

COMMUNITIES AND INDUSTRIES FORUM (CIF)

A forum for communication between industry and the community -all welcome

Minutes of the Meeting held Tuesday 2nd February 2010
5.30 pm – 7.25 pm
at the Kwinana Recquatic, Gilmore Avenue, Kwinana

PRESENT

Don	Allanach	Homestead Ridge Progress Association
Richard	Bilman	CSBP
Karen	Boyce	TiWest
Chris	Brady	LandCorp
Craig	Bromfield	Coogee Chemicals
Kim	Calver	Thomson Environmental Systems
Don	Challis	Department of Planning
Bob	Cooper	CIF Executive/Rotary Wellard
Pam	Corbyn	Spearwood Community Association
Joe	Covic	CTEC
J	Cunai	Spearwood Community Association
Erin	Davey	BP Refinery
Graham	Davey	Kwinana progress Associate
Luke	Feny	
Des	Gillen	BP Refinery
Luke	Glamuzina	Spearwood Community Association
Stan	Hall	Kwinana Progress Associate
Neil	Hartley	Town of Kwinana
Peter	Hedley	Beeliar Community
Rob	Hennessey	Coogee Chemicals
Steve	Hesse	Community
Thys	Heyns	BP Refinery
Debbie	Hoey	Kwinana Industries Council
Ron	Kemp	Facilitator
Rod	Lukatelich	BP Refinery
Peter	Macrae	Dept of Mines & Petroleum
Scott	McFarlane	Dept of Environment & Conservation
Anita	McInnes	Sound Telegraph
Patricia	Moreton	Kwinana Progress Association
Janet	Moore	Wattleup
Barry	Nelson	Community
Chris	Oughton	Kwinana Industries Council
Sue	Philippe	Beeliar
Eva	Ricci	Beeliar KABC
Tom	Rose	Cockburn Sound Management Council
Alan	Shaerelpers	Beeliar
Shoba	Senasing	Coogee Chemicals
Philip	Stannard	Beeliar
Yvonne	Thompson	Weekend Courier
Samantha	Torrens	CSBP
Ivan	Unkovich	Water Corporation
Brian	Vidovich	KABC
Les	Vogiatzakis	Coogee Chemicals
Peter	Winner	Verve Energy

APOLOGIES

Peter	Christian	Verve Energy
Allan	Gade	Conservation of Rockingham Environment
Annette	Gade	Conservation of Rockingham Environment
Cr Leigh	Liley	City of Rockingham
Frank	Mofflin	BHP Billiton
Cr Val	Oliver	City of Cockburn
Lorne	Petchell	BHP Billiton

1. OPENING AND WELCOME

Ron Kemp (facilitator) opened the meeting and welcomed all new attendees. All attendees were asked to sign the attendance register. To be eligible to vote at each AGM people must have attended at least three meetings during the last twelve months. The facilitator then advised attendees of the emergency evacuation procedure for the building and the location of exit doors and muster points.

2. GENERAL ADMINISTRATION

Scott McFarlane, CIF Executive, reported on the CIF Exec Meeting Held 12 January 2010.

The CIF Executive met on 12th January 2010 to consider the requests for presentations at tonight's meeting, which include:

- BP Refinery will present their 2010 Capital Plan
- CSBP will present on the sodium cyanide manufacturing facility safety report
- Update on the Kwinana intermodal terminal – alternative site evaluation and the WAPC decision; and
- Cockburn Cement will provide an update on its operations and a proposal to use recycled oil as a fuel at Munster.

Attendees were asked to advise CIF Coordinator Debbie Hoey or complete one of the forms on the table at the entrance if they have any suggestions for future presentations or guest speakers.

Gary Gray has confirmed he will attend the meeting on April 6th as a guest speaker. Councillor Dennis Wood has replaced Glen Bersan as the Town of Kwinana's representative on the CIF executive.

3. MATTERS ARISING FROM THE PREVIOUS MEETING

There were no matters arising from previous meeting.

