Port heads towards Inner Harbour expansion

The BPA is working towards Port expansion in line with the Inner Harbour Structure Plan which was approved by the BPA Board in September 2009.

Two recommendations for the commencement of the expansion have been identified by a feasibility study and a workshop held in February.

Firstly, we propose to convert Berth 3 at the Inner Harbour from a dolphin berth into a land-backed berth. Berth 3 is currently used exclusively by WAPRES for approximately 600,000 tonnes per annum of woodchip exports. Making it land-backed would extend its availability to other users and increase its capacity substantially. This extra capacity will be required due to urea exports taking over substantial capacity at Berth 5 when the Perdaman Industries Collie coal-to-urea project begins production in 2013. In addition to urea, future coal exports are being proposed by the coal mining industry and future bauxite exports are proposed by Bauxite Resources Limited.

Secondly, we are in the process of developing a business case to the State Government to allocate funds for additional Inner Harbour berths which will accommodate the anticipated new trade through the Bunbury Port into the future. The Inner Harbour Structure Plan outlines future work to realign the Preston River and build two extra rail loops on Port land at the Inner Harbour to accommodate increasing cargo requirements.

Kevin Schellack
Chief Executive Officer

Living Leschenault Homestead

The historic Leschenault Homestead brings back fond memories for two former residents Merrilyn Gollan and Barry Johnston. The siblings are pictured, right, with Bunbury Port Authority Chief Executive Officer Kevin Schellack in the garden of the house they grew up in.

On March 15 they were among guests invited to afternoon tea at the homestead which is owned by the BPA. The homestead has recently undergone maintenance works which were approved by the Heritage Council of WA. Robert and Sue Childs have taken up residence in the homestead as caretakers. Robert is a registered builder who has renovated old homes in England.

Leschenault Homestead was built between 1854 and 1874 by William Pearce Clifton. It was constructed using the wattle and daub method, and had iron window frames brought to Australia as ballast on ships by early settlers.

Visit our website at www.byport.com.au
**Did you know?**

**February this year was the busiest month in the Port’s 101-year history.**

Thirty seven vessels were berthed in the Port during February and pilots were required to assist with 85 ship movements.

The record sets the scene for an extremely busy year at the Port. Despite the Global Financial Crisis, demand for goods from the South West remains strong.

Volumes of trade in exports and imports are increasing and several major projects are using the Port to off load equipment and construction materials.

Four in a row: Captains Bob Allsop, Hugh Evans, Clyde Ambrose and Helen Cole on the BPA’s heritage-registered pilot boat ‘Koombana’.

**Farewell to Harbour Master Helen Cole who retired from the Bunbury Port Authority in February.**

The BPA presented Helen with an aerial photograph of the Inner Harbour framed in jarrah salvaged from the old timber jetty.

The BPA has recruited a third Pilot and is looking for a new Marine Manager and Senior Human Resources Officer.

**Piping for Desal Plant**

Bunbury Port is playing an important role in the construction of the $955m Binningup Seawater Desalination Plant. These jacking pipes which weigh 5 tonnes per metre arrived at the Outer Harbour recently. About 2,000 metres, or 100,000 tonnes, of this pipe will be used at the plant for seawater intake and brine discharge.

While the jacking pipe arrives by sea and is taken to Binningup by road, some other equipment is being transported to the Southern Sea Water Alliance project by barge.

The casting basin at the Inner Harbour, built for the construction of a Concrete Gravity Structure in 1996, now has a purpose built slipway which will allow pipes to be slid into the water.

The pipes are then towed the 20 kilometres to Binningup.

**Port Access Road opens**

Stage 1 of the Bunbury Port Access Road Project, was opened to traffic in February this year by the WA Minister for Transport, The Hon. Simon O’Brien MLC.

The road is named Willinge Drive in honour of long serving BPA Board Chairman, the late John Willinge.

The opening ceremony was well attended and members of the Willinge family were special guests.

Willinge Drive is a dual carriageway linking the Inner Harbour to the South Western Highway at Picton.

Day Arambawela

**Udhaya Arambawela**, also known as Day, joined the BPA in February as Senior Project Manager.

With a lifelong interest in maritime related design and construction, Day is engaged in planning the future expansion of Bunbury Port.

Originally from Sri Lanka, Day has lived in Australia since 1994 and worked in various States with consulting and construction engineering companies.
Environmental responsibility

Bauxite a potential new export

Bauxite Resources Limited (BRL) plans to export locally mined bauxite from Bunbury Port. The company, formed in 2006 and listed on the Australian Stock Exchange in 2007, is negotiating extensive mining leases in the Darling Ranges (22,880km²).

