul style="list-style-type: none"> ■ Housekeeping & Introductions. 	
2)	Andre Bush: <ul style="list-style-type: none"> ■ Background to the project. ■ Significant growth expected for the Port. ■ Utah Point project part of the Ultimate Development Plan for the Port, including inner and outer harbour development. ■ Plans to reduce the overall amount of mangrove clearance. ■ Purpose of consultation – to outline potential impacts of the UPBP, mitigation and management methods; and receive feedback from the community. 	

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Item		Action By/Date
3)	<p>Neil Parker:</p> <ul style="list-style-type: none"> ■ Description of the project – the access road, stockyards and berth. ■ Access road to cater for public & private traffic, including 1 truck every 5 minutes. Improved safety, built to MR standards. Access maintained to small boat harbour on western side of Finucane Island. ■ Description of stockyard layout – 9 Mtpa trucked but berth capable of 20Mtpa. ■ Wharf Description. 	
4)	<p>Craig Wilson:</p> <ul style="list-style-type: none"> ■ Background to Environmental Approvals Process. ■ Stage A and Stage B of the UPBP. ■ PER process. ■ Potential significant impacts identified for the UPBP. ■ Opportunities and benefits of community input. 	
5)	<p>Daniel Marsh:</p> <ul style="list-style-type: none"> ■ Stakeholder engagement thus far. ■ Outline of consultation process. 	
6)	<p>Michael Bell:</p> <ul style="list-style-type: none"> ■ Outline of dust modelling scenarios to assess dust impacts. ■ Description of dust characteristics. ■ Use of modelling. ■ Outline of wind directions / strength / seasonality as applicable to dust impacts on the harbour. ■ Identification of modelled receptor locations. ■ Key Findings (as identified through graph comparison and contour mapping of maximum dust concentrations). 	
7)	<p>David Wilkins:</p> <ul style="list-style-type: none"> ■ Traffic Assessment modelling and assessment. ■ Background – road network and projected 5% growth. ■ Worst case – PM peak. ■ Key intersections. ■ Paramics Model display (explanation of assessment). ■ Key Findings – recommendations and safety implications. 	
8)	<p>Phil Lucas:</p> <ul style="list-style-type: none"> ■ Key noise sources – construction, traffic and industrial noise. ■ Background – noise measurement and characteristics. 	

Item		Action By/Date
	<ul style="list-style-type: none"> ■ Noise attenuation with distance. ■ Construction noise management and mitigation – noise reduction methods, limiting hours of noise generating activities, and notification to residents. ■ Pile driving as key source of construction noise. ■ 3dB increase in traffic noise in Wedgefield. ■ Industrial noise covered rigorously by EPA noise regulations. ■ Overall decrease in noise emissions, at West End receptors modelled in worst case conditions. ■ Industrial noise mitigation methods – enclosed / low noise conveyors, improved operations in comparison to existing situation. 	
9)	<p>Questions and Answers.</p> <ul style="list-style-type: none"> ■ Addressed separately. 	
	End.	

Minutes



Purpose of Meeting Meeting with Town of Port Hedland Councillors - Presentation and Workshop on the Utah Point Berth Project

Project	PHPA Utah Point PER	Project No	WV3278
Prepared By	Catriona Okely	Phone No	(08) 9268 4574
Place of Meeting	SKM 263 Adelaide Terrace Perth WA 6000 Australia	Date	Thursday 27 September 2007 12:00 – 1:00pm
		Reference	ToPHCouncillors_ Meeting_ 070927

Present	PHPA - Andre Bush (AB) Craig Wilson (CW) Ian Williams (IW) Terry Buck (TB)	VIPAC - Phil Lucas (PL) VCSRG - Vic Semenuik (VS) ToPH Councillors -
	PINC - Neil Parker (NP) Murray Allan (MA)	Shane Sear (SS) Des Pike (DP)
	SKM - Dan Bright (DxB) Daniel Marsh (DM) Dan Hunter (DH) Catriona Okely (CO) Michael Bell (MB) David Wilkins (DW)	Chris Adams (CA) Arnold Carter (AC) Terry Seargent (TS) Richard Bairstow (RB)

Apologies

Distribution

Item		Action By/Date
1)	Daniel Marsh: <ul style="list-style-type: none"> ■ Housekeeping & Introductions. 	
2)	Craig Wilson: <ul style="list-style-type: none"> ■ Andre sends his apologies for being late to the meeting. ■ Brief introduction to the UPBP. 	

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Item		Action By/Date
	<ul style="list-style-type: none"> ▪ Significant growth expected for the Port. ▪ Utah Point project part of the Ultimate Development Plan for the Port. ▪ Plans to reduce the overall amount of mangrove clearance. ▪ Purpose of consultation – to outline potential impacts of the UPBP, mitigation and management methods; and receive feedback from the community. ▪ Background to Environmental Approvals / PER Process. ▪ Potential significant impacts identified for the UPBP. 	
3)	<p>Neil Parker:</p> <ul style="list-style-type: none"> ▪ Description of the project – the access road, stockyards and berth. ▪ Access road to cater for public & private traffic, including 1 truck every 5 minutes. Improved safety, built to MR standards. Access maintained to small boat harbour on western side of Finucane Island. ▪ Description of stockyard layout. ▪ Wharf Description – incorporates a hard stand area on the landward side of the wharf for washdown and containment of runoff. ▪ 9 Mtpa trucked but berth capable of 20Mtpa for future export opportunities – such as future rail transport and the pumping of ore slurry by Aurox. 	
4)	<p>Michael Bell:</p> <ul style="list-style-type: none"> ▪ Outline of dust modelling scenarios to assess dust impacts. ▪ Description of dust characteristics. ▪ Use of modelling. ▪ Outline of wind directions / strength / seasonality as applicable to dust impacts on the harbour. ▪ Identification of modelled receptor locations. ▪ Key Findings (as identified through graph comparison and contour mapping of maximum dust concentrations). 	
5)	<p>David Wilkins:</p> <ul style="list-style-type: none"> ▪ Traffic Assessment modelling and assessment. ▪ Background – road network and projected 5% growth. ▪ Paramics Model display (explanation of assessment). ▪ Key Findings – recommendations and safety implications. 	
6)	<p>Questions and Answers.</p> <ul style="list-style-type: none"> ▪ Addressed separately. 	



Item	Action By/Date
	End.

Minutes



Purpose of Meeting	Meeting with Town of Port Hedland Administration - Presentation and Workshop on the Utah Point Berth Project		
Project	PHPA Utah Point PER	Project No	WV3278
Prepared By	Catriona Okely	Phone No	(08) 9268 4574
Place of Meeting	SKM 263 Adelaide Terrace Perth WA 6000 Australia	Date	Thursday 27 September 2007 2:00 – 4:00pm
		Reference	ToPHAdministration _ Meeting_ 070927
Present	PHPA - Andre Bush (AB) Craig Wilson (CW) Ian Williams (IW) Terry Buck (TB) PINC - Neil Parker (NP) Murray Allan (MA) SKM - Dan Bright (DxB) Daniel Marsh (DM) Dan Hunter (DH) Catriona Okely (CO) Michael Bell (MB) David Wilkins (DW)	VIPAC - Phil Lucas (PL) VCSRG - Vic Semenuik (VS) MRWA - David Pearson (DP) Justin McKirdy (JM) ToPH Administration - Michael Cuvalo (MC) Richard Bairstow (RB)	

Apologies	ToPH Administration - Darryl Eastwall (DE)
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Distribution

Item	Action By/Date
1) Daniel Marsh: ▪ Housekeeping & Introductions.	

