

**COMMUNITIES AND INDUSTRIES FORUM (CIF)**  
**A forum for communication between industry and the community.**

23 October 2018, 5.30pm  
Ken Jackman Hall, Darius Wells Library & Resource Centre,  
Chisham Ave, Kwinana

**NOTES FROM MEETING**

**PRESENT**

Michelle	Chatfield	Coogee Chemicals
Trevor	Naughton	CSBP
Steph	Felstead	CSBP
Jon	Bailes	DWER
Rod	Gaskin	Mandogalup
Greg	Devlin	Community
L	Kupsch	BHP NW
Kevin	Desmond	Resident
Robert	White	Resident
Margaret	Donald	Resident
Margaret	deHaer	Resident
Donald	Reid	Resident
H	deHaer	Resident
Chris	Rowe	Coogee
Steve	Press	Coogee
Hafiz Zee	Ahmad	Tronox
Damien	Postma	Water Corporation
Karen	Boyce	BMT
Mark	Wais	Resident
Scott	Hansen	Alcoa
Daniela	Tidman	TSR Engineering
Cr Sandra	Lee	City of Kwinana
Carol	Adams	City of Kwinana
Elizabeth	Brockbank	Alcoa
Leigh	Meyers	CSBP
Vaninka	Vittiglia	CSBP
Yvonne	Noack	KIC CIF
Chris	Oughton	KIC/ Facilitator

**APOLOGIES**

Nil

**1. WELCOME, ADMINISTRATION**

Chris Oughton welcomed attendees and facilitated the meeting. There were no apologies.

The facilitator addressed general housekeeping matters and building exit points. Guests were reminded to sign the Attendance Register to ensure an accurate record of attendance is maintained. Suggestions for future presentations or guest speakers can be directed to the CIF Coordinator or submitted via the Suggestion Box provided.

The four presentations include:

- **Department of Water & Environmental Regulation (DWER)**  
Jonathan Bailes, A/Senior Manager, Process Industries, Industry Regulation
- **Regional Development Australia (RDA), Perth**  
Colleen Yates, CEO
- **Coogee**  
Michelle Chatfield, Group HSEQ Manager
- **CSBP**  
Trevor Naughton, Divisional HSEQ Manager

## 2. PREVIOUS MEETING

Notes from the previous CIF held 29 May 2018 were available for information.

## 3. MATTERS ARISING FROM PREVIOUS MEETING

There were no matters arising.

## 4. PRESENTATIONS

### 4.1 Department of Water & Environmental Regulation (DWER) Regulatory Review and Approach Jonathan Bailes, Acting Senior Manager, Industry Regulation (Process Industries)

DWER liaises with many industries in the KIA and surrounding areas. Jonathan provided a broad overview of the department and issues for the group.

The Department experienced a period of amalgamation during 2018. The Department of Water, and Department of Regulation have been drawn together to form DWER.

DWER's Director General, Mike Rowe, reports to both the Minister for Water; and Minister for Environment. The head office is in Perth and there are regional offices. A relocation to Joondalup is planned for Feb/ March 2019 to decentralize government departments.

Jonathan outlined the Department's vision and mission as part of their Strategic Plan. The Plan is available on the website and is printed in the Annual Report.

DWER Service Charter has been published and the department operates on five values within the Plan: better together; open minds; we care; we serve to make a difference; and we build trust.

DWER's Stakeholder engagement is activated through groups such as the Environmental Stakeholder Reference Group, Water Reform Reference Group, and EPA Stakeholder Reference Group.

Jonathan spoke on improving regulation, building regulatory capability and DWER's Regulatory Integration Innovation Strategy for 2018-2022. Portals are being development and they are working towards streamlining processes.

The overarching regulatory reform policy framework is being developed and includes: addressing duplication across policy and guidance; delivering a consistent approach to provide clarify and certainty for stakeholders; and ensuring policy and guidance aligns in w 'one top shop' ethos. It is expected a Guide to Licensing will soon be published and available on the website.

