

COMMUNITIES AND INDUSTRIES FORUM (CIF)

A forum for communication between industry and the community – all welcome.

Minutes of the General Meeting held Tuesday 1 March 2016, 5.30 pm at the Darius Wells Library and Resource Centre, Ken Jackman Hall, Chisham Avenue, Kwinana.

PRESENT

Craig	Reynolds	WesCEF/ KHG
Rajesh	Maharaj	Genesis Oil & Gas
Alan	Fleming	Genesis Oil & Gas
Ross	Stidolph	DMP
Catherine	Gwynn	Department of Transport
Chris	Sharples	Department of Transport
Paula	Sothorn	Department of Transport
Michelle	Chatfield	Coogee Chemicals
Craig	Bromfield	Coogee Chemicals
Bob	Cooper	Community
Cr Wendy	Cooper	Community & City of Kwinana
Tony	George	Community Rockingham
Don	Allanach	Community
Lesley	Upchurch	Community Rockingham
Edward	Upchurch	Community Rockingham
Glenn	Dibbin	Blue Lagoon Mussels
Shoba	Senasinghe	Coogee Chemicals
Des	Gillen	BP Refinery
Kelly	Kent	BP Refinery
Anita	Black	Community Rockingham
Zoey	Tyson	CSBP
Patrick	Peake	Perth Energy
Craig	Reynolds	Kleenheat Gas KPF
Cr Bob	Thompson	City of Kwinana
Teresa	Noakes	Community Rockingham Beach
Yvonne	Noack	CIF
Chris	Oughton	KIC

APOLOGIES

Nil

1. OPENING AND WELCOME

Chris Oughton facilitated the meeting and welcomed everyone to the General Meeting. There were no apologies.

Attendees were reminded to sign the Attendance Register to ensure an accurate record was kept for the minutes. There is an opportunity to ask questions at the end of each presentation. Those choosing to ask questions would be required to clearly identify themselves, and the name of the organisation they are representing, for the minutes.

The Facilitator advised the location of the rest rooms, emergency exit doors and muster points.

2. GENERAL ADMINISTRATION - REPORT FROM THE CIF EXECUTIVE

The CIF Executive met on 2 February 2016 to formalize the agenda for tonight's meeting. Presentations include:

- **Department of Transport:** Catherine Gwynn, Freight and Intermodal Director, together with colleagues Chris Sharples and Paula Sothern, will speak on the Kwinana Loop Railway: importance of the freight rail network and access; 1963 reservation and 1968 Railway Loop Act; removed connections; the current amendment; and what happens next.
- **Blue Lagoon Mussels:** Glenn Dibbin is a local mussel farmer who will give an overview on mussel farming: history of mussel farming in Cockburn Sound; the monitoring water quality program; and current issues affecting mussels farming.
- **Coogee Chemicals:** a West Australian family owned business located in the heart of the Kwinana Industrial Area. Michelle Chatfield will provide us with an industry update.

If anyone has any suggestions for future presentation or guest speakers please speak to the CIF Coordinator or complete a form and place in the box at the entry.

3. MATTERS ARISING FROM PREVIOUS MINUTES

There were no matters arising from the previous minutes and they were accepted as a correct record.

4. PRESENTATIONS

4.1 Department of Transport (Department) - Kwinana Loop Railway

Presentation by: Catherine Gwynn, Network Planning (Freight and Intermodal) Director, Integrated Transport Planning; Chris Sharples; Paula Sothern.

Note: In December 2015 the City of Rockingham's Director for Planning and Development Services sent mail to North Rockingham residents, Victoria Street/ Lewington Street areas, on the Proposed Freight Railway Extension by State Government.

KIC took the initiative to invite both the Department of Transport and the City of Rockingham to present on the Kwinana Loop, an area of rail and rail reservation in Kwinana that extends into the East Rockingham area. The Department accepted KIC's offer to present. The City of Rockingham declined, advising they had no officer available.

At this stage KIC is not aware if the City will organise a similar presentation/ meeting for their community members.

Department of Transport: Catherine acknowledged attendees, thanked KIC for the opportunity to present and introduced her team.

Catherine will provide an overview on the importance of a freight rail network, and going forward; Paula will address freight rail access, congestion at the Kwinana Triangle, and options; whilst Chris will talk on In Focus the Kwinana Loop Railway.

Catherine spoke on the Importance of the Freight Rail Network. The Department acknowledges the transport, economic and community perspective the rail network extends to.

The metropolitan rail freight network is essential in meeting the city's freight transport challenges. \$5billion worth of trade is carried on the metropolitan rail freight network to and from the city's port per annum. Growth of the freight rail bring benefits to the community including reduced fuel use and air pollution, less road congestion and improved safety.