Item		Action By/Date
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3)	<p>Neil Parker:</p> <ul style="list-style-type: none"> ■ Description of the project – the access road, stockyards and berth. ■ Access road to cater for public & private traffic, including 1 truck every 5 minutes. Improved safety, built to MR standards. Access maintained to small boat harbour on western side of Finucane Island. ■ Description of stockyard layout – including elevated perimeter road. ■ Wharf Description – to cater for panamax to small cape size vessels. Incorporates a hard stand area on the landward side of the wharf for washdown and containment of runoff. Tripper conveyor situated as the back of the wharf - elevated and contained to reduce dust and noise emissions. ■ 9 Mtpa trucked but berth capable of 20Mtpa for future export opportunities. 	
4)	<p>Craig Wilson:</p> <ul style="list-style-type: none"> ■ Background to Environmental Approvals Process. ■ Stage A and Stage B of the UPBP. ■ PER process. ■ Key environmental topics. 	
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8)	<p>Phil Lucas:</p> <ul style="list-style-type: none"> ■ Key noise sources – construction, traffic and industrial noise. ■ Background – noise measurement and characteristics. ■ Noise attenuation with distance. ■ Construction noise management and mitigation – noise reduction methods, limiting hours of noise generating activities, and notification to residents. ■ Pile driving as key source of construction noise. ■ 3dB increase in traffic noise in Wedgefield. ■ Industrial noise covered rigorously by EPA noise regulations. ■ Overall decrease in noise emissions, at West End receptors modelled in worst case conditions. ■ Industrial noise mitigation methods – enclosed / low noise conveyors, improved operations in comparison to existing situation. 	
9)	<p>Vic Semeniuk:</p> <ul style="list-style-type: none"> ■ Highly modified harbour. ■ 0.7% of mangroves within harbour area to be cleared as part of the UPBP. ■ Pre-2007 impacts. ■ Natural history context – formation of mangrove habitat – limestone barrier coast. 	

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	<ul style="list-style-type: none"> ▪ Majority of the UPBP falls on mangroves of low productivity. ▪ Context of general importance of mangroves. ▪ Outline of key processes for maintaining mangroves. ▪ Potential impacts of UPBP development on mangroves. ▪ Local vs National / Global significance – may be locally significant but not significant in a national or global sense due to the highly modified nature of the harbour. 	
10)	<p>Questions and Answers.</p> <ul style="list-style-type: none"> ▪ Addressed separately. 	
	End.	

Minutes



Purpose of Meeting Meeting with the Progress Association - Presentation and Workshop on the Utah Point Berth Project

Project	PHPA Utah Point PER	Project No	WV3278
Prepared By	Catriona Okely	Phone No	(08) 9268 4574
Place of Meeting	SKM 263 Adelaide Terrace Perth WA 6000 Australia	Date	Thursday 27 September 2007 6:30 – 9:00pm
		Reference	ProgressAssoc_ Meeting_ 070927

Present	PHPA - Andre Bush (AB) Craig Wilson (CW) Bill Dziombak (BD)	Progress Association - Darryl Fairhurst (DF)
	PINC - Neil Parker (NP) Murray Allan (MA)	Jan Ford (JF) Rosie Vrancic (RV)
	SKM - Dan Bright (DxB) Daniel Marsh (DM) Dan Hunter (DH) Catriona Okely (CO) Michael Bell (MB) David Wilkins (DW)	CFH - Chris Whalley (CW) Kelly Howlett (KH) Jakob Golding (JG)
	VIPAC - Phil Lucas (PL) VCSRG - Vic Semenuik (VS)	Community Member - Di Jackson (DJ)

Apologies

Distribution

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Feedback and Responses from Community Consultation Meetings, 25th – 27th September 2007.

From the 25th – 27th September 2007 meetings were held with community groups including Care For Hedland, Wedgefield Association, Progress Association and Town of Port Hedland to allow the Authority to explain and receive feedback regarding the Utah Point Berth Project. Questions and comments received at these meetings have been compiled below and PHPA responses to feedback received are given.

Key	Community Group Meeting
A	Care For Hedland: Tuesday, 25th September, 6:00-8:30pm.
B	Wedgefield Association: Wednesday, 26th September, 6:30-9:00pm.
C	ToPH Councillors: Thursday 27th September, 12:00-1:00pm.
D	ToPH Administration: Thursday 27th September, 2:00-4:00pm.
E	Progress Association: Thursday 27th September, 6:30-9:00pm.

Topic	Community Group Meeting	Questions and Comments	PHPA Response
Project Design and Operations	B	What further expansion is envisaged in the Port Hedland harbour region?	<ul style="list-style-type: none"> The Ultimate Development Plan (UDP) provides a general overview of potential development areas within the Port Hedland harbour and will become available in early 2008. There will be a level of community consultation associated with the release of the updated UDP. The emphasis of the UDP is to allow for the sustainable growth of the port whilst minimising impacts on the environment and community including the loss of mangroves in the harbour area and noise, dust and light issues. The Town of Port Hedland has also recently released a draft Land Use Master Plan which contains provisions for future expansion of the port.
	E	What is the expected lifetime of the Utah Point Berth Project (UPBP) facility?	<ul style="list-style-type: none"> The UPBP facility is expected to operate for a minimum of 30 years. The berth will remain operational after this time, if not for bulk commodities then for other cargoes as required.
	E	What is the cross-sectional layout of the stockyards? Particularly, the height of the stockpiles in relation to the perimeter access road and the height of the stockyards above the water table.	<ul style="list-style-type: none"> The apex of the stockpiles will be around 10-15m above the top of the perimeter access road. The road is approximately 11.5m chart datum (CD) (approximately lowest tide level) and the apex of the stockpiles will be around 23-25 CD. The stockyards will be built upon approximately 2m of compacted fill material (so that the new ground will be approximately 2-3m above the groundwater table) above the underlying muddy soils which will not be disturbed. An impermeable layer will prevent leaching into groundwater.
	E	What materials will be stockpiled at the UPBP site?	<ul style="list-style-type: none"> Materials likely to be stockpiled at the UPBP site include iron ore lump and fines, manganese lump, fines and superfines, chromite lump and magnetite concentrate. The UPBP is designed as a multi-user facility and may cater for various other exports and imports in the future.
	E	Have PHPA considered covering the stockpiles?	<ul style="list-style-type: none"> Yes. Covering the stockpiles is not considered to be a viable option. An enclosed area would cause more problems than it solves with a primary concern being indoor air quality from operating machinery and therefore the health of operators. Flexibility to cater for multi-user products is a key requirement of this type of berth.
	A & E	What is the process for operational water usage and management at the UPBP site?	<ul style="list-style-type: none"> Water will be used for dust suppression Potable water obtained from the Town of Port Hedland will be used at the UPBP site. All water used at the site will be contained within the stockyard area and collected in sumps and a settlement pond. Water collected within the settlement pond will be treated, as necessary, and reused for stockyard activities such as dust suppression and conveyor and wharf cleaning.
	A & B	What is the design of the ship loader? Will the ship loader be operated	<ul style="list-style-type: none"> The shiploader for the UPBP is designed to luff and can operate at 7500 tonnes per hour.

