

# COMMUNITIES AND INDUSTRIES FORUM (CIF)

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

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Minutes of the Meeting held Tuesday 7 June 2011  
5.30 pm – 7.15 pm at the Kwinana Recquatic, Gilmore Avenue, Kwinana

## PRESENT

Lyle	Banks	Fremantle Ports
Karen	Boyce	Tiwest
Patrick	Coffey	Alcoa
Roger	Cook	MLA, Kwinana
Bob	Cooper	CIF Executive
Ainslie	deVos	Fremantle Ports
John	Dobson	Community News Group
Michael	Donoghue	Alcoa
Paul	Drew	Herring Storer
Allan	Gade	CORE
Annette	Gade	CORE
Debbie	Hoey	Kwinana Industries Council
Sarah	Hughes	BP Refinery
Anita	McInnes	Sound Telegraph
Peter	Macrae	Dept of Mines & Petroleum
Genevieve	Mannin	CSBP
Rod	Mapstone	Alcoa
Peter	Metcalfe	BP Refinery
Barry	Nelson	Community
Chris	Oughton	Kwinana Industries Council
John	Rayner	BP Refinery
Paul	Ryan	FESA
Ivan	Unkovich	Water Corporation
Chris	Whitaker	James Point Pty Ltd
Peter	Winner	Verve Energy
Les	Vogiatzakis	Coogee Chemicals

## APOLOGIES

Leigh	Liley	Councillor City of Rockingham
Ruth	Alexander	Councillor Town of Kwinana
Tom	Rose	Cockburn Sound Management Council
Erin	Davey	BP Refinery
Paula	Joyce	Cockburn Cement Limited

## 1. OPENING AND WELCOME

Ron Kemp facilitated the meeting. He welcomed all new attendees and asked everyone to sign the attendance register. To be eligible to vote at each AGM people must have attended at least three meetings during the preceding twelve months. He advised attendees of the emergency evacuation procedure for the building and the location of exit doors and muster points.

## **2. GENERAL ADMINISTRATION**

Chris Oughton presented the report from the CIF Executive meeting held 3 May 2011 which considered the requests to make presentations at tonight's meeting and agreed the following presentations to be made:

- Healthwise Study - The Healthwise Studies of Occupational Health at Alcoa of Australia - Dr Michael Donoghue, Chief Medical Officer, Alcoa of Australia.
- Trade Development Upgrade for Kwinana Bulk Terminal - Lyle Banks, Manager Planning and Environment, Fremantle Ports.
- Protection of the Buffer - KIC's Views on the Proposed Rezoning of Buffer Land -by the City of Rockingham From Industrial to City Centre - Chris Oughton, Director, Kwinana Industries Council.
- Results of the review of the KIA Noise Model - Paul Drew, Herring Storer Acoustics.

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

## **3. MATTERS ARISING FROM PREVIOUS MINUTES**

On page 5 of the previous minutes there was a question from Steve Hesse who is not in attendance tonight seeking some figures from BP. We understand he has been provided with that information.

There were no further matters arising from the previous minutes.

## **4. PRESENTATIONS**

### **4.1 Healthwise Study - The Healthwise Studies of Occupational Health at Alcoa of Australia**

Dr Michael Donoghue, Chief Medical Officer, Alcoa of Australia thanked CIF for the opportunity to address the meeting. Alcoa has refineries at Kwinana, Pinjarra and Wagerup and its bauxite comes from the Darling Range.

The Healthwise research study is an occupational epidemiology study. As a global organisation Alcoa has many corporate standards and a consistency of approach to occupational health in all its companies. It tracks occupational health issues on a global basis with a number of checks and balances and databases maintained.

Occupational hygiene is a very important part of occupational health. Alcoa has hygiene scientists who measure exposures to noise, chemicals and they institute a range of controls. There are occupational medicine programs with medical centres in each of the WA refineries and at the mine. They undertake health surveillance and rehabilitation programs and have employee assistance programs for families and people who have issues causing them stress in their lives. An emergency response program if required. Ergonomics is another

important part of the health program which focuses on reducing repetition activities in the workplace.

The Healthwise study started in 1994 with the research team made up of people from Monash University and UWA. It is now one of the largest occupational health research programs in Australia and is the only study in the aluminium industry in Australia. It has international science advisory members with the board made up from internationally renowned experts from Australia, Canada and the USA. It also has representatives from the ACTU.