Freight rail has an essential role to play in the regional economy by providing industries across the Goldfields, Wheatbelt, Great Southern and South West Regions access to the metropolitan port facilities. In looking to the future, due to increasing pressure on transport networks, freight rail is an important transport mode given community expectations regarding the provision of freight transport that balance economic objectives with issues of sustainability and safety.

Paula displayed a large map of the area and pointed out various locations - the Kwinana Triangle, reserved areas, and connections. The Kwinana Triangle is the only entry and exit point for rail into the Kwinana Industrial Area (KIA.) Within the KIA there are several sidings and a loop which provides services to major industrial facilities and bulk port terminals. The KIA is served by a connection to the South West Main and the Eastern Railway which converge at the Kwinana Triangle.

Congestion at the Kwinana Triangle is a concern. Perth's rail freight network is one of the busiest networks in Australia. Around 600 train paths are scheduled across the network each week, with much of the activity concentrated on the sections of track between Midland, Cockburn Triangle and Kwinana Triangle. Forecasts prepared for the DoT indicate that there are likely to be an additional 300 plus train paths per week by 2031. An increase of more than 50%.

Paula referred back to the map highlighting that the Kwinana Triangle is the only entry and exit point into the area. Traffic from the south passes through the Triangle and traffic from the North has to cross at the Triangle. Alcoa narrow gauge traffic crosses Kwinana Bulk Terminal and CBH standard gauge traffic. If left untreated, rail track in the vicinity of the Kwinana Triangle is expected to near capacity within 20 years.

In addition to the Kwinana Loop Railway, there are three options the Department is considering: continue west from the north side of the existing CBH loop; have an east west connection through the service corridor just to the south of Nickelwest; or to extend a spur railway from near the marshalling yards west into the industrial area.

These are indicative options only, all have merits and constraints including proximity to community and environment. The MRS amendment is to secure the land for planning options.

Chris spoke on 'In Focus – Kwinana Loop Railway' and stated that planning started 50 years ago. Reservation for the railway first appeared in the 1963 MRS and the area connects CBH balloon loop back to the South West Main via a corridor running parallel to Dixon Road. This was supported in 1968 by the gazettal of the Kwinana Loop Railway Act.

In November 2015 the Metropolitan Region Scheme (MRS) Amendment process Minor Amendment 1297/57 South East and South West Districts Omnibus 2 (Proposal 31) was advertised by the Western Australian Planning Commission. This proposal seeks to reinstate the full extent of the Kwinana Loop Railway back in the MRS, in order to prevent future encroachment of the land or zoning for other purposes.

The current situation is that, in comparing the 1963 reserve area to now, there have been numerous changes which have resulted in the MRS Proposal 31. Chris referred to a map and indicated the grey area is the existing rail reserve whilst the yellow is the area to be reinstated.

As per the presentation Chris posed the rhetorical question - why amend the MRS now, if other options haven't been fully evaluated? Planning for the Kwinana Industrial Area and surrounding land uses is a long term process. Reinstating the original rail reserve protects the land from encroachment until all options have been evaluated. The original alignment is all government owned land, and protecting it for possible future use is prudent at this time.

A member of the audience asked the presenters to point out on the map, (as presented on screen) the location of Victoria Street, and then asked them to restate how close the line would be to existing residents' homes, which have been there since the 1960s, as it appears to be 100m from the line.

The Facilitator intervened and requested the presenters be given the opportunity to complete their presentation, with questions to follow at the end.

Catherine commented the Department is looking at the early stages and considering options which is the reason for the MRS Proposal. Chris commented that we don't want to be 20 to 30 years down the track and considering the most appropriate options when we didn't reinstate and reserve the land. The Department needs to plan for this in order to consider all options.

Catherine continued and acknowledge the Department is aware of community concerns and there are no plans to construct a railway. They are seeking to request the WAPC to reinstate a lost connection, and are aware, appreciate and understand resident concerns. There are no

plans to construct a railway at the present time. Any new rail infrastructure must give due regard to State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning. No new level crossings are permitted for any proposed options and road crossings would be grade-separated (bridge) or reconfigured. Increasing the modal share of rail would reduce the need for heavy road vehicles in the area. Any mitigation measures would need to be put in place. We are also aware of safety and traffic concerns – there are no new level crossings and old road crossings would be grade separated. It is also important to note that the modal share of rail would reduce.

The Department will await the outcome of the MRS amendment. A detailed analysis of land requirements for rail loop, including grade separation structures, would be conducted and examination of other options, alternative rail corridors and alignments, would be considered. This will feed into the Department's modelling and further study into rail capacity analysis in the Western Trade Coast area. That will feed into the business case for example: To what extent would the preferred option provide a role for the Outer Harbour, Latitude 32 and Kwinana Marshalling Yard? To what extent is rail capacity expanded by the preferred option? Does the preferred option provide or constrain land use opportunities? Does it adversely affect the community? How is existing infrastructure affected?