4. PRESENTATIONS

BP Refinery 2010 Capital Plan

Grant Worner advised of BP's capital plan for 2010. BP has a revenue budget which covers general maintenance work and routine activities. Capital is the discretionary spend which covers investment within the refinery. In 2010 \$100m will be invested, \$47m will be to meet regulatory requirements and to maintain equipment integrity. Three large projects will take up 70% of the \$100m covering additional butane storage, increasing the production of G10 (ultra low sulphur diesel), and upgrading some electrical substations.

BP will build two semi-submerged butane storage tanks which will not be visible to the public and will be semi-submerged for safety reasons. A gantry to load LPG onto vehicles will be built. Earthworks will begin in the first quarter. The vessels are

being manufactured in Adelaide and will be installed mid-2010 with commissioning expected in the fourth quarter of this year. This project will allow BP to store and sell butane and will improve the company's safety profile.

BP will increase its ability to produce greater quantities of ultra low sulphur diesel which is the cleanest diesel product in the world and is used in Europe. Australia and other parts of the world are starting to use it. The revamp will add a second reactor and will allow BP to return to its production capability prior to introduction of ultra low sulphur diesel. The amount of sulphur in diesel has reduced from 5000ppm to 10ppm over the last decade. Construction will start in third quarter of this year and commissioning is expected in 2011. It will significantly improve safety on site and will enable a two year life cycle for the catalysts used in the process. Electrical substations on site, some of which are as they were when the refinery was commissioned in 1955 are being progressively upgraded with state-of-the-art substations.

The remaining \$30m will be mainly spent on compliance and integrity projects to maintain the safety and meet regulatory requirements. An explanation of how these projects are prioritised was provided. A list of proposed projects was provided for the meeting and Grant confirmed that if and when these projects proceed, this forum will be provided with further explanations. He advised that the cooling water pump house project will be proceeded with. This facility uses water from Cockburn Sound to cool processing equipment. The water is filtered through fine and coarse screens and sediments (seaweed) are returned back to the Sound. The new equipment will reduce the environmental impact on Cockburn Sound. Construction will start in the first quarter and will be finished by the end of the second quarter. Currently chlorinated water is returned to Cockburn Sound. The new process will mean that the chlorinated water will not be returned to the Cockburn Sound. Finally there will be a shutdown of part of the mogas units for 30 days in the first quarter, and in the third quarter BP will shut down a process unit that makes some of the high octane component used in petrol. That will be shut down for 21 days. An additional 500-600 people will be on site during these shutdowns.

Questions and Answers

Tom Rose – Cockburn Sound Management Council

Q: I have a concern regarding the intake of the cooling water from Cockburn Sound. Is there a high intake volume in that process?

A: The volume is 400 million per day, which is a significant volume.

Q: What is the potential pressure in terms of it affecting sealife.

A: We try to maintain the flumes where the velocity is less than 1m/second so that large particles and entrained fish have an opportunity to swim back to the outlet.

There were no further questions. The facilitator thanked Grant for his presentation and invited him and the following presenters to stay behind at the conclusion of the meeting to answer any questions that attendees might have then.

Sodium Cyanide Manufacturing Facility Safety Report

Richard Bilman, CSBP, presented an overview of Kwinana Industries Public Safety Liaison Group (KIPSLG), and CSBP's safety report which has been approved under the new *Hazardous Facilities Regulation* in WA.

KIPSLG, established in 2000, is part of the Kwinana Industries Council and its membership comprises operators of the eight major hazard facilities in the KIA. It also has representation from FESA, WA Police, government regulatory authorities,

the Department of Mines and Petroleum, the Department of Conservation, local government and community.

It meets quarterly so operators in Kwinana can inform neighbours and the community of their operations and it allows the community to ask questions. The meetings are advertised in the local media and are rotated between facilities. The format usually comprise a tour of a facility followed by the host company's presentation and other agency presentations about major hazard facilities.

CSBP Kwinana stores and imports ammonia, manufactures ammonia nitrate for domestic and export markets in the mining industry, and manufactures and imports a large array of fertilizers, predominantly for the WA market.

