

COMMUNITIES AND INDUSTRIES FORUM (CIF)

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

Minutes of the General Meeting held Tuesday 7 June 2016, 5.30 pm at the Darius Wells Library and Resource Centre, Ken Jackman Hall, Chisham Avenue, Kwinana.

PRESENT

Don	McFarlane	CSIRO
Leigh	Farrow	Main Roads WA
Vikki	Mogyorossy	Millenium Metals
Richard	Collett	Fremantle Ports
Michelle	Chatfield	Coogee Chemicals
Patrick	Peake	Perth Energy
Bob	Thompson	City of Kwinana
Gabe	Van den Berg	Tronox
Veljko	Grkovic	Dutani Consulting
A	Flemming	Consultant
Rajesh	Maharah	Genesis
Karen	Boyce	Covanta
Aaron	Ellison	Coogee Chemicals
Les	Whippett	Wandi Progress Assoc
Wayne	Tentori	Wandi Progress Assoc
Patrick	Sylvester	Enterprise Concept Development
Jaqui	Prosser	CSBP/ WesCEF
Mark	Germain	CSBP/ WesCEF
Elizabeth	Brockbank	Alcoa
Madeline	King	Candidate for Brand
Yvonne	Noack	CIF
Chris	Oughton	KIC

APOLOGIES

David	Honey	KIC President
Luke	Taplin	CBH
Ross	Stidolph	DMP

1. OPENING AND WELCOME

Chris Oughton, Director of Kwinana Industries Council welcomed everyone to the Meeting. Apologies were received from David Honey, Luke Taplin and Ross Stidolph.

The location of the rest rooms and muster points were advised and guests were reminded to sign the Meeting Attendance Register to ensure an accurate record for the minutes. A count of 22 guests were noted.

Following each presentation is an opportunity to ask questions. Those asking questions were required to clearly identify themselves and the name of the organisation they were representing.

2. GENERAL ADMINISTRATION - REPORT FROM THE CIF EXECUTIVE

The CIF Executive met on 19 May 2016 to formalise the agenda for tonight's meeting. Presentations include:

- **Main Roads WA:** Leigh Farrow, Project Manager, National Reforms and Projects, Heavy Vehicle Services, will talk on the 36.5m road train trial into the Kwinana Industrial Area.
- **CSIRO:** Don McFarlane, Groundwater Hydrology Team Leader, CSIRO Land and Water asks: can treated wastewater be safely and economically added to the Superficial Aquifer to address water supply and salt water intrusion problems.
- **City of Kwinana:** Casey Mihovliovich – an update on the City's vision for the outer harbour.

Suggestions for future presentations or guest speakers can be directed to the CIF Coordinator or via a form in the Suggestion Box at the entry.

3. MATTERS ARISING FROM PREVIOUS NOTES

The last CIF meeting was held on 1 March 2016. The notes were forwarded with the current agenda and were also made available at the 7 June meeting. There were no matters arising.

4. PRESENTATIONS

4.1 Main Roads WA – 36.5m Road Train Trial into the Kwinana Industrial Area (KIA)

Presentation by: Leigh Farrow: Project Manager, National Reforms and Projects, Heavy Vehicle Services

The Minister for Transport has approved the commencement of a 36.5m road train trial in the KIA with the following conditions. It is worth noting that the trial is not for containerized freight.

- Individual permits will be issued to transport operators requiring access
- All vehicles granted permits will be monitored via the Intelligent Access Program (IAP)*
- Access will not be granted to containerized freight.

The proposed route is Kwinana Fwy, Thomas Road west into Rockingham Rd and the first 500m of Kwinana Beach Rd. At this stage south of Kwinana beach Rd is not suitable. The proposed trial will almost halve the number of truck movements with improved road access into the KIA, providing efficiency and productivity gains for the transport industry. It is expected the trial will commence in July.

The vehicles currently operating on the above route are 27.5m combinations. Extending to a 36.5m combination eliminates the need for a corresponding block truck or semitrailer movement. The benefits include direct access to Kwinana rather than having to go to Kewdale – a reduction of the number of heavy vehicle movements.

Permits will be issued to trucks travelling on the approved route. In-vehicle technology will remotely monitor and track vehicle movements via the IAP. This will enable Main Roads to monitor the number of truck movements and ensure that travel is only conducted on the approved route.

The trial assessment is for three months followed by a review. The review will analyse the IAP data, the freight productivity, and the public and stakeholder feedback. Further information on the trial can be found on the Main Roads website.