Topic	Community Group Meeting	Questions and Comments	PHPA Response
		automatically or manually?	<ul style="list-style-type: none"> The shiploader will be operated manually.
	D	How sensitive are hours of port operation (and therefore traffic concentrations) to outside influences and other events in the region? How do such assumptions affect traffic modelling outcomes?	<ul style="list-style-type: none"> No major changes in port operations are anticipated as a result of outside influences. Throughput will continue through the berth throughout the year. The facility is expected to operate 360 days a year on a 24/7 basis. The UPDP facility will be shut down during major weather events, including cyclones. Traffic modelling addressed known impacts rather than all possible risks. Any backlog of road traffic from exceptional events will need to be managed pragmatically at the time using the spare road capacity known to exist in off peak times.
	E	Is the Hope Downs development included in modelling and assessment of impacts?	<ul style="list-style-type: none"> No. The Hope Downs development is not included in the modelling and assessment of impacts as the project will not proceed as previously approved. The EPA accepts that the Hope Downs development will not proceed as planned and further approvals would need to be gained for the Hope Downs project at a new location if it proceeds.
	D	Who approves the Utah Point Berth Project's Public Environmental Review	<ul style="list-style-type: none"> The EPA assesses the UPBP PER and the Minister of Environment makes a decision on conditional approval.
	D	Who approves the Ultimate Development Plan?	<ul style="list-style-type: none"> The EPA will also undertake a strategic review of the UDP and provide advice to the Western Australian Planning Commission who will make recommendations to the Minister for Planning and Infrastructure who takes the decision under the Port Hedland Port Authority Act 1999.
	D	What other approvals may need to be obtained?	<ul style="list-style-type: none"> Concessional loading approvals from MRWA may be required for quad truck operations along key transport routes to the UPBP. The Kariyarra people are being consulted about heritage sites within the project footprint. If permission is required to disturb a site, an application will be made under section 18 the Aboriginal Heritage Act 1972.
Mangroves	A & E	How will stormwater and other surface water runoff be captured at the site? How will contaminants be prevented from entering the marine environment?	<ul style="list-style-type: none"> The stockyard area has been designed to capture all stormwater and other surface water runoff from activities at the site including from the truck wash facility, conveyor washdown and dust suppression. Runoff from the stockyard area will be collected in sumps and pumped to a settlement pond for treatment and reuse at the site for dust suppression. The elevated perimeter road at 4.5 metres above high tide acts as a dam to prevent storm surges entering the stockyard. The settlement pond will be sized and managed so that only in extreme rainfall events (eg cyclones and 1:20 year storm events) will limited highly diluted overflow occur from the settlement pond through a weir and be discharged to the ocean. The elevated conveyors approaching the ship loader are to be covered. The wharf can be washed down with runoff pumped to the settlement pond and not into the harbour. Water is unlikely to leach through the soil in the stockyard area due to the depth of high compaction fill and the establishment of an impermeable water barrier. It is anticipated that the barrier will be formed by the iron ore and manganese fines at or near the ground surface. Investigations are being undertaken to determine the layering, compaction and permeability of the stockyard fill material to ensure materials cannot leach through to groundwater. Groundwater monitoring bores have been installed and groundwater will be monitored in accordance with a program agreed with the regulating authority. If groundwater monitoring identifies a potential issue, there is also the potential to monitor sediments and biota in neighbouring creek areas to establish if there is a threat and remedial action may then be taken.
	A	How will future impacts on the marine environment be managed, particularly if they are not covered by ministerial conditions set for the project?	<ul style="list-style-type: none"> PHPA is committed to managing environmental impacts through their existing environmental management system. There is potential for interested community members to be involved in the environmental monitoring. PHPA will consider any future requests from community members to view operations/activities at the UPBP site. PHPA is a member of Care for Hedland and will continue to communicate results of environmental monitoring.

	A	Will turtle habitat be destroyed as a result of the UPBP?	<ul style="list-style-type: none"> ■ Mangrove loss as a result of the UPBP is not expected to impact on turtle feeding areas and habitat. ■ Turtles generally use tidal creeks for feeding and these are adjacent to high productivity mangroves (crudely, areas most affected by ebb and flow of tides) ■ Mangroves to be cleared for the UPBP are of low productivity and are situated in low tidal environments and away from the ocean interface where turtles feed. ■ The dense nature of the mangrove root system makes it difficult for turtles to penetrate deep into the mangroves, and the area disturbed is considered unsuitable for turtle foraging.
	D & E	How is mangrove loss calculated?	<ul style="list-style-type: none"> ■ UPBP will result in the loss of approximately 16ha of mangrove which equates to approximately 0.5 to 0.7% of the mangrove representation within the Port Hedland harbour management unit (total mangrove area prior to European Settlement has been determined to be 2676 Ha). ■ Cumulative mangrove loss is assessed using EPA Guidance Statement No. 29. Approximately 10.7% of mangroves in total will have been lost from the harbour management unit if the UPBP proceeds. This includes historical mangrove losses and losses from previously approved projects.
	D & E	Does the calculated area for mangrove loss include areas cleared for construction purposes?	<ul style="list-style-type: none"> ■ Yes. The calculated area of mangrove loss does include the entire construction footprint of the UPBP. Clearing will be kept to the absolute minimum required for safe construction. Construction activities will be concentrated in the centre of the development and radiate outward to minimise the overall development footprint. ■ Areas outside the operational area of the UPBP that are disturbed as part of construction activities will be revegetated once construction is complete. ■ Potential mangrove offset options are currently being investigated with a focus on tidal creek habitat areas located towards the southeast region of the harbour.
	E	There is concern that the dredging of the harbour to create a tidal creek mangrove revegetation area will further impact on Aboriginal heritage and sites of significance.	<ul style="list-style-type: none"> ■ The PHPA is undertaking further investigations to determine appropriate offset options for the UPBP. ■ There is ongoing consultation with the Kariyarra people to discuss Aboriginal heritage issues associated with the development and PHPA is discussing appropriate offset strategies.
	E	How long will the revegetation / regeneration of the proposed mangrove offset area take?	<ul style="list-style-type: none"> ■ If left to regenerate naturally mangroves would colonise the new mangrove habitat area within 10-20 years. ■ However, a new mangrove system could be established within 1-2 years if mangroves were revegetated and the success of revegetation methods was monitored regularly and remedial planting is undertaken.
Traffic	A & E	Will the UPBP cause significant traffic congestion? There maybe potential safety issues due to the mixing of light and heavy vehicles on the proposed access road and haulage route for the UPBP.	<ul style="list-style-type: none"> ■ No. A curfew on berth traffic during the pm peak will reduce congestion to technically acceptable levels. ■ Road trains will use roads designated by Main Roads as fit for this purpose. ■ The access road will be designed to Main Roads standards for use by multiple road users including quad road trains and will be wider and of a higher safety standard than the existing Finucane Island road. The access road will be 9m in sealed width (in comparison to the existing road width of 6.3m) with additional 1 metre of un-sealed shoulder on each lane. ■ The new access road alignment will be located in PHPA land away from the existing BHPB railway line. ■ There will be safe overtaking opportunities provided along the access road. ■ There is a perception of increased risk to safety for road users when sharing the road with heavy vehicles. However, heavy vehicles are not overrepresented in traffic crash and fatality statistics for Port Hedland or nationally. National statistics do not support the view that trucks represent a greater danger on roads than cars. For example in 1997, in 79 % of the multiple vehicle fatal crashes the articulated truck was not responsible for the crash. ■ The intersections along the access road route will have street lighting for improved safety.
	C	Will community access to the Utah Point access road be guaranteed by the PHPA?	<ul style="list-style-type: none"> ■ The access road has been designed as a public road to cater for both heavy and light vehicles. It is anticipated that this road will replace BHPBIO's existing road as a safer public access road to Finucane Island. BHPBIO's road will become a maintenance road for the railway. ■ Access to the Public Boat Landing area on Finucane Island will be maintained. ■ An agreement will be made between PHPA and ToPH to ensure that community access is guaranteed to the access road.
	B, C, D & E	What traffic data was used for the traffic assessment? Does this data adequately represent current traffic volumes and movement?	<ul style="list-style-type: none"> ■ Available traffic count data from MRWA and ToPH was used for the traffic assessment. ■ As traffic count data does not always indicate the flow direction of all traffic movements at intersections, site