In 2006 CSBP ceased manufacturing and storing chlorine at the Kwinana facility. This gave the company a significant risk reduction on the site. The facility now has two solution manufacturing facilities, a solids manufacturing facility, and solids and solution storage facilities. The facility has been operating for 20 years.

A safety report is a regulatory requirement under the Dangerous Goods Safety Act and has a suite of regulations. The one that predominately applies to CSBP's site is the *Major Hazardous Facility Regulation 2007*. It is administered by Department of Mines and Petroleum. The purpose is to enable CSBP to demonstrate that all major incidents, events and hazards have been reduced as far as reasonably practicable. CSBP uses a classical approach to risk assessment with internal functional experts such as process technicians, process engineers, managers and risk specialists. They are supported by external risk specialists. Regulators are process observers and sign off on the safety report when the company has demonstrated its competency. The company develops detailed iterative reports and identifies appropriate control measures. The eight types of control measures CSBP has identified were outlined.

CSBP has committed additional process plant operators to its recent risk assessment team. They have 100 years operational experience between them and more external people have also been involved. CSBP is one of the first organisations in WA to have its safety report approved.

Questions and Answers

Pam Corbyn, Spearwood Community Association

Q: Does your risk assessment look at the plant operation and does it include transport through the suburban areas?

A: It looks specifically at the operation of the facility but does not include transport. The transporting of cyanide requires a transport management plan. Emergency exercises are held so in the event of something untoward occurring. We have a plan and appropriate controls in place.

Q: Is there anyway we can find out a bit more about the transport?

A: Absolutely. We can catch up after this session and you can come to CSBP to talk with our export manager specifically about the transport management plan.

Steve Hesse

Q: There was an incident at the Kwinana strip last week. Do you know what happened there? It was like a flaring incident and sounded a bit like a rocket taking off.

A: I'm not aware of it at CSBP or our neighbours Steve.

A: Has CSBP's new ammonium nitrate plant got a flare?

Q: Not that I'm aware of. I know our ammonia plant has got a flare.

There were no further questions and the facilitator thanked Richard for his presentation.

Kwinana inter-modal terminal – alternative site evaluation and WAPC decision

Don Challis, Department for Planning, presented an overview of the latest developments for the project. He explained that the pre-eminent intermodal terminal cluster at present is in the Kewdale/Forrestfield area and around 60-80% of goods moving interstate are transported by rail. However, terminals in that area will eventually reach capacity and it is necessary to start planning for other inter-modal sites in the Perth region. Furthermore, it is better to have a network of terminals rather than rely on one centralised system. There are potential economic benefits to direct railing of freight into and out of the Kwinana area, which can also reduce dependence on trucks.

The southern corridor is expanding rapidly and freight markets are becoming more diverse. There are a number of commodities and markets suited to rail. In some instances it will be beneficial to run trains directly into an industrial area such as Kwinana, particularly for businesses that have a specialised or high container freight requirement.

Preparatory work has been going on for some years and a site selection exercise undertaken. The broad design requirements for an intermodal terminal are an area that is flat, able to accommodate 1.8km long trains, can allow trains to completely exit from a main train track, has sufficient area for container loading/offloading and storage of containers prior to moving to other destinations. It must have space for warehousing, empty container storage and traffic circulation. Because of the proximity to planned new ports in this area, there is an opportunity to develop freight and logistics linkages with those ports.

Previously the Western Australian Planning Commission (WAPC) funded a detailed site selection study. Five sites were viewed as potentially feasible. Four were eliminated and a preferred site was identified (Government's preferred site). At this stage Government is principally looking to reserve land for rail purposes. Development of a terminal in this area would be undertaken by the private sector. A terminal concept plan has been prepared that envisages ultimate development taking place progressively over 30 years.