The key points are:

Community; transport network and environment; access into and out of the current Triangle; anticipated congestion of the Triangle. The Kwinana Loop Railway is one of many options that the Department is looking at to alleviate the congestion of the Triangle. There are no plans currently to construct a railway. As part of our process identifying appropriate options we would seek community engagement at the appropriate time.

Catherine thanked everyone for their time and attention.

The Facilitator reminded everyone to restate their name, and organisation, when asking questions for the minutes.

Questions & Answers

Anita Black

Q: I am a resident in Kent Street in the family home. Land was resumed by the WA Government in 1965 and took the family land for rail. And now I am going to have that same rail, turning a corner and screeching – Midland Junction I have friends who live there – it has already happened once to my family and we should not have to go through another rail problem. There is a lovely area in Charles St, Kwinana the old Kwinana beach town site about 75m from the beach. It is an unused rubbish dump – not used for anything.

Lesley Upchurch

Q: The Loop that is coming down East Rockingham is coming into East Rockingham – not Kwinana. If it is called the Kwinana Loop then that's where it should be going.

A: **Chris** - That's what we are looking at it.

Q: You are not being honest – it's not Kwinana – its East Rockingham.

A: **Chris** - It is known as the Kwinana Rail Loop, along Dixon Road Rockingham.

Facilitator

The Facilitator intervened saying the presenters tonight are decent public servants who are giving a presentation. They are calling it the Kwinana Rail Loop because that is the proper name given as per the Act of Parliament.

Unknown

Q: There was discussion earlier around the location of Victoria Street. A resident indicated that the people, where they live, must also be part of the Department's basic knowledge.

Rajesh Mahara – Genesis Oil and Gas

Q: Concerns about traffic safety. Is there a high frequency of dangerous goods traffic and what are your options for looking at dangerous goods? How does this affect our residents as there have been other global incidents?

A: **Paula** - Our bulk traffic is alumina, bauxite and trains mixed with different loads. Dangerous goods products are not carried through this area on trains.

Chris posed the question whether the community would prefer dangerous goods on the road or rail?

Patrick Peake – Perth Energy

Q: Are you trying to eliminate the crossing on the Mason Road area?

A: **Paula** - That will be part of our study into grade separation options.

Teresa Noakes - Friends of Lewington St Buffer

(Former City (of Rockingham) councillor who actively worked with the community to achieve a rezoning to public open space in this area: Weekend Courier 21 Jan 2016.)

Q: I would like to make a statement that even though community participation will happen later on is not good enough – you would need to do a feasibility study as part of the planning process. You state you are going to reinstate what you lost – actually 20 years ago the City of Rockingham then worked together to identify that noise was problem – it (the sections) wasn't lost, it was a rational process. In the meantime 20 years ago people have brought in that area in that they are in open public space.

For me you have to look at how you do your initial feasibility study before you propose a change to the MRS... otherwise if your feasibility is not good enough, it would be a waste of energy. Where is all the archive data? All the noise pollution studies? What has happened to that history? Will the archival data of the feasibility be included in that data?

A: **Catherine** - I am unaware of the archival data. I would like the opportunity to go through this with you.

Paula - A lot of records have been separated in the re-organisation of the Department. I am happy to facilitate the process.

Q: Why not have a presentation in Rockingham, rather than here?

A: **Catherine** - As part of the process we can come down. And we did speak to the City of Rockingham prior to this process occurring and provided them with information, including grade separation. We are certainly happy to present.

Q: For me as a representative you have consulted extensively with industry, and residents are a part of this. There is a lot of history.

A: **Catherine** - It is important to know and understand that the MRS is important and we could have handled the community relations better.

Facilitator

The facilitator asked if there were any other questions. Teresa Noakes requested to engage further with the Department.

Chris Oughton - KIC

Industry needs the connection - whether it is where the current connection is or further north – the priority at present is to reinstate the alignment as set out in the Act to its original status. It is absolutely essential. There are 30,000 people directly and indirectly employed by industry. Many of those employers rely on an efficient rail system for the viability of their businesses. There is a lot of vacant land in the Western Trade Coast area, and many future industries will also need access to rail transport.

I would like to clarify one point to the Department of Transport, and that is the KIC believes the rail network is either at or is near full capacity now.

There were no further questions and the Facilitator thanked the Department of Transport for their time.

4.2 Blue Lagoon Mussels – Mussel Farming in Cockburn Sound

Presentation by: Glenn Dibbin, Mussel Farmer

Glenn introduced himself and gave an overview of his mussel farming career, working in the industry in the Eastern States before heading to the West. Glenn gave an outline of mussel farming in Cockburn Sound and proceeded with his presentation.