A number of Guidance material/ statements are available for review. These will be reviewed in the next few months for currency.

- Condition library – to assist officers internally.
- Prescribed premises category fact sheets.
- Fact sheets – industries listed in the Environmental Protection regulations.
- Fact sheet – Assessing whether material is waste (available on website).
- Emissions assessment guidelines – consultation closed for the draft odour guideline 19 April.
- Licence review framework – we can issue licences for 20 years in duration; many were extended and some were up for renewal.
- Timeline of further guidance to be published – this is still being developed.

The Department is working on:

- Industry regulation improved cost recovery model.
- Cost recovery approach.
- EPP Redetermination – this is currently being reviewed.

In summary the reform will be ongoing:

- Structure,
- Review of regional delivery of environmental services,
- One-stop-shop, timely approvals and service,
- Environment on-line,
- Digital strategy,
- EP Act and EP Regulations amendments,
- Development of Water Resource Management Bill,
- Regulatory reform continues.

#### **Q&A Comments**

- During the presentation a member of the audience, Kevin Desmond, interjected with questions related the department's community involvement, and their involvement with two reported incidents.
- Jonathan confirmed that emergency response is managed by those authorized for emergency situations; that they are not primary responders to incidents as referred to by the audience member.

#### **4.2 Regional Development Australia (RDA) Perth What is Lithium Valley All About? Colleen Yates, CEO**

RDA's mandate is looking after the economic development for the Perth region. The Driving Change report was released in 2015. Following this, the report Security and Defence in WA – an economic perspective was released in 2017; and Lithium Valley – establishing the case for energy metals and battery manufacturing in WA was released in 2018. We are now looking at a Perth drone hub project.

Lithium valley is about growing the industry, adding to the value chain. WA is good at breaking big rocks into little rocks and shipping off-shore, yet how do we move forward from mining to refining. We need to consider other production option otherwise we will capture little be value while the world moves forward in value, and taking our assets and creating a manufacturing industry here. Australia has 17 of the rare earth minerals, and then there are the alloys coming out them. Batteries contain a small amount of lithium while nickel is a larger percentage. Further information can be found in the Lithium Valley report.

By 2025 there will be billions of batteries:

- Currently batteries are in - cell phones, computers, satellites, medical devices.
- In 2017, 4.7B people owned a cell phone – 8g average lithium per phone.
- The global electric car stock surpassed 2M vehicles in 2016 - it is expected that the electric car stock will reach between 40M and 70M by 2025.
- An average Tesla battery has between 45 and 65 kilos of lithium equivalent
- Power grid storage?
- Rare earth elements (REE) are needed for efficient EV's and renewable energy technologies. REE- currently standard vehicles have more than 40 magnets and 20 sensors that use REE
- Hybrid vehicles use about 1.25 kilos of REE magnetic material and EV's will use around three times more. Wind turbines use as much as two tons of REE magnets per turbine
- Future? Rapid advancement of artificial intelligence, drones, robotics

What is powering all of these like cell phones? More and more countries are moving towards cutting their emissions and looking at alternative renewables – the storage of power, grids, vehicles, security and defence, naval and maritime. Tesla recently met with the Government. We have our own Tesla in Australia – Magellan power – they have made battery packs since 2008. Fur

RDA is currently looking at a Perth drone hub and we are working with one of the universities on this. We are looking at how we can take our innovations, and our small medium enterprises, and work with larger companies to see what we have here and put our footprint on the global stage.

#### **Q&A Comments**

- Nil

#### **4.3 Coogee Industry update Michelle Chatfield, Group HSEQ Manager**

Coogee has recently changed its logo to represent the diverse interests of the company – fuel, chemical manufacturing and transport operations. Established in 1971, the company now employs around 370 employees nationally, with approximately 280 working in Kwinana.

Coogee promotes safe driving and is progressing a staged replacement of vehicles to improve safety and fuel efficiencies.