In November 2008 the Minister released the site identification report for public comment. Three hundred and twenty submissions were received, many of which were in the form of a petition and a number of which were received from areas remote from the proposed site. The City of Cockburn and Hon. Fran Logan proposed other sites which were the subject of a facilitated workshop in June 2009, attended by 51 community, government, industry representatives. At the workshop it was agreed there was only one alternative site that was worth pursuing, known as the 'City of Cockburn site' south of Rowley Road. The Department of Planning subsequently engaged GHD to undertake an evaluation of that site. GHD has finalised its report and main findings. It found the City of Cockburn site had limited expansion opportunity, limited flexibility for layout, major services such as gas pipelines would need to be relocated, there was insufficient length to accommodate long interstate trains and the rail connection to the proposed outer harbour would impact on the Rowley Road and Fremantle Road intersection. Furthermore, it is likely to affect a Bush Forever site, as well as other issues that were considered as major constraints.

The Department then briefed the two local councils and invited them to respond. The GHD report and responses were put to the WAPC to review the site options and provide a recommendation on the most appropriate site. The WAPC formally endorsed the Government's preferred site and recommended that the site be incorporated into the Hope Valley Redevelopment Master Plan and the District Structure plan. The Department will now commission noise modelling for the site and seek to address community issues that were raised during the public comment phase.

Questions and Answers

Janet Moore, Wattleup

Q: Why has it taken long and why didn't the public know about it sooner? This project's been going on for eleven years and we still haven't got any further with it. When people were asking about it, nobody in the government wanted to know about it or admitted there was going to be an inter-modal terminal in 30 years. There's nothing moving in latitude 32 eleven years down the track. It's too long, too slow and the workshop you had was 9am one Thursday morning when the majority of the community couldn't get there.

A: Yes I take your point and we need to look at how we continue to engage with the community. However, there was a requirement for Government to work towards establishing the demand requirements and to develop a concept for what is needed, including site options. These planning processes move slowly. The Department has tried to keep people informed with advertisements in the local papers, information on the web page and several direct mail outs to each of the 320 people who made submissions. Two information brochures have been produced and distributed as part of this process.

Q: In the meantime, new houses are being built from Cockburn Central down Kwinana Freeway. Do they all know how the inter-modal is going to impact on their lifestyle?

A: Given their location I am not sure whether the residents would be aware.

Eva Ricci- Beeliar KABC

Q: Some people in the areas don't receive local papers so you might have to do some mail-outs. We already have people whose properties have been sterilized for a long time now. Elderly people are wanting to move but can't do so because they can't sell on the open market, contrary to popular opinion. Is there going to be proper consideration and concern for these people? Most people in the area are middle aged and upwards and don't need to be in this situation. We've butted heads with politicians in the past who've said this shouldn't happen but the state makes these decisions and it won't pay people compensation. Can I ask you as a bureaucrat to do something positive for the people there?

I also wanted to ask is there going to be any compensation for properties being devalued. There will be a dual carriage running through the middle of the area. People in Hammond Road need to be notified personally of the traffic likely to be using the road in the future.

A: Government is aware of all of the issues you've raised and we have been instructed to develop a land acquisition/management strategy. The impact on land values and properties is known by LandCorp. With regard to noise issues on some of the roads, there was some disinformation spread around about the numbers of trucks that would use Russell Road etc.

A: **Chris (LandCorp)** – Our advice is that the rural land owners in Hope Valley are able to sell on the open market. The issues comes down to price. There are a lot of people in the area who are trying to sell land at what we believe are unrealistic prices. The reality of the Hope Valley area is that it's a massively complex redevelopment project. It is not land that will be developed in the

near future. 70% of the land is privately owned but we agree those people need clarity and certainty.

Steve Hesse

I think it's quite reasonable for people to ask for a bit extra seeing they're having their lifestyle ruined and they've been stressed out for so many years waiting for the government to make a decision. The government's been sitting on its hand and watching these land prices fall. These people in Hope Valley and Wattleup have been stuck there for as long as I can remember and it's probably been going on for 15-20 years. The prices are deflated.

Brian Vidovich - Community

Q: I think Chris has made a fair point but what he's also failed to mention is while there are some people who have been asking unrealistic prices the majority just expect a fair valuation and the current stance is that we don't expect to get any less than the rural people who are immediately around us.