The study covers the three WA refineries, the bauxite mine and Bunbury team. There are three main studies involved, the first being a cross-sectional study, focused on respiratory health. The next is a study of new starters at Alcoa which looks at respiratory health and measures exposures during employees work with the company. Each year researchers interview these people and they undertake respiratory function tests so we can track information. The third part of the study is the cancer incidence and mortality study which tracks current and former employees. It is an ongoing study, started in 1994 and reviews former employees' information back to 1983.

The principal findings of the study show so far that mortality rates for all causes of death, for circulatory and respiratory disease and injury trauma are statistically significantly lower for Alcoa employees than for the general population. This is not an uncommon finding in these types of studies because people must be fit prior to being employed. It is also possible that people's health is improved by being at the workplace and getting the benefits of health promotion.

Mortality rates for cancer amongst Alcoa employees is the same as for the general population. Again, this is not surprising and shows a typical pattern for these types of health studies.

The cancer incidence rate looks at the rate of diagnosis of cancer in the workforce and this is the same as the incidence for the general population. When the researchers investigated the relationship between exposure to bauxite and aluminium and the risk of cancer, it found no link between the two.

In the cross sectional study and the new starters study, we have found that employees exposed to the highest levels of caustic mist are more likely to report wheezing but their lung function tests and their bronchial responsiveness with a special test for asthma are normal. This reflects that high level caustic exposure is an irritant and causes temporary narrowing of the airways.

In 2005 the researchers specifically investigated the Kwinana Refinery to respond to questions that the community had regarding cancer rates. They found the number of cases of cancer was lower than expected on the basis of general population rates.

When researchers undertake a new round of research employees are informed and scientific papers, subject to a peer review processes, are published in medical literature.

The researchers are currently undertaking the third search, which is going through the cancer and health registers in Australia to see if there are matches to employees who, since a search was last done, have died from or developed cancer, what type of cancer and what was the cause of death. The results will be communicated late 2012. If you want to know more about this research please visit the Alcoa website.

## Question and Answers

### Allan Gade - CORE

**Q:** Can you tell me how many people have been burnt by caustic throughout all of the refineries.

**A:** That's not something I would be able to tell you right now but the information is retrievable because it is reported in the safety data tests, which is an issue that is looked at by the research team.

There were no further questions and Michael was thanked for his presentation. The meeting was advised that Michael and all presenters would be happy to talk to attendees at the close of the meeting.

### 4.2.1 Trade Development Upgrade for Kwinana Bulk Terminal

Lyle Banks, Manager Planning and Environment, Fremantle Ports (FP) presented about the two commercial agreements that FP has entered into with Mineral Resources Limited and the new owners of the Collie coal mine, Lanco Infratec.

The Kwinana bulk terminal is the old BHP steelworks site, south of the Alcoa refinery, north of the BP refinery, close to the desal plant and a fair distance from residential and non-heavy industry use land. It is one of two facilities owned by FP, is operated under a DEC licence and was built in the 1950s with a throughput capacity of 2000 tonnes of iron ore per hour. The throughput capacity is currently around 800 tph and the proposed upgrade is to take it back to 2000 tph. In 2002 the EPA approved the import/export of 5.6m tonnes of bulk products for the HiSmelt facility, which ceased operation in 2010.

FP currently handles cement clinker, gypsum, slag and it has an LPG line. The iron ore, coal and gypsum was associated with the HiSmelt facility which handled 800 tpa pig iron. FP believes it can handle a throughput of between 5 and 7mtpa depending on the product mix.

FP assessed proposals from junior minors and chose Mineral Resources Ltd (MRL) after completing a due diligence exercise. MRL will start shipping at the end 2011.

MRL will export around 4.5mt of iron ore annually. FP has recently signed an agreement with Griffin Coal to export 750t of coal for the next four years while it reviews the possibility of using Bunbury as its port of export.

In the first three years revenue from the sales of iron ore will be \$1.8b and the state government royalty payments will be upwards of \$105m. During construction there will be 105 jobs created, an additional 110 jobs will be required for the rail upgrades and 300 jobs will be created at the minesite. With indirect jobs created, a total of around 1000 jobs will be created from this project. Once operational no additional jobs will be required. The agreement with Collie covers a transition period and will help to retain the employment for the Collie mine workers and it will give certainty to Fremantle Port's employees.

The project will upgrade the track work and the train unloading system and will eliminate the necessity for front end loaders to be used through the installation of a front-end stacker. Conveyors from 12 to 8, which will assist in dust management. Transfer points will reduce

from 15 to 8 and there will be a new sample waste station as well as upgrading some of the jetty conveyors. Upgrades will also be made to water reticulation, services and storm water catchments.