		<p>Existing traffic problems may be worse than those modelled.</p> <p>There may be greater traffic movement between Wedgefield and South Hedland than is modelled.</p> <p>Traffic congestion appears to have increased during the last 6 months especially due to other developments and the movement of construction materials as associated with these developments.</p> <p>There is also significant "school" traffic between Port Hedland and South Hedland.</p>	<p>observations were made of the operation of the road network.</p> <ul style="list-style-type: none"> ■ Traffic data and useful video surveying of key intersections is currently being collected by MRWA which will be used to validate traffic modelling and assessment (subject to approval from MRWA). ■ There are ongoing opportunities for collaboration to share traffic data and modelling resources between MRWA and PHPA.
	D	<p>Was further data obtained for modelling purposes on quad and triple road train parameters? Including length, loading and configuration.</p>	<ul style="list-style-type: none"> ■ Modelling currently considers several parameters including truck take off speeds and gap acceptance. These have been calibrated to observed traffic conditions. ■ Several companies were asked for information on truck parameters. Data obtained from Atlas was used in subsequent modelling and traffic assessment. ■ Small differences in truck length, loading and configuration between proponents are not expected to significantly change the results obtained in modelling. ■ When current MRWA survey and truck data becomes available the model and report can be updated to reflect this.
	C & E	<p>How are the peak traffic times determined? Why is the morning peak period not also modelled?</p>	<ul style="list-style-type: none"> ■ Traffic count data is used to determine the peak traffic time periods. ■ Modelling assessment was undertaken for both morning and afternoon peak traffic times. The morning peak period does feature a substantial amount of traffic, but traffic volumes are greatest in the afternoon peak period and this is representative of the worst case traffic conditions. ■ Modelling of the morning peak demonstrates that whilst two technical measures (the level of service and degree of saturation of the road network) may be change, these do not present an unacceptable impact on the technical operation of key intersections and the road network. Motorist will experience some delays.
	C	<p>Have all intersections been looked at in the same detail as the Great Northern Highway / Port Hedland Road intersection?</p>	<ul style="list-style-type: none"> ■ Yes. All intersections along the proposed haulage route for the UPBP have been studied in the traffic assessment. ■ Information about other intersections is included in the PER and detailed in the traffic assessment report.
	B, C, D & E.	<p>What is being done to address existing and future traffic problems concerning the road network?</p>	<ul style="list-style-type: none"> ■ PHPA is currently in discussion with ToPH, MRWA and other interested parties to consider short and long term solutions to upgrade the existing road network. ■ Short-term solutions may include intersection improvements. ■ Long-term solutions may include major grade separations and the establishment of a dedicated heavy vehicle transport route. ■ The potential viability of establishing a cycleway between Port Hedland and South Hedland for school students will be discussed further with MRWA and ToPH.
	B, C, D & E.	<p>Traffic is already considered to be a problem at key intersections in the Wedgefield area, particularly right hand turn movements during the morning peak period – from Great Northern Highway into Wallwork Road.</p> <p>Delays of 10 minutes are claimed to be experienced during morning peak times (~5:30-6:00am) when travelling from Wedgefield to South Hedland. Right-hand turning trucks often block both sides of the road when turning – at Pinga Street / Cajarina Road intersection.</p> <p>Lack of visibility is a key traffic safety issue associated with these intersections.</p>	<ul style="list-style-type: none"> ■ The assessment found road trains do not appear to be over-represented in road traffic accidents. ■ The traffic assessment report identifies a high percentage (60%) of right angle crashes at the Great Northern Highway and Wallwork Road intersection. ■ Short-term solutions may include minor intersection improvements.
	D	<p>There is a concern about traffic exceeding the speed limit in the Wedgefield area, particularly in terms of safety and turning out of Cajarina and Dalton Roads.</p>	<ul style="list-style-type: none"> ■ Speed concerns will be carefully considered during the design and development of the UPBP access road. ■ An optimum speed limit will take into consideration people's tendency to drive at high speeds along straight, flat roads and the risk associated with overtaking long vehicles under speed restrictions.
	C & D	<p>Why will truck movements into Port Hedland continue once the Utah Point Berth Project is in operation?</p>	<ul style="list-style-type: none"> ■ The traffic assessment took a conservative approach to ensure the worst case scenario was modelled. ■ It is likely that truck movements to Port Hedland will decrease following the commencement of operations at Utah Point. However, it is assumed that alternative operations will continue at Berth 1 and ultimately lead to the same volume of truck traffic utilising the transport route into Port Hedland.
	C	<p>Has other additional traffic growth been incorporated into traffic modelling?</p>	<ul style="list-style-type: none"> ■ Traffic modelling does take into consideration future traffic growth of 5% per annum.

	C	What happens if there are changes to the road network?	<ul style="list-style-type: none"> Modelling can only assess traffic movement through the current road network. Future improvements to the road network are anticipated to have a positive outcome for the UPBP and would need to be assessed at that time.
	C	What are the assumed hours of operation and trucking movements for the UPBP? Are trucking movements likely to increase during other time periods as a consequence of introducing a curfew on truck movements during the afternoon peak period?	<ul style="list-style-type: none"> 24 hr, 7 day operations and trucking movements have been assumed in traffic assessment modelling. The introduction of a curfew may increase truck movements during other time periods – but traffic volumes are not expected to increase substantially and there is considerable residual capacity available in the road network during the off-peak period. Traffic assessment modelling also considers worst case conditions which are unlikely to arise outside of the peak traffic periods.
	C & E	How will the curfew be enforced?	<ul style="list-style-type: none"> In the first instance, PHPA will seek a voluntary commitment from proponents to adhere to the pm curfew for all new road train operations accessing the facility from the north. PHPA will monitor community sentiment to any road congestion created by the addition of new road train operations. PHPA has the ability if required to impose the recommended curfew as a contracted condition of port operations at the new facility. Atlas Iron (a future proponent) has already agreed to restrict truck movements during a curfew time period. Truck movements to Finucane Island from other operations cannot be controlled by the PHPA. It is anticipated that the time frame for the curfew will need to be monitored and remain flexible to take into account variation of peak traffic times, i.e. due daylight savings, airport flight schedules, etc.
Dust	B	Does dust modelling take into considerations all operations, traffic and construction activities?	<ul style="list-style-type: none"> No. Dust modelling considers all operations and materials handling at Utah Point, including the stockyards and berth and vehicle-generated dust within the UPBP site, but not outside the site on public roads. There is no satisfactory methodology for modelling dust on public roads.
	E	Despite future port expansion in Port Hedland, modelling shows a decrease in dust emissions in the West End area. Why is this the case?	<ul style="list-style-type: none"> Dust concentrations will decrease in the West End area due to the relocation of manganese and chromite activities from Berth 1 and the overall future improvement of ore handling activities at PHPA and BHPBIO berths. There is a potential for dust emissions to rise with other substantial developments in the Port Hedland region. Our modelling can only incorporate dust emissions from existing and approved projects. It is expected that other future developments will feature much improved dust handling procedures in their design. Ongoing improvements to existing operations will also reduce dust emissions.
	C & E	Why is there an increase in dust emissions in Wedgefield in the future compared to existing operations?	<ul style="list-style-type: none"> The increase in dust emissions in Wedgefield is largely due other planned developments commencing operation.
	A	In dust modelling, why is the shape of dust contours at Anderson Point (N-S) different to prevailing wind conditions (NW to SE)?	<ul style="list-style-type: none"> The shape of dust contours at Anderson Point reflects the longitudinal shape (N-S) of FMG's operations.
	C	Why do dust concentrations increase in South Hedland but not Wedgefield between "No Utah" and "Utah Point" future scenarios?	<ul style="list-style-type: none"> The worst case maximum dust concentrations are assessed at each individual location and incorporate a number of parameters. These parameters (i.e. prevailing wind direction) are not necessarily the same at each location for the worst case scenario. The modelled parameters at South Hedland and Wedgefield are slightly different – leading to a different outcome at these receptors. The actual difference dust experienced in Wedgefield and South Hedland is likely to vary from year to year dependent on small changes in annual weather conditions.
	A	Can we consider the dust impacts at South Hedland (small increase) and Wedgefield (no change) to be insignificant? The majority of the population live in South Hedland and further population growth is expected here. It is proposed the new hospital will be built in South Hedland. There are also a number of existing health and social issues in South Hedland. The PHPA needs to be mindful that they are not solving a problem in one location by creating a new problem elsewhere.	<ul style="list-style-type: none"> No. PHPA is sensitive of existing social and health concerns in the South Hedland area. In no way is it acceptable to PHPA to <i>trade off</i> reduced dust emissions in Port Hedland for increased dust impacts in South Hedland. PHPA is satisfied that if there is a marginal increase in dust concentrations in South Hedland, it will not pose a health risk. A large decrease in dust concentrations in Port Hedland is predicted and this is good for people using the town centre.
	A	Have recent toxicological studies undertaken by the DoH been taken into	<ul style="list-style-type: none"> No. The modelling focused on particulate size and not toxicity. The reduced incidence of dust as a result of the

