

COMMUNITIES AND INDUSTRIES FORUM (CIF) ANNUAL GENERAL MEETING

Minutes of the Meeting held Tuesday 4 August 2009, 5.30 pm – 7.20pm
Kwinana Recquatic, Gilmore Avenue, Kwinana

PRESENT

Karen	Boyce	Tiwest
Grant	Shipp	Town of Kwinana
Peter	Christian	Verve Energy
Patrick	Coffey	Alcoa
Martin	Cox	Wesfarmers LNG
Kim	Calver	Thomson Environmental
Patrick	Coffey	Alcoa
Graham	Davey	Kwinana Progress Association
Erin	Davey	BP Refinery
Allan	Gade	Conservation of Rockingham Environment
Annette	Gade	Conservation of Rockingham Environment
Margaret	Hall	Kwinana Progress Association
Stan	Hall	Kwinana Progress Association
Thys	Heyns	BP Refinery
Ian	Joynes	Newgen Power Kwinana
Cr. Sandra	Lee	Town of Kwinana
Keith	Mackintosh	Wesfarmers LPG
Rod	Mapstone	Alcoa
Peter	Macrae	Dept of Mines & Petroleum
Genevieve	Mannin	CSPB
Frank	Mofflin	BHP Billiton
Patricia	Moreton	Kwinana Progress Association
Ryan	Munro	Town of Kwinana
Chris	Oughton	Kwinana Industries Council
Patrick	Peake	Western Energy
Shoba	Senasingh	Coogee Chemicals
Patrick	Sylvester	Sylvester Enterprises
Ivan	Unkovich	Water Corporation
Les	Vogiatzakis	Coogee Chemicals
Adam	West	Dept of Environment & Conservation
John	Wilks	Hismelt
David	Whittaker	LandCorp
Tony	Wynne	Dept of Environment & Conservation

APOLOGIES

Darren	Salamon	Terminals West
Barry	Downes	Coogee Chemicals
Cr. Leigh	Liley	City of Rockingham
Melanie	Kenny	Verve energy
Debbie	Hoey	Kwinana Industries Council
Bob	Cooper	CIF Rotary Wellard

1. OPENING AND WELCOME

Ron Kemp (Facilitator) opened the Annual General Meeting and requested all attendees sign the attendance register to ensure an accurate record of attendees was maintained. The Facilitator advised attendees of the emergency evacuation procedure for the building and the location of exit doors and muster points. The

meeting was advised of the need for people to register so there is a true and accurate record of attendees. People must have attended at least three meetings during the last twelve months to be eligible to vote at each AGM.

2. GENERAL ADMINISTRATION

Report to CIF Meeting from the CIF executive meeting held 7 July 2009 by Peter Macrae, CIF Executive

The CIF Executive met on 7 July 2009 to consider the requests for presentations at tonight's meeting. Tonight's presentations include:

- An update on the WestPetro Ethanol Project
- An overview of the Wesfarmers LNG Plant
- An insight into the new Transfield Services Facility, as advertised in the agenda.

Unfortunately the WestPetro Ethanol Project is unable to attend the meeting tonight and the Town of Kwinana has gratefully volunteered to make a presentation on the Wells Park Recreation Precinct Master Plan. We thank them.

As tonight's meeting is the Annual General Meeting, there will also be a short presentation later in the meeting confirming the CIF Executive representatives for the forthcoming year 2009/10.

If you have any suggestions for future presentations or guest speakers, please contact the CIF Coordinator (Debbie Hoey) or complete one of the forms at the back of the room.

3. MATTERS ARISING FROM THE PREVIOUS MEETING

Ivan Unkovich, Water Corporation, referred to a correction on page eight of the minutes of the last meeting. The name of the suburb Leda to be corrected and Hilton should read Hillman.

Peter Christian, Verve Energy, stated that at the last meeting he gave a presentation on the high efficiency gas turbine project and agreed to come back with additional information to the committee this week.