Janet Moore, Wattleup

Q: If people do get a buyer for their property they have to let LandCorp know what they are going to use that land for and if LandCorp does not agree with the purpose, the sale will fall through.

A: Chris – LandCorp - I don't think that is the case.

There were no further questions and the facilitator thanked Don Challis for his presentation.

Update on Cockburn Cement and a proposal to use recycled oil as a fuel at Munster

Luke Jones, Regional Health Safety Manager for SA, NT and WA for Adelaide Brighton made the presentation. Cockburn Cement (CC) runs a Cockburn liaison group each two months. Darren Strange has returned to run the plant in Kwinana. He has established a management team and appointed teams to look at lime kilns as opposed to cement kilns. Process and chemical engineers, mechanical teams for repairs and maintenance and the operators for the kilns are looking at increasing plant efficiency and extending the run time before kilns have to be shut down for maintenance. Currently it is 9-14 month campaigns in WA.

CC is looking to increase the stability of the plant process to negate emissions and to reduce plant incidents relating to environment, safety etc. CC is also reviewing its electric precipitators.

CC is currently going through a process with DEC and the EPA to develop a new licence for the property. WA is moving away from stack testing to continuous monitoring of the plant. It is intended to have equipment that continually monitors all emissions that will correlate with the company's stack testing and a QA program is being run in conjunction with this monitoring so it can be audited by the regulators.

Tree planting has been continued, currently around quarry 5 with mostly native plants being used. A consultant has been employed to assist in this program. A rehabilitation planting schedule around quarry 9 is being reviewed.

The company is spending up to \$175K each year on dust suppression and care is being taken so that products used don't affect on waterways or plants. Buffer zones are being monitored and reported to DEC and we communicate with people in affected areas. Regular newsletters are distributed, with two in the first

half of this year scheduled and the community will be advised of a phone number they can call if they have any concerns about the CC in Kwinana. People can leave their details on the system and they will be contacted by an appropriate CC person in due course. An email address has been created for people to send in information on areas of concern.

The prior licence gave CC the ability to burn waste oil. CC has been asked by state and federal governments to look at fuels that replace natural materials. CC has requested the ability to burn processed oil in its current licence application. The matter has been referred to the EPA. The kilns burn at 1400°C which vaporizes the oil. Any sediment is collected, ground and made into a cement product that meets quality standards. CC is looking at upgrading existing storage facilities. This would involve construction of a new oil tanker delivery area. The oil firing delivery system will be replaced with new piping and technology to make the system more efficient using gas and other fuel products. An explanation of the various works that would be undertaken if the process is approved was provided.

Questions and Answers

Steve Hesse

Q: I don't know how you claim it's recycled oil because it's not clean. There are still contaminants in it, so you're going to burn oil contaminated with heavy metals, some pcbs. CC has a long history of poor emissions management at this plant. The DEC has a long history of poorly regulating CC. This is documented in audit reports over the years. From community members' reports it seems to me not a lot has changed. They are still affected by lime dust fall out. CC has always had problems with their electrostatic precipitators. They often don't work. The kiln gases reach explosive levels so they automatically shut down. There are no buffers or other filter systems. Adelaide Brighton in South Australia burns waste products. It has filter systems rather than just electrostatic precipitators (ESPs). I don't think CC should be allowed to burn any waste product whatsoever.

A: Under the federal and state definitions, a waste product has no end use and if the product that comes to us meets those specifications, we will burn it so I don't agree with your terminology. We only use electrostatic precipitators (ESPs) in South Australia, we don't have scrubbers. I don't know where you got your facts from but if you can tell me where I will have them verified or stand corrected but I do know the SA process well. Your other points?

Q: The history of the poor management of emissions, the poor regulation by the DEC, how can the community around that area have any faith that any thing is going to improve for CC to be able to burn these waste products and reduce the emissions?