FP has a strong policy on local content. The inner harbour deepening project employed 95% local content for the wharf construction works and FP was the foundation client for the steel works that have recently opened in Kwinana. MRL also has a local content policy and is in discussions with local fabricators for the steel work for the new conveyors, transfer stations etc.

Auditors have been through all FP including the Kwinana Bulk Terminal and the company has been re-certified to AS14001. FP will minimise other users of the terminal during the upgrade and will cause minimum disruption to the community. Environmental management is a high priority for the design of the new facility and also in the company's construction management policy.

The company will cover the conveyors and hoppers on three sides to reduce dust generation. Sprays will be strategically placed to reduce dust and there is real time dust monitoring equipment in place that will continue to be operated and improved.

In February 2011 MRL was given approval from the EPA for a 20m tonnes extraction mine over the next five years. They will be in a position to start shipping at the end of 2011. The iron ore will be transported through the Trans Australia railway line via Perth at the rate of nine trains per week. The trains will be split at Forrestfield but it is planned to bring them full length into the Kwinana yard. MRL is discussing this with ARG.

FP has submitted its works proposal to DEC. The 21 day public comment period has expired and FP will work with the DEC on anything that arises from the submissions and any issues the DEC may raise.

## Questions and Answers

### Allan Gade - CORE

**Q:** A lot of dust comes off clinker when it's being unloaded. I know you have got dust monitors there but we have proved through our own dust monitors, that dust pours off the clinker, yet it hasn't been picked up by your monitors. Can you explain that for us?

**A:** We don't rely purely on the dust monitors. Our dust monitoring system is fed live into the operators. We also have a visual assessment, so it maybe that there was a power failure at the time you were there. We will have the same processes after the upgrade - both visual assessment and dust monitoring. The ore will come in with a moisture content of around 3-6% and it will go through a series of sprays before it is loaded into the ships - that's for fines and lump. You can't put water on clinker.

**Q:** Yes I know that. I'm just talking about whether the iron ore is just fines?

**A:** It's fines and lump. Lump is 6mm to 30mm.

**Q:** We don't want to see what's happened here. As soon as it hits salt water it goes red.

**A:** Can I ask where the photo was taken Allan?

**Q:** This was taken up North.

**A:** Yes, and you've got red clays, and the soils there are red to begin with.

**Q:** Not where this was taken, this was taken at Cossack.

**A:** Okay.

### **Barry Nelson**

- Q:** Given that FP is certified, how come you're not using world's best practice like putting stock piles inside sheds and using negative pressure? There's no way in the world you're going to control dust with water sprays. It's fairly pathetic from my experience of controlling dust.
- A:** Where the facilities are going is in this area, as you can see. It's coal and iron ore. As I mentioned, it has a moisture content already in it, there'll be sprays over the ...
- Q:** It'll lose all its moisture content coming down on the train.
- A:** It comes into the stockpiles ...
- Q:** You still haven't answered my question about world's best practice.
- A:** World's best practice is not necessarily covered. World's best practice is covering in certain areas.
- Q:** You've only got to look at Esperance to see what the issues are there.
- A:** This upgrade is for iron ore and coal, not minerals.

### **Allan Gade**

- Q:** I have trouble believing the things that I'm told. I mean, Esperance is a classic. I am just worried that this is going to happen to Cockburn Sound.
- A:** Well with a bit of luck we'll prove you wrong, well not with a bit of luck but with our good management, I'm sure we'll prove you wrong. I can add one thing, we've got beautiful white beaches there already.
- Q:** Yes, but we want to keep them.
- A:** So do we.

### **Barry Nelson**

- Q:** Also bear in mind that not all dust is visible – some of it is less than 10 microns.
- A:** We have PM10 monitors as well as TSPs.
- Q:** Noise – how are you going to control the noise issue? Does it include noise modelling on the terminals?
- A:** We have been doing the noise modelling and I'm sure that's coming in a later presentation.
- Q:** Does it have noise modelling at the marshalling part of the Kwinana terminals?
- A:** ARG will be doing that. That will be part of their discussions with MRL. Again, I am talking ore upgrades through this area.
- Q:** Well it's all part and parcel of the same thing.
- A:** Yes, but that is not part of what the Port is responsible for. We will be talking with ARG and MRL.