At the last meeting two questions were asked, the first about the two gas compressors Verve has on site. Mr Christian advised that a specification has been developed for the compressors. They will be housed in a fully enclosed building which will be fully sound insulated to a specification developed by a sound consultant. The second question was on boundary level. At the time of the presentation Mr Christian reported that the Naval Base Hotel was below 50dB. He confirmed that Verve has put additional sound suppression on the equipment now so it will be well below 50dB. The only area where the noise level at the boundary may exceed the sound level may be at the Alcoa boundary. That area will be tested and a noise fence erected there required.

The facilitator thanked Peter for his clarification and asked if there were any questions or comments regarding the response.

Allan Gade, Conservation of Rockingham Environment, confirmed that the noise is actually 43dB at that boundary.

There were no other matters arising from the previous meeting.

4. PRESENTATIONS

4.1 Presentation from Town of Kwinana: Redevelopment of Wells Park. Presenter Grant Shipp

Grant Shipp introduced himself to the meeting. The Town of Kwinana (TOK) is investigating an upgrade to Wells Park. The purpose of the presentation was to inform the community about the planned development in the precinct, which is in the industrial area. The designated area of Wells Park was outlined. The area has been denigrated over a period of time, and the public facilities are in a poor condition. A revegetation process, sponsored by industry in Wells Park, has been taking place and is continuing. The Town of Kwinana has put in place an overall master plan for the area.

The Town of Kwinana engaged an external consultant to develop the master plan. The process utilised is known as "consensus design" which allowed community members to be involved in the planning process and to sign off on the master plan.

The Town of Kwinana looked at the site, the water activities, boat ramps, shipping channels etc. Wells Park is bounded by industrial areas to the north and west. Also considered were the undulating dunes, the revegetation process, large areas of carpark space available, irrigated grasses and sporting activities by the public. Rockingham and Town of Kwinana have boundaries to the site, together with general and special industrial areas within the park.

Railway and an access road go through the park, as well as public open space - all of which demonstrates the various factors that needed to be taken into account in the development plan.

The consensus design process involved the consultant taking community members involved to the Park to get practical ideas. All attendees were given note pads and asked to write down their observations and their ideas for various areas on the site. Many of the observations and ideas were similar and very useful. The consultants collated this information then reviewed the areas on the site which had great views. The master plan was to look at the positive view areas and further develop them and to eliminate the negative view areas, or try to enhance them by putting in more vegetation which would reduce negative views and also increase environmental factors.

The consultants mapped the vegetation on the site to protect existing vegetation. They looked at prevailing seasonal winds and rains and took into account the noise coming from the nickel refinery. They consensus design team did a SWOT analysis. The strengths included the history of the area, dramatic views, public access. Weaknesses included the run down state of the facilities and vegetated areas that had been neglected. Opportunities were identified, as were potential threats, including risk. Societal risk was identified AND thoroughly reviewed. The master plan including moving the public access further south, away from high risk areas. The risk factors were categorised as 10 in 1M, 5 in 1M down to 1 in M. All are regarded as very low risk but all were taken into account.

The master plan options were discussed. Option 1 contained all elements that were desired for the park. These included linking the access road to the shipwreck and restoring the wreck so the story of it could be told. Safer and disabled access to the beach was identified as being important; creating new and smaller carparks and relocating the majority of the parking to the south. Revegetation was identified as being increased on the dunes, and to be established to run down to public open

space. New playgrounds will be established and existing playgrounds upgraded. The tennis court will be removed and the boat ramp near the shipwreck is in poor condition and it is difficult for people to launch their small craft. This could be repaired.

Concepts of the plan were shown to the meeting. This included: new toilet blocks, planting new and relocating some larger shade trees, increasing the number of rubbish bins, fixing structures, incorporating barbecues and hard edge along the road, as well as involving the industrial history into the park. Areas will be designated for European and Indigenous art to be on display. Walks and bike trails to be established around the original Wells Park townsite, as well as traffic calming that won't interfere with truck movements. New lighting will be installed for safety. The TOK will need to look at the staging of the redevelopment.

If anyone would like to comment on the plan or get access to it Mr Chipp confirmed it is on the Town of Kwinana website. The Town of Kwinana will welcome public comment on the proposed plan.