Questions & Answers

Bob

Q – How do you let the public know?

A – Our communications have been low key but if we receive the need for more community feedback then this will be provided.

Les

Q – You mentioned Thomas Rd, not Anketell.

A – Only Thomas Rd at this stage, but this will be considered in the future.

Sylvestor

Q – Queried the route / truck movements for the Kwinana beach / CBH area.

A – We are working in the area as stated and this can be reviewed in time.

A – Main Roads is responsible for the road configuration whilst the City of Kwinana or City of Rockingham will provide road upgrades.

4.2 CSIRO – Managed Aquifer Recharge (MAR) (update: Recycled water for heavy industry and preventing sea water intrusion.

Presentation by: Don McFarlane, Groundwater Hydrology Team Leader

The MAR project has been supported by a number of partnerships: the Australian Water Recycling Centre of Excellence; Kwinana Industries Council; Western Trade Coast (previously); Department of Water; and Department of Health.

The aim of the study was to identify the feasibility of diverting some treated wastewater to the Superficial Aquifer in the Cockburn Sound Catchment, wastewater into the sepi depression.

There has been great interest in this project. The ground water level is falling and lakes are drying up. A number of opportunities include: non-potable water source for industry etc; reverse salt water intrusion; recover the wetlands and stop the release of N (Nitrogen) and acidity from drying peat; help clean up contamination; and proof of concept for other areas. The main risks being from increased N loads into Cockburn Sound; possible algal blooms; mobilising pollutants; and surface expression of infiltrated water.

Studies from 1995 to 2012 have shown a general decline in the water table mainly due to a combination of declining rainfall and groundwater abstraction. Increased infiltration at the Kwinana WWTP has raised the water table in this area. Northern areas of increased levels are associated with large bores no longer drawing down the water table. Ground water allocations have been capped at current levels of licensing.

Wastewater discharge to the ocean and aquifer in 2013 shows Cape Peron of 57GL/yr. There is a massive amount being treated and sent offshore. The final report is available on the CSIRO MAR website.

Monitoring of basin infiltration of treated wastewater has been undertaken since 1975. Studies have shown that if you add the water you get a mound forming.

MAR has a real future in WA and benefits could be greater if others are involved. The drying climate is changing with the amount of ground water in the Sound.

1. Our results confirm and expand on earlier MAR investigations (i.e. they are not radical in any way).
2. MAR costs are reasonable (\$0.40 to \$1.69) compared with KWRP (\$2/kL) and scheme (\$2.093 / kL).
3. Costs of extra treatments adds \$0.30 to 0.40 / kL and whether they are required depends on regulator's (= community) perception of risk. The Kwinana (and other) TWW disposal experience is relevant here.
4. No benefits were assumed for wetlands and non-heavy industry users but the hedonic analyses show that they may be very substantial. Having MAR as a management tool in a drying climate could be very beneficial for water and environment managers if it is properly trialled before an urgent need is apparent.
5. MAR could increase submarine groundwater discharge and N and P additions to Cockburn Sound (by 5 -10%) relative to the business as usual case but climate may reduce volumes by 25-40% resulting in less discharge than is currently the case.
6. Total N levels have decreased in the Sound but it is unclear what role SGD plays as other measures have been implemented and data on SGD is limited.
7. Unclear whether N levels in Cockburn Sound are still impacting seagrass health.
8. MAR seems capable of managing the salt water interface and may therefore be useful in many areas with a source of MAR water along the west coast between Broome and Busselton, and possibly estuarine peninsulas.
9. The KIC area has a number of advantages for testing MAR but would need to avoid up-gradient of Jervis Bay where poor circulation and N plumes already cause deleterious algal growth.
10. The role of MAR in areas with contaminated groundwater needs individual assessment but there may be benefits (enhanced recovery rates, addition of carbon / nutrients, protecting production bores) as well as risks (mobilisation into the Sound).
11. The risk of acid sulphate soil formation, and the release of nutrients and heavy metals from drying wetlands should groundwater levels continue to fall, needs to be balanced against any risks arising from MAR using treated wastewater. Partial analyses may result in sub-optimal decision making.
12. Results from other wastewater disposal sites are aiding the understanding of MAR benefits and risks. Water Corporation have assembled treated wastewater and associated groundwater quality data from 24 infiltration sites to assess attenuation.

In conclusion:

1. The project has assembled a lot of material on wastewater availability and quality, and on its impact on groundwater levels and quality when infiltrated in the catchment.
2. Under the assumptions adopted, managed aquifer recharge appears economically viable. More work on its environmental safety is being done through the Cockburn Sound Management Council.
3. There are growing water quantity and quality issues in the catchment so the 'do nothing' option is not attractive.