### **Annette Gade**

- Q:** Lyle, isn't it a fact that in regards to the rail, it comes under federal?
- A:** No we have got state legislation around rail and transport noise. There are EPA noise regulations. You are correct, it come under the transport corridor. It is certainly not federal

There were no further questions.

#### 4.3 KIC's response to the proposed Buffer from City of Rockingham by Chris Oughton

KIC is a member / industry association for the companies operating in the Kwinana Industrial Area. It is responsible for:

- direct employment of 5,000 workers and indirectly another 26,000 people, 64% of whom live within 15 kms of where they work
- contributing \$16b to the state economy, much of which is spent locally.

Tonight's discussion concerns the buffer and industry's concerns regarding the proposal by the City of Rockingham (COR) to rezone to City Centre industrial land within the buffer zone. That would allow high rise residential apartment buildings, 14+ stories high to be built in the buffer.

The buffer was originally established to act as a buffer zone for sulphur dioxide, but is now a buffer for noise, emissions, light, dust etc. It falls under the auspices of the state's Buffer Review Committee, within the WAPC.

There have been other attempts by developers and local governments to create residential development within the buffer, by rezoning land from rural to urban. Some have succeeded, i.e. north around Cockburn Cement. KIC has been working to have it designated to the high protection level EPP. A small portion has this level but the vast bulk of it does not which enables local government or developers to apply to the WAPC to have the zone changed.

The COR proposal was apparently advertised in accordance with the process - as a City Centre Redevelopment Plan. Comments were sought and the plan lodged with the WAPC. At no stage was KIC consulted nor advised what was being contemplated. KIC and several government departments are strongly opposed to the proposal.

COR's intention is to bring more people into the area so that a light rail development will be more likely to succeed. KIC has suggested an alternative to encourage high rise office accommodation that would increase the number of people working but not living in the area and would not require a change in the zoning. This was rejected outright.

The WAPC will consider COR's application in June. People and organizations will be invited to comment on the plan and the WAPC will consider their comments. The KIC and several government departments have asked COR to withdraw the part of its application that creates conflict. It has refused to do so.

If the application is successful I will recommend that the KIC Board appeal the decision to the State Administrative Tribunal. The buffer protects industry from urban encroachment while protecting the local community from the processes associated with industry.

It is imperative that the past mistakes made are not repeated. If at some time there is peer-reviewed scientific evidence that the buffer can be removed, with residential development not being affected, then KIC may be supportive.

This is poor, piecemeal, irresponsible planning with the only winners being developers who, when finished, will leave industry, community, residents, regulators and local government to pick up the pieces. We are already seeing the negative impact of residential encroachment with the conflict that has arisen between Beelihar residents and Cockburn Cement.

We hope the parliamentary enquiry currently underway will discover how local and state planning processes can allow residential development so close to existing industry. KIC has

written to a number of ministers and others asking them to intercede on industry's behalf. The Hon Phil Edmond is strongly supportive of KIC's stance. We sent invitations to the CoR's CEO to present on the proposal and he declined. Our next steps will be to write to all the relevant Ministers.

If you agree with our stance you should make contact with the City's councillors, and local members of parliament. To the regulators please discuss this with your DGs. We ask for media help to report this issue widely. No person in this room tonight can now sit back and knowingly let a town planning disaster occur.

## Questions

### Annette Gade

**Q:** Are you saying it is no good for high rise in the area specified but it's alright for industry?

**A:** The zone is industrial at the moment and the permitted use in the industrial zone is office accommodation but you cannot have residential within an industrial zone. What COR is proposing to do is re-zone it from industrial to city centre. That will enable as a permitted use, high rise residential buildings, like on the Rockingham foreshore.

**Q:** But if they've waited for ten years ...

**A:** The buffer review – yes, it's way too long.

**Q:** So in regards to what you're saying it sounds pretty much like it'll be okay for industry, light industry etc, but that's it. So the area that you're talking about, and you're talking about residents encroaching on industry, residents have had that problem for a long time, many year.

**A:** Yes, I agree but the point is, that if we knowingly encourage the construction of high rise residential in the buffer zone, then the planners have got rocks in their heads if they think that's a good thing to do. We've got enough history telling us that where residential comes too close to industry the residents and industry both have a concern.

**Q:** That's been happening for years, but then again, that's why we have departments to regulate and make laws to protect residents as well as industry.