		consideration when assessing dust impacts?	<p>project also reduces all health risks.</p> <ul style="list-style-type: none"> However, PHPA has taken into account the recent studies undertaken by the DoH. Concerns about the potential impact of manganese and chromite on community health are a primary driver in PHPA seeking to move these products away from the general population to the new facility at Utah Point. Further studies are being undertaken by the DoH. PHPA will consider any recommendations from these studies and publicly report the outcomes of its deliberations. PHPA will of course at all times adhere to health regulations.
	A	How will PHPA response to DoH study findings that population growth should be limited in the West End area?	<ul style="list-style-type: none"> Land use planning for population growth is being undertaken by the Town of Port Hedland as part of the development of the Land Use Master Plan and this is the matter for local government. Port expansion plans have been captured in this process.
	D	Is there any one product to be exported that has added to health concerns? Have these products been modelled separately?	<ul style="list-style-type: none"> No. The effect of UPBP is to reduce dust emissions and therefore any associated health risks. The products currently being exported from Port Hedland public berth and move to the new facility and this will significantly improve the situation by taking manganese and chromite further away from the residential areas. Individual proponents will be responsible for their own dust emissions in response to identified health impacts.
	E	Is it possible to use barriers and buffer zones around port facilities to reduce dust emissions in the surrounding community?	<ul style="list-style-type: none"> The use of buffer zones <i>on existing PHPA land</i> is being investigated by the PHPA as part of the UDP. Vegetation barriers can be used to reduce the export of dust to surrounding areas. However, previous research shows that it is much more effective to reduce dust emissions at the source. Dust mitigation methods for the UPBP include the designed layout of the stockyard (elevated perimeter road, minimal handling of ore), the covering of conveyors and other equipment, the use of misting in the hoppers, the use of water cannons on stockpiles, and the use of the newly developed Cleveland Cascading Chute for shiploading.
	A & E	How reliable is dust monitoring equipment in Port Hedland and how accurate is dust modelling?	<ul style="list-style-type: none"> Previously, there have been technical issues with the way BHPBIO were handling their dust monitoring equipment and data. This monitoring data does not affect dust modelling. Dust assessment for the UPBP was primarily a modelling study (not a monitoring study) and the model used for the project has been used extensively in the Port Hedland area.
	B, C & D	Dust on roads is perceived to be a major issue within the Town of Port Hedland. Have PHPA modelled dust emissions from trucking of ore over public roads?	<ul style="list-style-type: none"> No. The PER modelled dust emissions from operations at the UPBP stockyards and berth.
		Does trucking of ore to Utah Point have the potential to increase dust emissions in the communities of Wedgefield and South Hedland?	<ul style="list-style-type: none"> Yes there is potential to reactivate dust on the road. However, it is expected dust emissions from trucking will be substantially reduced due to trucks accessing the stockyard via the sealed elevated perimeter road and dumping directly into discrete bunkers and hoppers. A truck wash facility is being installed as part of the facilities. Trucks will be required to utilise truck wash facilities prior to exiting the UPBP site where there is a risk of dust generation. It is thought that trucks arriving from mine sites will have been blown free of loose dust before approaching settlements.
	B, C & D	Will trucks transporting materials to Utah Point be covered?	<ul style="list-style-type: none"> Atlas Iron have agreed to covering their trucks when using the UPBP, Individual proponents will be responsible for covering their trucks as required to ensure that dust is not released in transit. Practices will depend on material properties, the risk of dust release and the moisture content of the material. PHPA will require proponents to show that the trucking of materials does not generate significant dust emissions. PHPA will require proponents to cover their trucks as a condition of use of the facility if it is deemed necessary. Proponents will be required to transport materials at the optimum moisture content to the stockyards to reduce dust emissions.
Noise	B	Does noise modelling incorporate existing operations at Berth 1 and new operations at Utah Point?	<ul style="list-style-type: none"> Yes. Modelling assumes that operations will continue at Berth 1 with the exclusion of manganese and chromite operations. These operations generate significant noise emissions as due to significant design deficiencies in the existing materials handling system. PHPA is attempting to address this problem in the short-term.
	B & E	Can the PHPA ensure that noise mitigation methods will actually be taken	<ul style="list-style-type: none"> Yes. Noise mitigation methods will be incorporated into the design of the stockyards and berth and therefore will

		up?	<p>require less ongoing management. Less management discretion will improved reliability of noise performance.</p> <ul style="list-style-type: none"> ■ Noise mitigation methods will also be incorporated into the design and restructuring of operations at Berth 1. ■ The PHPA is committed to the ongoing improvement of port operations and the reduction of noise emissions as part of best management practice of the Port.
	D	Does road surface type have a substantial impact on noise emissions?	<ul style="list-style-type: none"> ■ Yes. Road surfaces do influence noise emissions. For modelling purposes, chip-sealed surfaces are +3dB louder, dense-graded surfaces make no difference to noise emissions (0dB), and open-graded surfaces -3dB quieter. ■ Maintenance of road surfaces is a key consideration for reducing noise emissions.
		Which road surface type will be used in the construction of the UPBP access road?	<ul style="list-style-type: none"> ■ The final design of the road surface and speed limits is subject to ongoing investigations. ■ For the UPBP access road it is anticipated that a chip seal will be used except at turning intersections where asphalt surfaces will be used to reduce the damage caused by road train slewing movements. ■ With the stockyard area, speeds will be slow and it is anticipated road-related noise will not be heard over engine and operational noise levels. ■ Speed on the access road will be restricted to the appropriate limit for the road surface with consideration of operational needs, safety and noise emissions.



Port Hedland Port Authority Utah Point Berth Project



- Briefing Note for Stakeholders
- September 2007



Port Hedland Port Authority Utah Point Berth Project

- Briefing Note for Stakeholders
- September 2007 (corrections on Aboriginal site - 3 October 2007)

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1. Introduction

The Port Hedland Port Authority (PHPA) wishes to engage the local community in decision-making about the environmental management of a new berth at Utah Point, Finucane Island. The Western Australian Environmental Protection Authority (EPA) has set a Public Environmental Review (PER) level of assessment. PHPA is seeking community feedback on proposed environmental management approaches. The decision the EPA must make at this stage of the process can be summarised as:

To confirm if the environmental management approach proposed to limit the impact of dust, traffic, noise and marine environment changes is likely to result in an acceptable environmental outcome.

PHPA undertook preliminary discussions with four identified community groups and with relevant government agencies earlier this year. The proposed Utah Point Berth Project (UPBP) was described and the scope of environmental approvals studies were discussed. The studies required for the PER are near completion and PHPA would like to test key assumptions and approaches with the help of the Port Hedland community.

Meetings with community interest groups and other stakeholders have been scheduled for late September and three Open House events will be run in October to allow PHPA to present the proposal and environmental assessment to interested members of the community. To improve the quality of the dialogue at these sessions, this briefing note provides background information on the project and summarises issues covered by the PER documentation currently being prepared. These issues focus on traffic, dust, noise and the marine environment.

During the consultation process, PHPA is committed to informing the Port Hedland community about the project and the results of the analysis of environmental factors, actively listening and acknowledging community concerns and aspirations, and providing feedback on how community input is considered in the project decision making process.

The indicative community engagement program includes:

25 to 27 September	Workshops with Care for Port Hedland (25 September), Wedgefield Association (26 September), Progress Association and Town of Port Hedland (both 27 September).
Week of 8 October	Newspaper advertisement: open invitation to drop-in community information sessions (Open House) event
21 and 22 October	Open House events Sunday afternoon, Monday afternoon and Monday evening
Week of 19 November	Newspaper advertisement: documentation of questions from this round of engagement and responses from PHPA
October – December 2007	Public advertising of statutory Public Environmental Review public comment period
January – March 2008	PHPA response to public submissions
April – June 2008	Advertisements: communicating the Ministerial Decision and PHPA plans, if any, for further engagement around management and monitoring

2. Background

Port Hedland Port Authority (PHPA) is a statutory body responsible for the management of the port of Port Hedland in Western Australia's Pilbara region. The port is the key export centre for many of the mines operating in the Pilbara region. Iron ore is the main export commodity and other exports include salt, manganese, chromite, copper concentrate and general cargo. It is one of Australia's largest bulk ports with over 110 million tonnes of cargo handled in the 2006/2007 financial year.

There is potential for trade to exceed 200 million tonnes per annum within two years. This increase in trade will require the development of new port berths and improved infrastructure at the port of Port Hedland. Plans for the future development of the port are currently being revised by PHPA in its *Ultimate Development Plan*, due to be released in Q4 2007. The key features of the plan have been included in the Town of Port Hedland's draft *Land Use Master Plan* (July 2007).