Bauxite, found commonly throughout the Darling Scarp and used locally for road construction, is the raw material for direct shipment that is refined into alumina and smelted into aluminium. Last year BRL exported three trial shipments of Bindoon-mined bauxite to China via Kwinana Port.

BRL is negotiating bauxite exports with Bunbury Port and recently outlined its mining aspirations, minimum impact mining process, and downstream processing plans in a presentation to the Port Community Liaison Committee. This briefing outlined BRL’s community consultation process; when options such as transport, environmental management and infrastructure development become more detailed, BRL will discuss these further with all communities and stakeholders.

The company’s three-phase feasibility study is considering viability plans to build an alumina refinery in the South West region. It is anticipated the refinery could be established from 2014 onwards and produce 800,000 tonnes per annum of alumina. The refinery metallurgical process being considered includes the sustainable re-use of by-products and is an alternative to the Bayer process used by BHP Billiton Worsley Alumina and Alcoa Australia.

In the future, an aluminium smelter could also be built using new technology which demands significantly less energy than the conventional smelting process.

Proposed infrastructure developments in and around Bunbury Port will play an important part in BRL’s feasibility study. While the Inner Harbour can accommodate initial exports of 500,000tpa from Berth 8 which is for general use, the company’s plans to increase exports to 3mtpa will require additional berth space.

Inner Harbour’s new waste water management system

A new waste water management system at Bunbury Inner Harbour will ensure the Port maintains its high standards of environmental responsibility.

The management system takes stormwater and waste water from the general user Berth 8 and directs it to a settling pond for safe disposal.

This ensures that no potential contaminants from the berth run into the Harbour.

A more complex waste water management system is planned for the general user Berth 5 on the opposite side of the Harbour before Perdaman Industries starts urea exports in 2013.

People at the Port

Denise Foreman

After nine years working in public practice for Bunbury accounting firm MacNeils, Denise decided it was time for a change and she is enjoying her position with the BPA.

Denise plays netball and likes cooking and long Sunday breakfasts with her fiance Aaron Depiazzi from Dardanup. The couple plan to get married in October.

BPA supported the publication of local history book ‘Australind Journals’ with a $10,000 donation.

The book was written by Phyllis Barnes and launched locally at the historic homestead Alverstoke on March 16.
Giant wind turbines arrive at Bunbury’s Port

One of the most unusual cargoes to arrive at Bunbury Port this year contained components for wind turbines. EHS Officer Duncan Gordon is pictured, left, with one of the massive turbine blades. The equipment is being loaded in Shanghai and The Netherlands and shipped to Bunbury on its way to the Collgar Wind Farm, approximately 25 kilometres South East of Merredin. So far, half of the 111 wind turbines have arrived and they are being stored at the Inner Harbour until being moved to site later this year.

Container service could begin this year

The possibility of a regular container shipping service to and from Bunbury has never looked brighter, according to Bunbury Port Authority Chief Executive Officer Kevin Schellack.

In March, Jebsens was awarded the contract for the WA Kimberley Coastal Service which provides a vital lifeline to North West communities during the wet season. Now the company is looking at the potential of establishing a South East Asian shipping service that will most likely service container and project cargo to Port Hedland, Geraldton and Bunbury. Regular ship visits to Bunbury are likely to commence later this year and will provide South West industry and the community with direct access to container shipping.

Kevin says this is an exciting prospect for the South West Region.

Containers would be handled at the Outer Harbour as an interim facility. “An estimated 150,000 containers originating from the South West are exported through Fremantle Port each year,” Kevin said.

“If we could harness 10% of them then 15,000 containers could easily be handled with ship’s cranes and a suitable land operation.” If the container service grows substantially, the BPA would consider constructing a purpose built container handling facility at the Inner Harbour.

Obituary: Brian Shand

One of Bunbury’s colourful characters died on Australia Day this year but his connection with Bunbury Port lives on with an impressive model ship on display in the Port Administration Building on Casuarina Drive.

The model is a scale replica of the HMS Victory which was Vice Admiral Nelson’s flagship in the famous battle of Trafalgar in 1805.

It was constructed by former Sailor and Port Worker Brian Shand who died on Australia Day this year aged 79.

Brian was born in Bunbury in 1930 and at 15 he was able to join the Royal Australian Navy using a forged birth certificate.

He travelled the world during 30 years at sea both in the RAN and the merchant navy before settling down in Bunbury in 1982 when he joined the Port.

Brian worked for a contractor as a Leading Hand on the tug boats until his retirement in the early 1990s.

Brian was a leader of the South West Masonic Lodge, and a long-time member of the Australian Labor Party and the Maritime Union of Australia.

He will be sadly missed by his family and friends.