**A:** Yes I totally agree, but if we allow residential development in the buffer, the whole regulatory environment that industry operates under could well have to change because it will then have to comply to a higher standard because residents are closer. The point of having a buffer is to keep residents away from industry and it enables industry to be able to operate efficiently. As soon as we start allowing bits of the buffer to be chopped out, the next developer will come along and say, we can have that piece now. That's what we've got to stop.

### Barry Nelson

**Q:** You forgot to mention that in reality the buffer zone shouldn't be used for finding industry solutions. It should keep pollution within industry standards and companies like Cockburn Cement, they're just totally hopeless.

**A:** Well I think if industry has to keep it's pollution inside it's boundaries we might as well all pack up and go home now. That's virtually impossible to do. It does operate under a very strict regulatory environment and that buffer space ...

## Roger Cade

**Q:** What is the legal status of the buffer?

**A:** It doesn't really have a very good legal status. That's what we're trying to achieve. We want to have the buffer enshrined in law as an industrial buffer zone. That's our goal, which means that there is no opportunity for a planning application to be considered for residential within the buffer zone.

**Q:** Part of the problem with Cockburn Cement is that their volumes have increased which is affecting the residents who live near their plant.

## Allan Gade

**Q:** I want to give you this information from Bob Jeans.

**A:** For those of you who don't know, Bob Jeans is the director for planning at the COR. We have had some discussions about this. Essentially the plan is in place and has been lodged with WAPC. They are not going to vary it. I have flagged all the actions we have taken and are going to take with the council. I believe that we should carry on in trying to get the COR to withdraw it's application. I think the only way that can occur is enough pressure is applied to the councilors of the city.

**Q:** When I spoke to Bob Jeans today he stated quite categorically he will not change his opinion and that is where the council stands

**A:** That is a good reflection of my discussions with him.

There were no further questions.

## 4.4 Results of the review of the KIA Noise Model – to be presented by Paul Drew of Herring Storer.

KIC commissioned Herring Storer Acoustics to update the KIC acoustic model. The tasks included converting from software package ENM to SoundPLAN, updating the model with current KIC client acoustic model data and comparing measured levels with model outputs for reference locations throughout the Kwinana area.

A number of KIC members took the opportunity to get their acoustic model data updated from the 2005 KIC acoustic model. The changes reflect various expansions, shutdown and implemented noise control by these industries. The changes to the 2005 KIC acoustic model include:

- CSBP – additional ammonia and prill plant, extensive noise control of existing plant, use of full detail acoustic model.
- HiSmelt – no longer in operation – removed from KIC model.
- Kwinana Nickel Refinery – removal of H<sub>2</sub>S plant and incorporation of proposed December 2011 replacement Hydrogen Plant.
- Tiwest – full acoustic model including commissioned expansion.
- Kwinana Power Station – demolition of Unit B and upgraded acoustic model.

Not included is noise control carried out by BP Refinery (as verification measurement had not been completed).

The maximum 'worst case' wind 40 dB(A) noise contours are shown for the 2005 ENM, 2005 SoundPLAN and 2010 SoundPLAN calculations at Figure 2 in the report. The predictions show no noticeable difference in noise emission for the 2010 scenario compared to 2005.

Noise other than that emanating from industry is received in residential locations. The other major noise contributors are traffic noise and rail noise. During environmental noise monitoring for KIC, freight trains under load (accelerating) were measured. These have been modeled for a typical worst case scenario to show the potential influence of freight train noise at receiver locations.

A number of reference noise measurement locations have been established to permit a historic record of environmental noise levels in the Kwinana area, and also to allow an assessment of acoustic model accuracy.

The model does not pick up the Motorplex and is based on industry's cumulative noise and continuous operations. The assigned levels are based on individual industries. The maps show the cumulative effect.

Future modelling uses:

- Cumulative effect of proposals
- Complaint reviews – potential sources
- Guide to assess measured changes (at reference locations)
- Assess adjacent land use proposals

In conclusion, Paul stated that the 2010 SoundPLAN model appears to represent Kwinana industrial noise emissions reasonably well providing inversions are modeled under HAS conditions. The modeling output will be easier to assess using SoundPLAN.

## Questions

### Facilitator

**Q:** Did you have a chance to answer Barry's first question about the 2005 validity. Is there anything else you wanted to add to that before I open it to the floor.

**A:** If he's not happy I will talk to him later regarding that. Barry Nelson confirmed he would be happy to discuss the matter at the conclusion of the meeting.