Berth No. 1 is adjacent to the West End and is a dedicated bulk commodities berth managed by PHPA through which manganese and chromite ores and copper concentrate are handled. This berth is currently operating at full capacity and was not originally designed to handle dustier ores (such as chromite and manganese). PHPA therefore plans to build a new bulk commodities berth at Utah Point on Finucane Island. Berth No. 1 would then be restricted to handling concentrates.

Utah Point is located within the Port Hedland harbour on the eastern shores of Finucane Island. It is located west across the water from the existing port facilities at Nelson Point and directly opposite the existing public berths managed by Port Hedland Port Authority. It is south of the BHP Billiton Iron Ore (BHPBIO) Finucane Island stockpile and port berth facilities (Berth C and D) which are connected to the BHP berths at Nelson Point via a 1.4 km under-harbour tunnel that passes directly beneath the proposed berth at Utah Point (Refer to attached Figures 1, 2 and 3).

The key components associated with the construction, commissioning and operations of the Utah Point Berth Project include:

- Stockyard area on Stanley Point, Finucane Island;
- Dedicated access road to Finucane Island, including causeway over West Creek and truck cleaning facility;
- Seawalls around perimeter road to protect from storm surge and spring tides;
- Workshops, security control room, fuel storage, offices and associated infrastructure;
- Power supply, potable water, dust suppression, fire protection, settlement pond and miscellaneous services;

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- Conveyor system transfer towers and sample station; and
- Wharf and associated facilities and services at Utah Point.

The area proposed for development on Finucane Island, including the berth pocket and wharf, is approximately 25ha (Refer to Figures 4 and 5).

The berth is designed with a potential capacity of up to 20 million tonnes per annum, of which a maximum of nine million tonnes per annum will be delivered to the port by road. The current proposal is for facilities to support this nine million tonnes per annum. At some time in the future there may be sufficient demand to require development of additional stockpiling and loading areas. Any such expansions would need to have export product delivered to the port by means other than road transport. Long-term planning has identified the potential for stockpiling and loading facilities to expand immediately to the north, including land currently used as a lay down area by BHPBIO contractors.

3. Key Issues

A number of social and environmental factors have been investigated as part of the PER for the Utah Point Berth Project (UPBP) including flora and fauna, mangroves, landforms and soils, air quality, noise, traffic, heritage, and visual amenity values. Key environmental management issues identified by the PER are the management of traffic, dust, noise and impacts to the marine environment. Stakeholders may also be interested in the social issues of European and Indigenous heritage, housing affordability, employment and additional demands on infrastructure maintained by the Town of Port Hedland and State Government. These key issues and the associated management and mitigation objectives are outlined in the following table.

Key Issue Discussion	Predicted Impact	Management and Mitigation Objectives
<p>Traffic</p> <p>In general, the existing National Highway is relatively under-utilised against standards used across the State. However, the junction of Great Northern Highway and Port Hedland Road is already busy during the afternoon peak period. Assuming background traffic increases at 5% per annum, the section of road between Port Hedland and the Port Hedland township will be noticeably busier (this allows for traffic associated with continued use of Berth #1).</p> <p>Construction – Construction traffic volumes are not significant compared to operational volumes and background traffic volumes. There is potential for occasional slow or wide load vehicles during construction.</p> <p>Operation - Traffic flow modelling of worst case assumptions shows congestion and delay to be within acceptable limits during off-peak times and morning peak times. There could be just noticeable impacts during the afternoon peak times due to key intersections already operating at capacity during these times.</p> <p>Train movements – changes to train movements are not part of this project and planning data is not available to allow assessment.</p>	<p>No noticeably impact during construction</p>	<p>Construction traffic will be managed by consulting with other developers in the area and varying working hours for construction activities to ensure that start/end times don't coincide and create traffic congestion. Noise regulations limit work to between 7am to 7pm.</p>
	<p>Without management, unacceptable impact for worst 15 minutes of afternoon peak hour for right turning traffic at the Port Hedland Rd / Gt Northern Highway junction</p>	<p>Unacceptable traffic impacts to be managed by restricting movement of trucks through key intersections during afternoon peak period (a curfew).</p> <p>Time period in which truck movements are restricted needs to be flexible to allow for changes in peak traffic period due to daylight saving, future variations in airport flight schedules, and unknown development construction projects.</p>

Key Issue Discussion	Predicted Impact	Management and Mitigation Objectives
<p>Safety</p> <p>The current road network must cater for a variety of road users including local traffic, tourist traffic and heavy vehicle traffic for port operations and industry. Heavy vehicles comprise 9% of the total vehicle volume in Port Hedland and the crash data indicates that 7.4% of total reported crashes involved heavy vehicles.</p> <p>During a five-year period ending 31 December 2005, heavy goods vehicles have not been over-represented in traffic incidents in the Pilbara. That is, the proportion of traffic incidents involving road trains is less than the proportion of road trains in total traffic. There is no formal record of a road train being involved in a road traffic incident during these five years in the Port Hedland area.</p> <p>Pinga Street and Cajarina Road are adjacent to caretaker residential areas and there is occasional pedestrian use of the roads. These roads are part of the only appropriate route into Finucane Island. This highlights a deficiency in the hierarchy of road types in this locality.</p> <p>An issue of concern to the community has been safe access to the boat ramp on Finucane Island (western shore).</p>	<p>Based on past experience, there is no identifiable impact on safety</p> <p>Safer access to public boat ramp</p>	<p>Ongoing monitoring of truck traffic incidents and traffic safety will be undertaken during construction and operations.</p> <p>PHPA will provide in-kind support to any planning Main Roads WA undertake in relation to a revised road network.</p>

Key Issue Discussion	Predicted Impact	Management and Mitigation Objectives
<p>Dust</p> <p>Dust levels at Port Hedland are high, primarily due to ore handling at the port. Ambient concentrations (PM10) are known to exceed the National Environmental Protection Measure. As a result of previously approved projects, dust levels are expected to increase at the harbour, Hedland Senior High School and Wedgefield. Dust levels will decrease at the hospital site and Port Hedland Primary School due to planned improvements in dust control.</p> <p>During port operations the key sources of dust emissions include the dumping of ore, stacking, reclaiming and ship-loading.</p> <p>Relative to the base case, UPBP will reduce dust levels at the hospital site and the harbour, have minimal effect at Pretty Pool Primary and Wedgefield, and cause a barely perceptible increase at the High School.</p> <p>Lower dust levels are due to high-dust emitting activities currently operating at Berth No 1 being moved further away from the town and out of the generally prevailing weather conditions.</p> <p>Previous research appears to indicate dust impacts on mangroves are negligible with dust particles too large to block the stomata and cause changes in growth.</p>	<p>Port Hedland township – better than base case air quality</p> <p>Wedgefield and South Hedland – marginal increases in dust levels</p>	<p>Onsite truck wash down facilities; requirements for water content conditioning of ore; use of water sprays and water cannons; use of three mobile hoppers with 3-sided coverage and misting; a maximum of four front end loaders to be used; stockyard area to include internal wing walls for discrete stockpile areas and shelter from conditions; use of stackers with adjustable height and direction settings to minimise drop heights to stockpiles; maximum allowable stockpile heights to be defined in dust management plans; common-user conveyor to be washed down between transport of various ore products from stockpiles to ships; enclosed cascading chutes available for ship-loading of selected products.</p> <p>Dust emissions from port operations will be monitored with real time dust monitors at locations sensitive to changes in air quality.</p> <p>Monitoring of mangroves will be undertaken to identify any adverse impacts.</p> <p>Remedial measures will be implemented as necessary.</p>