A: Adelaide Brighton knows we have an impact on the community. In the last four years I've seen improvements in audits for the site in WA, not only in relation to emissions but also in relation to housekeeping, control of contractors and our own staff. In relation to community impacts, we do discuss issues with people although we are criticised about that constantly and we have an open door policy for the community. The Adelaide Brighton board has directed me to meet community issues head on. If you would like to discuss the matters further, to meet with Darren Strange and plant personnel I can arrange that. If you know people who have complaints, please let them know I am available and will be more than happy to talk to them.

Q: I'm not interested in meeting or talking with Adelaide Brighton. They kicked me out of the EIP group because I was asking too many difficult questions and was

keeping them honest. They didn't want me and others like me who knew a bit anywhere near the CC issue so I'm not going to start talking to Adelaide Brighton now. I will arrange protests and that sort of thing though.

John – Spearwood Community

Q: I'm a little perplexed as to why you're using waste oil. Is the waste oil going to be imported or is it Australian waste oil?

A: Currently the specification is only for Australian waste oil. My understanding is that only oil within WA will be used as it would not be cost effective to import it from other states.

Q: I think I heard that CC is burning tyres as well. Is it shredded tyres, rubber?

A: I've been with the company for four and a half years and I'm not aware of that. I can say through Europe and America that tyres are burned regularly. Shredding tyres is very difficult and decisions need to be made whether the iron in the tyres is going to affect quality and whether that process makes it cost prohibitive. There are no plans to burn tyres in WA. The EPA in SA would like CC to burn tyres. We could not do that in the kiln we have at Birkenhead without major changes. In Angaston in the Adelaide hills, we burn oil and we have the ability in one kiln to burn tyres but no progress has been made on that.

Q: So it seems that you're saying that the EPA is encouraging your company to burn waste products.

A: The SA government and EPA say they need someone to burn waste products. We haven't been approached in WA. I know other companies in NSW and Victoria who run kilns have also been approached. Kilns in Europe are burning wood, local land fill refuse etc.

Q: Currently in WA there is a lot of self-regulation going on even on the Kwinana strip. CC enjoys self-regulation even though they account to the EPA. It seems the EPA has virtually sanctioned the use of waste products to be burned. I can be sceptical and say that the EPA will turn a blind eye if the specs are not adhered to in relation to what comes out of your stacks. There is a lot of angst amongst the community around the Cockburn area with what's happening at CC and I think there should be more transparency with monitoring, how it's monitored and the data that's coming out.

A: We currently burn oil at Dongara. That licence, which is available on the website, that has a spec on it. My reason for coming tonight is to let you know that I am preparing this submission to the EPA asking for reinstatement of the licence. This project will be in the vicinity of \$1.2m to \$1.75m and prior to it being approved we would need to know that resources are available. Even if we get works and licence approvals, I cannot say board approval will be given. I can give you a MSDS similar to the products that I've seen in the market today.

Pam

Q: I remember consultations three or four years ago but supposing you get approval for this and you set up your plant to burn waste oil, does that preclude other fuels?

A: I will answer hypothetically because without permissions and certain things I can't say there wouldn't be anything else. The industry as a whole is a high user of electricity so it is looking to cut those costs to make a viable product and make profit. It will consider all things to do that. I can say in each state and federally we're required to go through a process of consultation.

Tom Rose

Q: You say you use oils in the kilns, is there likely to be an odour problem from this.

A: No because the kilns are long, the first 20 metres is the flame area, and they have a total heat transfer to the product rather to the refractory. Because the kilns are so long and are used more efficiently, you don't find much odour happening. We also look at where the product is stored though to reduce odour as much as possible.

Q: You indicated you'd have to construct some hardstands. Have you got plans to recycle the water, or what will you do with any hardstand water?

A: It will be caught in an oil and water separator. We would then put the water through a filter and return it to water catchment areas for testing. The oil can then be re-burned. We have plans for these processes and we're waiting for EPA approval on these.

Q: You're going to try and process the storm water rather than discharging directly back into waste areas?

A: Yes like with the bunding and the catchment area, we will be able to capture the water and separate the oil.