### Barry Nelson

**Q:** The model is theoretical. The actual measurements is spot soundpoint. Why can't industry put a lot of the noise issues to bed. Where I live we have the noise from the Motorplex, the loop line, shunting in the marshalling yards and I also get noise from the Mandurah line. I live a reasonable distance from all of these. Last week, on three or four nights there was a booming sound coming industry in the middle of the night, so if industry supplies figures, they are not supplying all the figures. Would a solution to the problem be to put real time monitors around?

**A:** It is possible to put real time monitors around. The difficulty is no measure will tell you cause of the noise. Frequency will help you discriminate some noise.

**Q:** I can discriminate between train noise, loop line train noise and the Motorplex.

**A:** Our ears are very sensitive in distinguishing what is going on.

**A:** One of the problems the locals have is the councils don't take us seriously, and the government departments don't want to know.

### Patrick Coffey, Alcoa

**Q:** Do you get any sense of what influence the Kwinana Freeway is having on sound?

**A:** Most likely it is making a contribution but it is a continuous noise but everything that makes a noise will make a contribution. I cannot say for certain how much noise the Kwinana Freeway makes.

## **Allan Gade**

- Q:** We don't have any control over any transport noise whatsoever in this model. I have been watching the monitors while you have been talking and it does not move above 48db, and you talk very softly.
- A:** That the noise machine has been set up quite a distance from me, and the level drops over a distance.
- Q:** When you're not saying anything it's down to about 40.
- A:** Yes, that's right.

There were no further questions.

## **5 GENERAL BUSINESS**

### **5.1 Future Presentations**

Barry Nelson thanked Alcoa for the presentation and said it was well presented. He asked if other industries could do similar presentations. He understood that BHP did a study in 2004-05 and he would be interested to see that presented. The Facilitator asked that the CIF executive discuss this suggestion at their next meeting.

### **5.2 Western Trade Coast Industries Committee**

Allan Gade asked for information on the new Western Trade Coast Industries Committee chaired by Phil Edmonds. Chris Oughton thanked Allan for his question and responded with the following information regarding the Western Trade Coast Industries Committee (WTCIC).

The local newspapers recently reported that the WTCIC had been formed. The report incorrectly said that 5 committees had been disbanded and replaced by the WTCIC.

Last year the Premier announced the end of many committees, including: Kwinana Industries Coordinating Committee (KICC), a long standing committee made up of state and local government people, and industry that met to coordinate the strategic development and planning of the KIA. It had no community representation, although local government was present because of its planning role; three community consultative committees, at least two of which had ceased meeting 1-3 years ago, and the Buffer Review Committee which was a Department of Planning committee with representatives from other government departments. The work of this committee was around the town planning aspects of the buffer.

The WTCIC will replace the KICC only, although the Buffer Review Committee work will become part of the WTCIC, and may be retained in its current form to complete its work.

The KICC focused on the KIA and IP14 only. The WTCIC will focus on Area 1 (industrial areas) and Area 2 (buffer zone) of the greater industrial area will be within its scope.

A difficulty with the KICC was that the people attending were junior in the representation of their departments. The WTCIC's members can only be government DGs or CEOs, or their immediate report delegates.

The misunderstanding has been created because the state government media release incorrectly said that all 5 committees were being rolled into the work of the WTCIC. The only change insofar as the community is concerned is that the area has increased and the representation made more senior. Any other groups are completely unaffected by this change.

I hope this clarifies matters, but if you want to discuss this with me, please feel free to call me at KIC 9419 1855.

### **5.3 Verve Energy Update**

In December 2010, Verve Energy made a presentation to this forum about the refurbishment of the Kwinana Power Station outlet canal into Cockburn Sound. The contract for this work has now been let and work is expected to begin in July and be completed by the end of this year. There have been some minor changes to the proposed methodology which was outlined in the December presentation. The pile driver crane will now be delivered to the site on a barge (rather than walked through the power station).

The 60-tonne crane will be unloaded onto the temporary load-bearing matting on the beach and "walked" onto the construction pad over the existing canal. The crane will then carry out the pile driving. When the pile driving is completed, the crane will be loaded on the barge and taken away.

In addition, the installation now incorporates "anodic" protection to the piles to control the rate of corrosion. And, Security fencing will be of a modular design incorporating a secured walkway which will not be accessible to the public.

Verve Energy does not expect the use of the floating barge or the other minor modifications to have any additional environmental impact.

### **6. Date & Time of Next Meeting**

The next meeting will be held on Tuesday 2 August, 5.30pm at Kwinana Recquatic. This is also the Annual General Meeting.

There being no further business the meeting closed at 7.30pm.