Questions and Answers

(All questions were answered by the presenter unless other stated)

Patrick Sylvester

Q: We have had a look at the site from our developer's point of view. You mentioned the re-directing of the service road. The site has a lot of parking and is very public friendly. Our group is looking at establishing a ferry service that we want to discuss with the Town Council. There is money available for the restoration of the jetty which the Council can get. I have discussed this with DEC and they have confirmed this. We would like to discuss a ferry service to run from Garden Island and Fremantle. We would like to discuss the option of leasing it from you. This would produce income. We are looking at bringing the Kwinana Golf Course up to international standard so we can get tourists flowing from there.

A: We do know about the potential of a ferry service and we have reviewed the societal risk factors. The master plan did not incorporate it, but it has not negated the concept. In terms of the parking area, there are more parking places available under the master plan than currently exists. The master plan has not been upgraded to attract more people, because of the societal risks. We have upgraded the park so people currently using it can enjoy it more. That was the brief for the consultants. We know of the potential issues that go with the ferry service.

Allan Gade - CORE

Q: Regarding the boat ramp, the only problem with it is there's no finger jetty so you've got nothing to grab hold of once you launch the boat.

A: Yes, if the boat ramp was upgraded it would not be to increase the number of launches that can use the facility, but more for the family dinghy. There are certain regulations we would need to comply with to upgrade it to proper standards and so we would be looking to ensure that they were complied with.

Q: Will you be putting a finger jetty in?

A: I'm not sure what the current standards at the moment but we can certainly feed that into the process if you would like us to do that.

There were no further questions. The Facilitator thanked Grant for his presentation

and invited him to stay behind at the conclusion of the meeting to answer any questions that attendees might have then.

4.2 Wesfarmers LNG Plant

Presenter – Martin Cox: Martin briefly outlined the Wesfarmers organisation – the energy division, which includes Wesfarmers LNG, includes Kleenheat Gas and Engen. LNG is a new business segment, looking to displace diesel in heavy duty vehicles. LNG is viable, offers customers benefits and has environmental benefits. It has been proven as a viable replacement for diesel in truck fleets, in WA and in the USA. It allows customers the opportunity not to be dependent on crude oil prices, offers fuel cost savings and air quality benefits in terms of greenhouse gases. LNG will give more security of fuel supply, through not having to rely on diesel fuel. The LNG plant is pioneering a new industry in Australia although the Kwinana plant is small scale compared to those at the Burrup Peninsular.

Board approval for the WA plant was given in 2006, followed by customer trials with key customer trucking customers, which proved it was viable. The plant at Kwinana uses liquid nitrogen to chill the natural gas into LNG. It is an expensive conversion but it has been effective for small scale trials. Similar trials are being held at Dandenong. Wesfarmers LNG has invested \$138M in the plant. The project spans three business divisions, - LPG (producer), Kleenheat (distributor) and Engen. Initial customers were AngloGold and Barrick and key trucking companies in WA. Key suppliers include Linde Group, Dampier Bunbury Pipeline and Santos.

During the production process there was no LTIs. The LNG plant comprises separate sections - storage, unloading, main processing area, closed loop refrigeration system. The process plant came in segments from Spain. The processing module was made in Korea, and assembled on site. The storage contains around seven days product and there is off-site storage as well.

The site created jobs during construction and has created ongoing additional employment for people to run the plant. A rigorous approvals process was undertaken and achieved to meet DEC and environmental approvals. The plant has been operating since November 2008 and is meeting high levels of efficiency. The process of delivering the LNG to customer sites was outlined. There is onsite storage at two minesites- Sunrise Dam and the Darlot Minesite.

LNG also supplies heavy duty vehicle fleets. An explanation of how the LNG is stored on prime movers through a bolt-on conversion kit. Some companies are moving towards gas-only engines while others have dual fuel vehicles.

Questions and Answers

(All questions were answered by the presenter unless other stated)

Allan Gade, CORE

Q: Will the trucks be using LNG solely or be dual fuels?

A: The trucking fleet is dual fuel, running on diesel and LNG. There are about 150 trucks converted in WA, the majority of which are dual fuel. Even the gas only engines that are coming onto the market still have a small diesel tank because they need the diesel to provide the spark to get the combustion going.