Eva Ricci

Q: I'm concerned about the health risks. Having lived in the area since I was 14 I agree there has been a lot of concern over the years about CC, so how do we trust you're going to do the right thing here? We've lost faith in our own government agencies and there are very real concerns in the health area. I don't know how many or how close your neighbours are at your Adelaide plant. Is that in a rural or urban setting?

A: It is located in the Barossa Valley, and does not affect the wine growing in that region. When it comes to regulations for the state government I can't answer them all. CC has made a lot of presentations about the encroachment on the site and we understand there are issues with people living close to it. We have had health issues reported to us and we try to address them and provide as much information as we can back to the community. There have been a number of changes to the plant over its lifetime and we will continue to make the plant as safe as we can to stay within safe levels. We will continue to meet the requirements of EPA and the Health Department and to comply with all regulatory requirements. We will be very pleased to have any members of the community meet with our company, consultants or government representatives.

Brian Vidovich

Q: There is obviously a reason why the license was modified so you can now burn oil and having been a neighbour for a long time and I would've thought, given your location, the last thing you'd be wanting to do is burn tyres and waste oil so I think the management should look at its past track record.

A: I take your points and if you want to talk to me afterwards, I would be happy to meet with you.

Steve Hesse

Q: You mentioned safe levels. They're not safe levels. We've got guidelines but there is no such thing as safe levels. When you do a health risk assessment they're based on adults, not children. You mentioned incineration in Europe but that doesn't make it right because most of Europe is contaminated by dioxins because of the incineration so it's not a good comparison to make.

Jim Chadworth, local resident

Q: This phone number you've mentioned before, how long will it take for your people to get back to callers? We've just spent \$800,000 on a house and I'd like you to have a look at it.

A: The intention is for people to be able to nominate a time when they can be called back. I will be back in a week and will be able to talk to you again then.

There were no further questions. Luke Jones was thanked for his presentation.

5. GENERAL BUSINESS

Thys Heyns

Chris Oughton, Director KIC, advised the meeting that Thys Heyns, General Manager BP Refinery, and member of the CIF Executive, has announced that he will be moving to Rotterdam with BP. Chris acknowledged Thys' contribution to the CIF and the CIF executive. Chris then introduced and welcomed Thys' successor, at BP Kwinana, Des Gillen.

Tiwest

Karen Boyce advised there will be a major shutdown at TiWest in mid to late March. During the shut down, which will be for a couple of days, there will be a lot of additional people on site. Tiwest will then recommission the existing sections of the plant and progressively commission the new expansion sections. The community and neighbours will be notified and information will be posted on the KIC community information service and the website.

Dust

Tom Rose, Cockburn Sound Management Council commented, I'm not sure if people have noticed how bad the dust has been over the last two months. The dust has been particularly bad over the Christmas period and then for several occasions on three or four bad windy periods since. I would like to try to encourage LandCorp, particularly for Flinders Estate – Latitude 32, and the Town of Kwinana with their revegetation works, and other developers who are clearing lots of their vegetation, to move to a more progressive clearing approach. Could CIF take this up and encourage people who need to clear land for commercial purposes, only do clearing when building is imminent or only put in service corridors before trying to sell the lots, so that land is not cleared for extended periods, which then leads to the dust problems that we are currently experiencing which is bad for the air, causes erosion, makes it hot and denies temporary habitat to animals and plants before development.

Ron Kemp advised that this would be flagged for the CIF executive to review some possible strategies to address the issue raised.

LandCorp

Chris Brady, Landcorp, advised that there are two reports now available to the public for their comment: viz the strategic environmental assessment report and the triple bottom line report. The closing date for public comment is 2nd March 2010.

Incident in Wattleup

Brian Vidovich asked if any one was aware of an explosion within the Kwinana area today? No information was forthcoming from attendees.

6. DATE AND TIME OF NEXT MEETING

Ron Kemp thanked people for attending the meeting. Attendees were reminded to complete the attendance register prior to leaving the meeting if they had not already done so. The meeting concluded at 7.30pm.

The next meeting will be held on **Tuesday 6 April 2010**, 5.30pm at Kwinana Recquatic, Gilmore Avenue, Kwinana.