Coogee is classified as a Class C, Major Hazard Facility and has a number of substances and storage facilities for safe usage.

The company has emergency management processes in place together with trained emergency personnel, in areas of transport emergency response and site emergency response. A joint exercise with DFES was conducted in August to test equipment, processes and responders.

#### **Q&A Comments**

Q Are the trucks company owned?

A Coogee owns their trucks and maintains them in their workshops.

**4.4 CSBP, Kwinana  
Industry update  
Trevor Naughton, Divisional HSEQ Manager  
Leigh Meyers, Operations**

Trevor Naughton introduced himself and Leigh Meyers and spoke of an incident that occurred in July 2018. The incident related to a release of ammonia gas while unloading ammonia from a ship.

CSBP manufactures ammonia and imports ammonia by ship 10-12 times a year. CSBP has done this about 89 times previously without incident.

On this occasion about 1 tonne of ammonia gas was released. This resulted in 5 people working on the Kwinana Bulk Jetty being taken to hospital as a precaution. They were all released later that afternoon.

Trevor displayed two photographs. The first showed the loading arm that connects the ship's pipework to the pipework on the Kwinana Bulk Jetty. The Loading arm has been in operation for nine years.

The second picture displayed a close up of the clamp that connects the loading arm to the ship's pipework. The clamp locks the loading arm in place and once fully engaged, prevents it from disengaging prematurely. On this occasion it decoupled from the ship because it wasn't fully engaged.

As part of the ship unloading operations – the final stage is to purge the lines with ammonia gas which removes any residual liquid ammonia from the pipework and allows us to decouple and unlock safely.

The contributing factors were discussed and are summarized below.

- The loading arm clamp was not fully engaged.
- Downstream valve partially closed by accident, tripping the Emergency Release Coupling on the loading arm, which caused significant hammer, resulting in the loading arm clamp to disengage from the ship's pipework.
- No interlocks in place to prevent task commencing without correct set up being in place.
- No independent checks prior to commencing task.
- Difficult to visually confirm that the clamp is fully engaged.
- Procedure didn't mention the locking indicators and need to check they align.

The corrective actions include:

- Install interlock to prevent commencement of ammonia import until clamp fully engaged.
- Install mechanical lock to loading clamp to ensure it cannot decouple.
- Prepare checklist to be completed prior to ship unloading commencing to confirm correct status of safety critical equipment (including clamp connection).
- Loading arm supplier engaged to conduct independent two-yearly inspection, overhaul and audit of loading arm.

Trevor concluded his presentation and welcomed questions from the floor for questions.

**Q&A General Comments**

Kevin Desmond / Trevor Naughton.

Q - Who was the government agency that took oversight of this process?

A - This isn't something that is typically supervised by a government agency. We had responsibility for this activity.

Q - When did the lugs get painted over?

A - It is hard to tell – it would have happened over the nine years during maintenance.

Q - You say five were injured.

A – There were two on the ship, and three on the jetty - two from a contracting company and one staff.

Q – How experienced were those people?

A – I can only comment on our operators. One of our personnel was on the ship (Loadmaster) and the other was on the jetty (Line Runner); both had experience in performing this task.

Q – Was it operator error or system failure?

A – System failure – even our best people make mistakes and we need to ensure that the systems support the people.

Q – Could more people have been affected?

A – The risk is greatest in close proximity to the ship and there were limited people on the jetty at the time. However it could have been worse under different circumstances.

Q - If it had been a hot Sunday afternoon what is the distance people would have been hurt?

A – It is hard to determine, there was a report on social media that a person had noticed a smell from Wells Park.

## **5. GENERAL BUSINESS**

No further business.

## **6. CLOSE/ NEXT MEETING**

The Facilitator Chris Oughton thanked the presenters for their time and invited attendees to stay and meet with presenters.

The meeting closed at 7.00pm. The next Forum will be held May 2019.