The history of Mussels farming shows that the first farms were established at the north end of Garden Island in 1988. The wild harvest of mussels was occurring from 1970 to the late 1990s. Wild harvesting involves divers foraging and scarping the sea bed for mussels. In 1990 they identified better growing areas and from late 1990 to mid-2000 farms moved to the Kwinana Grain Terminal area and Southern Flat sites covering around 50 hectares.

Mussel farming uses a long line system. Mussels are grown on ropes (long lines) attached to surface by flotation buoys. The ropes are re-used each year. Mussel seeds are collected naturally from the waterway and attach/ glue themselves to the line. The mussels feed on phytoplankton with no added food source.

Mussels are a shellfish filter organism and will pick up contaminants in the water. The mussel farming operation is overseen and managed by the WA Health Department, who is linked in with a national Shellfish Quality Assurance body. The program is regularly audited by Australian Quarantine and Inspection Services, enabling mussels to be exported.

Mussels filter large amounts of water and are one of the first organisms to pick up contamination in the water way. We routinely test both water and flesh samples for bacteriological, toxins (produced by algae species) and heavy metals.

Our whole business structure relates to the water being clean and this is monitored very closely. We have to be vigilant for various algae

Issues. The Sound has changed since 1998. There are lower seed numbers and seed recruitment arriving later in the season. There are slower growth rates and lower meat yields in mussels. Increased competition by farmers from other states. Smothering of lines by ascidians and other organisms. Predation on the mussels in Cockburn Sound by other fish, crabs and recently the snapper population, wipe out the mussels on the line – snapper treat the sound as a honeymoon suite... they do their breeding and then go, and have a feed on the way out. We are seeing a lot of warmer weather coming down the coast line and all of this we are seeing a change. Warmer water within the Sound effecting the mussels and other species.

Discussion points included: Changes in other fish species (crab, snapper etc); nutrient pathways into Cockburn Sound; the recent Fishkill in Cockburn Sound; possible focus on the wider ecosystem by research groups to get a better picture into the dynamics of the interaction and needs of fish stocks with a high social value; and restocking programs.

Glenn commented that if you look at Cockburn Sound over the last 10 years (and how the area has cleaned up) there is no discharge along the coastline, the market gardens have gone, there was more rainfall, and the greater flow of ground water bringing nutrients into the Sound.

Glenn thanked everyone for their time and was happy to discuss any aspect.

Questions & Answers

Craig Reynolds

Q: I live and work in the area and have heard the Sound is getting too clean. For example, our work environment has put in a new toilet block (with Council approval), previously we had an old septic system, and now this goes into a holding tank with the new regulations. The point here is that, the nutrient example you are talking about, the nutrients have now gone.

A: Again I am not a scientist, it is just my view. If you go back to the 1990s there was a lot of seagrass and in the 60s and 70s lots of nutrients into the Sound. Algae started to bloom and there was reduced sunlight – they lost a lot of the seagrass. The fish population was adapting to a high nutrient environment.

We now have low nutrient environment but the seagrass is not coming back and there probably is not enough food in the system for the crabs. Not enough primary production in the Sound.

What do we want out of Cockburn Sound? We are pushing to get cleaner and cleaner: We will have fish kills, no crabs... they ate all the mussels... they stayed small and couldn't get to the size harvestable. That's what I believe. The whole thing is out of kilter

Unknown

Q: The Fish kill – did this affect you?

A: We are involved closely with the fish kill. We closed operations and tested and monitored. We were looking for a toxic species. The mussels were fine. We were in discussion with the Fisheries Department and identified a species, which they have recorded in their databanks. When this virus gets in big numbers, it irritates the fish gills' and snapper are prone to this.

The Facilitator thanked Glenn for an interesting presentation.

4.3 Coogee Chemicals

Industry presentation by: Michelle Chatfield, Group HSEQ Manager

Michelle commenced her presentation and spoke to a number of slides.

Coogee Chemicals is a diverse business and manages a number of different operations including various terminals, dangerous goods storage, transport and manufacturing.

Coogee Chemicals was established in 1971, is a privately owned local family controlled business employing around 190 staff. The company produces a range of agricultural, industrial and mineral processing chemicals for the Australian and international markets, and manufactures a range of inorganic and organic chemicals. The company also imports, stores and distributes petroleum products.

Michelle spoke on the different areas located around the site including the rail line, manufacturing facilities and capabilities of the tank, fuel and acid terminals, as well as dangerous goods storage.

Michelle concluded her presentation and thanked everyone for their attention.

Questions & Answers

Rajesh Maharaj, Genesis Oil and Gas

Q: How often do you communicate to the forum?

A: Our safety reports are regularly compiled and we are communicating what is the safety report.

5. GENERAL BUSINESS

No items were presented.

6. CLOSE/ NEXT MEETING

As there was no further business, the Facilitator thanked everyone for their attendance and invited them to stay for refreshments. The meeting closed at 7.15pm.

The next CIF meeting will be held on 7 June 2016.