Q: I'd just like to congratulate Wesfarmers on what they're doing and they've always answered questions quickly and freely for me.

There were no further questions and the facilitator thanked Martin Cox for his

presentation.

4.3 Transfield Services

Michael Manning and Mel Culley, Transfield Services, provided a brief insight into Transfield. Transfield is an Australian-owned company established in 1956 and has 29,000 employees. It is a global operator. It is a multi-faceted organisation incorporating power, high power tension lines, supply and project management, design, installation, commissioning of water supply facilities throughout Australia, predominantly in WA; providing services for port facilities from Esperance to Wyndham; facilities management for military garrisons through Australia; resources and industrial services to the mining and petroleum industries. There is a General Electric and Transfield joint venture in Osborne Park and Bunbury for electric motor /turbine refurbishments and fabrication as required.

APP is the project management arm of the Transfield organisation. Transfield conducts maintenance for roads and tunnels, bollards, traffic lights etc. and is endeavouring to go into laying bitumen.

Mel Culley is the Service Centre Manager. Current clients include Woodside, BHP Iron Ore, BHP Nickel West and the BHP Nickel Refinery. The company also works with smaller engineering companies to provide specialist services. In the resource area Transfield supplies hydro-carbon, nickel, iron ore and alumina producers and in the industrials areas, supplies chemical and mineral processing companies, power, water and ports. They provide specialised welding services through two segregated workshops. Fabrication facilities include ten and five tonne overhead cranes, mechanical fitout workshops, three metre and two metre lathes, and large band saws. Scaffold services are provided to various clients as required.

A handout of the company's capabilities was available via a hand out for attendees at the meeting. Transfield works with clients to fabricate products specifically to suit their needs.

An explanation of site capabilities was provided to the meeting. Transfield Worley works closely with Woodside to provide specifically qualified trade staff. Safety is a high priority for the company. The company has a HSEQ division which ensures high quality product and service is ongoing for all clients.

There were no questions and the facilitator thanked the presenters for the presentation.

4.4 Confirmation of CIF Executive Representatives 2009/10

Chris Oughton advised the meeting of the outgoing CIF Executive members for 2008/09:

Chris Oughton & Thys Heyns - industry

Cr Glen Bersan – Town of Kwinana

Cr Leigh Liley – City of Rockingham

Tony Wynne – Dept of Environment & Conservation

Peter Macrae – Dept of Mines & Petroleum

Bob Cooper – community

Barry Nelson - community

Chris thanked the outgoing Executive for their support and contribution to the CIF Executive during 2008/09.

The process for election of the community representatives for the CIF executive in 2009/10 was carried out in accordance with the CIF Charter. This year there were only two nominations for community representatives which means no election was required and the two nominees are duly elected. The nominations were provided to CIF Coordinator Debbie Hoey as required. The Town of Kwinana, City of Rockingham, Dept of Environment and Conservation and the Dept of Mines & Petroleum have all formally confirmed their representatives for 2009/10.

The incoming CIF Executive for 2009/10 were confirmed as:

Chris Oughton & Thys Heyns - industry

Cr Glen Bersan – Town of Kwinana

Cr Leigh Liley – City of Rockingham

Tony Wynne – Dept of Environment & Conservation

Peter Macrae – Dept of Mines & Petroleum

Bob Cooper – community

Allan Gade - community

Chris Oughton welcomed all members to the CIF Executive and thanked them for consenting to be part of the Executive for 2009/10. He asked whether there were any questions from the attendees in relation to the process. There were no questions from the meeting.

Chris reiterated the Executive's willingness to consider any suggestions for presentations for future meetings.

The Facilitator then reiterated that all guest speakers are willing to stay at the conclusion of the meeting so people can discuss further personal or specific information.

5. GENERAL BUSINESS

There was no general business. The facilitator invited all attendees to stay for refreshments and to have further discussions with the presenters.

6. DATE AND TIME OF NEXT MEETING

Attendees were asked to complete the attendance register prior to leaving the meeting. The meeting concluded at 7.00pm.

The next meeting will be held on **Tuesday 6 October 2009**, 5.30pm at Kwinana Recquatic, Gilmore Avenue, Kwinana.