Key Issue Discussion	Predicted Impact	Management and Mitigation Objectives
<p>Noise</p> <p>Noise levels at the Port Hedland township currently exceed levels permitted in WA noise regulations.</p> <p>During construction, the most noticeable source of noise is piling.</p> <p>During port operations the key sources of noise emissions are front-end loaders, dumping of ore, delivery trucks and ship-loading conveyors gears and motors.</p> <p>During operations, noise in the township will not be noticeably higher than the existing situation due to increased distance between the township and the noise sources, and because of generally favourable prevailing meteorological conditions. Noise regulations require emissions during operation to be at least 5dB below existing levels.</p> <p>Operation of the port facility will result in increased traffic volumes along access roads. Noise emissions will be higher than the current ambient/recorded levels. The change in noise levels for approximately 20 caretaker properties in the Wedgefield area is predicted to be 3.5dB which is considered to be just perceivable (normal conversation is around 50-70dB).</p>	<p>Noise from construction piling may be noticeable to residents.</p>	<p>Construction works to be carried out in accordance with regulatory standards and a construction noise management plan. Equipment used for construction activities will be the quietest reasonably available and practical for the project.</p> <p>Construction activities which have significant noise emissions will be restricted to a defined time frame.</p>
	<p>Given mitigations are successful, no noticeable increase in noise in township and residential areas as a result of operations</p>	<p>PHPA will encourage operators to fit end loaders with noise reduction packs where appropriate.</p> <p>Ongoing investigations are being undertaken to determine other engineering and design mechanisms for reducing noise emissions.</p>
	<p>Just perceptible (3.5dB) increase in traffic noise at Wedgefield</p>	<p>No mitigation anticipated</p>

Key Issue Discussion	Predicted Impact	Management and Mitigation Objectives
<p>Mangroves</p> <p>Clearing of mangroves is monitored as a proportion of a 50km² area. Approximately 10% of the relevant 50km² area has been previously cleared.</p> <p>The UPBP will result in the loss of approximately 16ha of mangrove which equates to approximately 0.5% of the mangrove representation within the Port Hedland harbour management unit (total mangrove area prior to European Settlement has been determined to be 2676 Ha).</p> <p>There will be no significant loss of feeding and breeding habitat for turtles or dugongs. There will be loss of mangrove habitat for bats and birds but this is not considered significant as alternative habitats exist locally and an offset strategy is being developed.</p> <p>Slow movement and displacement of water from shipping vessels (as distinct from fast-moving recreation craft) will substantially limit direct contact and mortality of fauna species in the harbour.</p> <p>Fauna may be attracted towards lighted areas.</p>	<p>Cumulative mangrove clearance of approximately 10.5% within the defined 50km² area</p> <p>No significant impact on fauna</p>	<p>Mangrove clearance will be limited to the minimum practical area necessary for construction and operations. Construction activities will be concentrated in the centre of the proposed footprint of disturbance and radiate outwards only as required for development.</p> <p>A harbour-wide strategy to offset for the loss of mangrove vegetation is being investigated and stakeholder input is specifically requested. Several locations have been assessed and one area within the port is considered suitable for creating new habitats.</p> <p>Careful placement and direction of lighting will be used for port operations and light shields will be implemented where necessary.</p>

Key Issue Discussion	Predicted Impact	Management and Mitigation Objectives
<p>Community Factors</p> <p>There are no European heritage sites registered within the footprint. Previous surveys have identified an Aboriginal heritage site within the proposed development footprint that requires further investigation to clarify the exact location and characteristics.</p> <p>Demand for construction workforce accommodation has the potential to further reduce affordability for existing residents. Tourism operations dependant upon visitor bed-nights may suffer from accommodation of non-tourist construction workers. It is anticipated that a workforce of approximately 100-150 people will be required during construction and approximately 20-25 people (excluding truck drivers) during operations.</p> <p>Indigenous persons suffer poorer employment outcomes than the population in general, however, all skilled labour and in particular skilled Aboriginal labour is in high demand in the Pilbara. This suggests there may be very little skilled labour available for construction activities at Utah Point and some workers will be short-term residents.</p> <p>Transient workforces have been associated with anti-social behaviours including drug and alcohol abuse and traffic accidents. Given the relatively small addition to the FIFO workforce, numerically few incidents can be expected.</p> <p>Employment of locally based workers and suppliers would mitigate the accommodation shortage being experienced in the town.</p>	<p>No disturbance of heritage sites</p>	<p>Ongoing investigations are being undertaken in association with Pilbara Native Title Service to identify sites of heritage importance, obtain necessary approvals and agreements, confirm appropriate supervision and management procedures, and investigate employment opportunities.</p>
	<p>Reduced availability of tourist accommodation for a limited period in early 2008</p>	<p>Timing of berth construction is such that it will likely provide continuity of work to existing contractors currently construction FMG and BHP port infrastructure. Construction activities will be staged where practical to minimise peaks in accommodation needs.</p>
	<p>No discernable increase in employment due to near full employment conditions; no noticeable anti-social behaviour</p>	<p>Employees for the construction and operations of the Utah Point Berth Project will be sourced locally where practicable.</p> <p>Training will be provided to local employees to help enable a local workforce to be employed for the Utah Point Berth Project.</p>

Key Issue Discussion	Predicted Impact	Management and Mitigation Objectives
<p>Economic Infrastructure</p> <p>Power will be sourced from the Alinta power station which has adequate capacity for this project without compromising existing needs. Powerlines to Utah Point will be constructed in the existing service corridor to Finucane Island.</p> <p>Water will be sourced from local groundwater supplies which are considered sustainable for this and other industrial uses.</p>	<p>Limited 'crowding out' of alternative opportunities will occur due to higher costs to other businesses</p>	<p>Water will be treated and reused onsite for activities such as dust suppression.</p>
	<p>Some additional road maintenance will be needed</p>	<p>PHPA makes a contribution through dividends and tax equivalents transfers to State Treasury. PHPA is contributing directly to local water extraction and supply infrastructure.</p>

4. Opportunities for Community Input

Port Hedland Port Authority (PHPA) requests community feedback on the management and mitigation objectives identified for the Utah Point Berth Project. In particular, PHPA would appreciate feedback on the following key topics:

- Management and reduction of dust and noise emissions;
- Time parameters associated with traffic congestion specific to local activities, events and occurrences;
- Mechanisms for monitoring traffic safety;
- Appropriate choice and management of offset options to mitigate for mangrove clearing;
- Local expertise and availability of workforce for construction, operations and environmental monitoring;
- Opportunities for low impact workforce accommodation;
- Confirmation of sites of recreational value; and
- Acceptability of project demands upon existing community infrastructure.

Through the community consultation process PHPA is endeavouring to address community concerns and ensure that the Utah Point Berth Project is designed to be both commercially feasible and acceptable to the environmental regulator and the local community. Feedback received during community consultation will be incorporated into the Public Environmental Review for the Utah Point Berth Project for final submission to the Environmental Protection Authority (EPA).

It should be noted there are at least three other decision-making processes to which stakeholders may contribute but which are not within the scope of this PHPA processes. These other processes include a Department of Health air quality study, the PHPA Ultimate Development Plan study and the Town of Port Hedland Land Use Master Plan. The Department of Health is currently investigating potential health impacts associated with high dust emissions from port operations in the Town of Port Hedland and, coincidentally, findings may be released to stakeholders during the course of this PHPA consultation project.