4. Existing industry is increasing its water efficiency but water security and the ability to attract new industries is a major concern.
5. It was essential to have multiple agencies and the KIC provide input to the project to ensure that issues were identified and addressed.
6. An application has been made to the National Water Infrastructure Development Fund to do a feasibility analysis.

Questions & Answers

Mark Wesfarmers

Q - With MAR, the groundwater quality is that going to change – if industry is going to continue accessing groundwater they have licence – to what extent is the ground water quality going to change?

A - Ground water already contains nitrogen, some are very high quality, and salinity can be low. Trying to identify what is waste water and what is ground water.

Q – What about public health risks, ground water extracted from industry.

A – Waste water should be in the aquifer which is generally 60-90 days. People are extracting ground water and have been doing so over 40 years. Licensing might be different though.

4.3 City of Kwinana – Indian Ocean Gateway: a new PORT in Kwinana – 50 year vision for the State's premier industrial area.

Presentation by: Casey Mihovlovich, City Strategy

The City previously presented at the CIF in September 2015. A port has been planned in Kwinana since 1950s. The City has lobbied to the State Government since 2015 to commence planning either the outer harbour or new port in Kwinana. The City is advocating for such and sees there is a need in the community to have a port in Kwinana.

The Big Picture - the City has looked at existing port areas and sought feedback from industry and how it can help them compete globally, including transport links and correct land use planning - if there is no commitment now for the port we may lose our opportunity.

A number of reasons why the port should go ahead: it can make use of the Tonkin Hwy, Anketell and Rowley Roads as freight/ main transport routes; there is industrial land available in the Kwinana Cockburn and Rockingham areas; the opportunity for future container vessels; a proposed intermodal facility that can handle large container vessels for the next 20 years.

The Western Trade Coast comprises the Australian Marine Complex, Latitude 32, Kwinana Industrial Area, and Rockingham Industrial Zone. The Cockburn Sound is one of the most studied areas along our coast.

Major benefits include: Annual revenue of \$42.4 billion; Direct employment of 37,000 employees; Freight transport links already exist or are reserved to accommodate volume; IOG protection zone will be legislated providing certainty to industry to invest; Improved efficiency of port operations with intermodal rail facilities; Best solution to address Perth's freight congestion issues; New residential and commercial development opportunities in Fremantle.

In short: overall prosperity for WA, new industries, improved competitiveness, increased profit and lower unit costs, business development and improved efficiency and safety around heavy truck movements.

The City is a strong advocate for the buffer to remain and the proposed Bill be introduced by Parliament and legislated. The City made a submission supporting the proposed amendment.

There are a number of opportunities for land use with heavy industry located in the middle of the industrial area and lighter industrial towards the outer areas. The undeveloped land equates to potential jobs.

The City engaged a consultant to conduct an environmental analysis. Options included land based and island ports. The City believes it will take three years to get approvals through.

Projects of this magnitude require a whole government approach, and a task force or independent board should be established.

The City believes that the overall big picture and long term benefits of jobs, transport efficiency, and annual state income, will outweigh the initial costs. Initial costs taken into account include design, dredging, port construction, and road and rail construction totaling around \$6Bn.

The City has conducted around 100 briefings to date with: state and federal government agencies; politicians and local governments; resident and community groups; research bodies and industry bodies.

A Federal Senate enquiry into the funding of the Perth Freight Link was held at the Darius Library & Resource Centre in March this year. The City made representation in favour of an outer harbour along with several other companies. The Senate provided favourable comment back to the City for its vision and determination for the proposed harbour. Labor has indicated their support for the outer harbour if they win the federal election.

Information and updates on the proposed outer harbour can be found on the City of Kwinana website.

Questions & Answers

Madeline King

Q - Asking for clarification on the words heavy industry

A – Potentially stevedores and the like.

Patrick Peake, Perth Energy

Q – On access to the Power station and Desal plant; and the future for Fremantle

A – Energy requirements have been costed into estimates; Fremantle's economic development plan will continue to support cruise ships and tourism.

5. GENERAL BUSINESS

No items were presented.

6. CLOSE/ NEXT MEETING

As there was no further business, Richard Collett thanked everyone for their attendance and invited them to stay for refreshments. The meeting closed at 7.00pm.

The next CIF meeting will be held on Tuesday 6 September 2016.