5. Maps and Figures

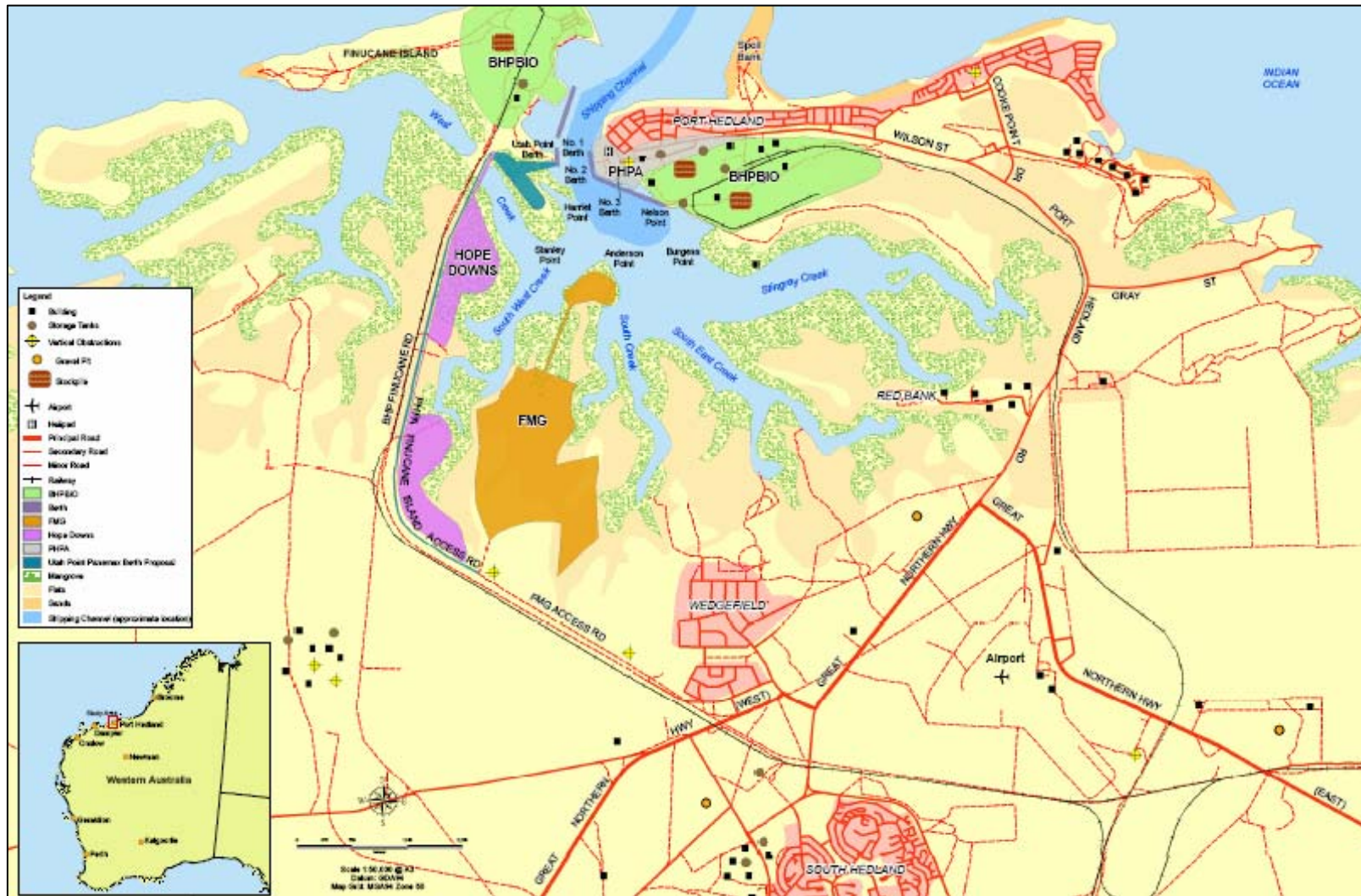


Figure 1 - Location Plan of the Utah Point Berth Project



Figure 2 – (left) Utah, Harriet and Stanley Points with Berth No 1 on the left across the channel

Figure 3 – Left to right, BHPBIO East Finucane Island operations, Utah Point, Harriet Point and Stanley Point with Anderson Point on the right across the channel

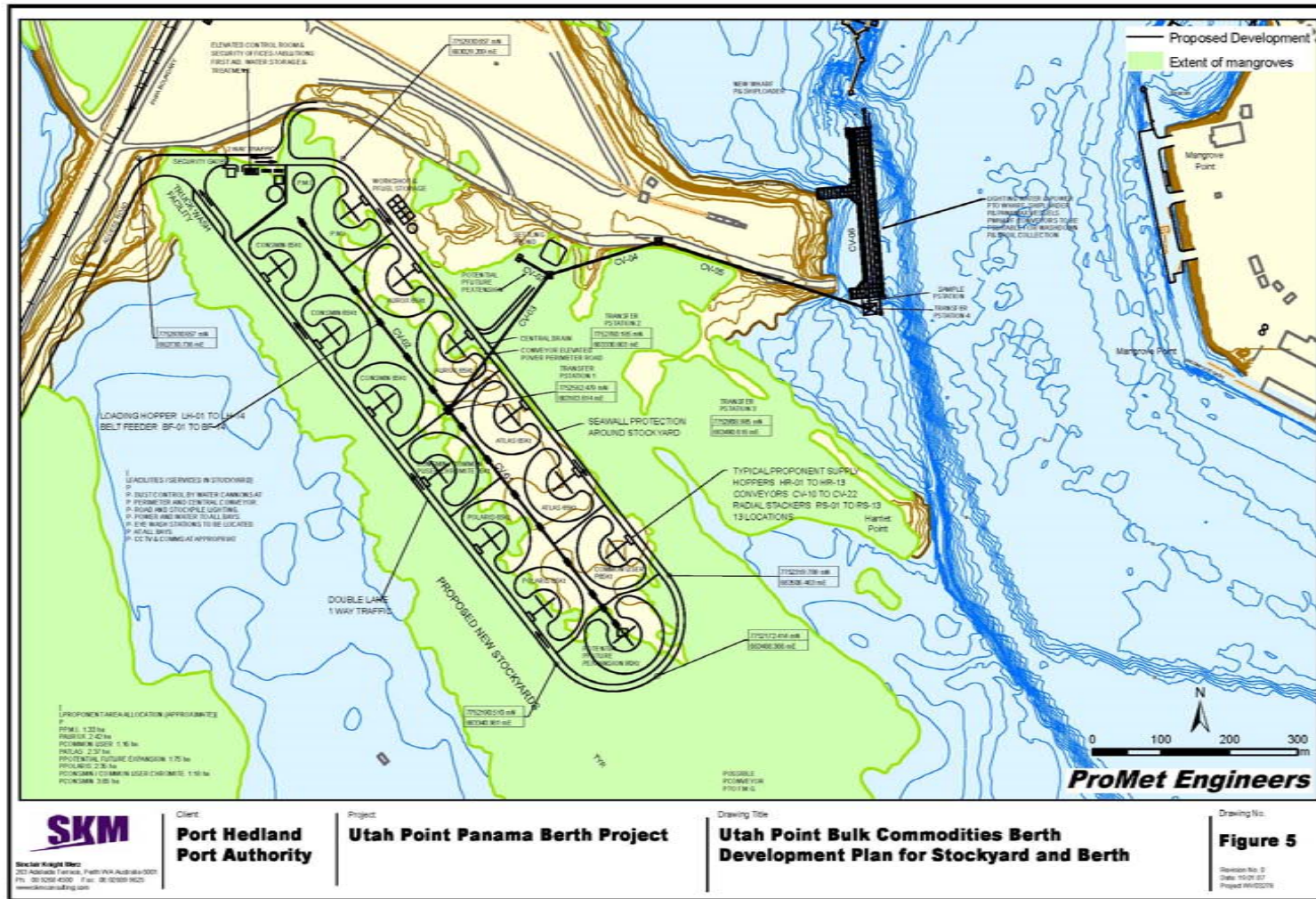


Figure 4 - Design Plan of Stockpiles and Berth for the Utah Point Berth Project (awaiting update)

Have Your Say - Utah Point Berth Project



Port Hedland Port Authority invites all members of the community to attend community information days regarding the Utah Point Berth Project, to be held on 21-22 October 2007.

The community information days will provide an opportunity for residents to find out additional information about the proposed development at Utah Point, with members of the public encouraged to attend drop-in information

sessions which will be held over the two days.

This is an opportunity to find out what is being proposed at Utah Point and to have your say on the development and the issues surrounding the proposed project. All sessions will be facilitated by personnel from Port Hedland Port Authority and Sinclair Knight Merz with comments lodged at the workshop collated and addressed in future advertising.

The information sessions will feature:

- Manned displays to explain key aspects of the proposal
- Port Authority staff available for informal one-on-one discussions
- Access to project staff knowledgeable about environment and community issues
- Maps, plans and modelling simulations
- Opportunity to lodge questions and comments

Location:

Ocean Conference Room at the All Seasons Hotel, on the corner of Lukis and McGregor Streets, Port Hedland.

Scheduled information sessions:

Sunday, October 21, 2007

2:00pm – 5:00pm

Monday, October 22, 2007

1:00pm – 4:00pm

Monday, October 22, 2007

6:00pm – 9:00pm

Contact:

For further information on the community information days please contact:

Craig Wilson

Environmental Engineer

Port Hedland Port Authority

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Email: craig.wilson@phpa.com.au.