

Townsville Port Community Liaison Group

Meeting Minutes



Date: Wednesday 2 November 2022, 5pm – 6.30pm
Venue: Port of Townsville Board Room / Microsoft Teams
Chair: Raneë Crosby, CEO, Port of Townsville

Attendees

1	Raneë Crosby	CEO, Port of Townsville (Chair)
2	Danita McMurray	State Manger Queensland, CMA-CGM
3	Barry Sanders	Project Director, Queensland Pacific Metals
4	Mark McNeil	General Manager Assets and Environment
5	Dave McLoughlin	General Manager Major Projects
6	Sarah Mathiesen	Acting Manager Corporate Affairs, Port of Townsville (presenting + minutes)
7	Elaine Glen	Acting Manager Environment and Planning
8	Craig Knight	Community Rep
9	Norm Rains	Townsville Birdlife
10	Dr Adam Smith	Reef Ecologic
11	Sharon Marks	Ausfield Services

Apologies

1	Emily Blumson	Community Rep
2	Keith Noble	Community Rep
3	Holly Lambert	QF8 Volunteer Coast Guard
4	Leslie Sampson	Community Rep
5	Leon Kippin	Community Rep
6	Brenton Creed	Community Rep
7	Rick Vernon	President of Magnetic Island Community Development Association
8	Brittany Butler	Community Rep
9	Heath Hatfield	Community Rep

Actions Summary

Actions from this meeting:

ACTION: Circulate information about QPM's future community consultation and engagement activities.

Outstanding actions from previous meetings:

ACTION: Port of Townsville to invite CLG members to see the Woomera. (TBC)

ACTION: Arrange an outing on the Osprey once COVID-19 restrictions allow. (TBC)

ACTION: Port to present 30-year outlook plan to CLG at a future meeting.

ACTION: Share the Alternate DMPA report with the CLG once it is completed.

1. Welcome/Apologies

Chair Raneë Crosby welcomed members to the CLG's 34th meeting at 5.04pm.

Welcome to guest presenter, Danita McMurray from CMA-CGM and Barry Sanders from Queensland Pacific Metals (QPM). Also a welcome to David McLoughlin and Mark McNeil who have joined the Port of Townsville as General Manager Major Projects and General Manager Assets and Environment respectively.

2. Minutes of Previous Meeting

The minutes of the previous meeting held on 3 August 2022 were adopted without change.

All actions have been completed or were addressed during the meeting. Some outstanding actions will be covered as part of the agenda for future meetings when relevant updates are available.

3. Sustainable Shipping, Danita McMurray, CMA-CGM

Minutes retracted in lieu of speaker's approval.

4. Re-energising Australia with Critical Battery Metals Production, Barry Sanders, Queensland Pacific Metals

Queensland Pacific Metals' (QPM) operation will import laterite ore from New Caledonia and refine it into metals to be used in batteries for the Electric Vehicle (EV) market. QPM has secured long term ore supply contracts with miners in New Caledonia.

Ore will be imported through the Port of Townsville's Berth 4 or 10, transported to QPM's facility at Lansdown and processed into nickel and cobalt sulphate. The plant will process 1.6m wet tonnes of ore to produce Nickel and Cobalt Sulfate with 16,000 tonnes of contained nickel and 1,800 tonnes of contained cobalt.

General Motors' (GM) recent investment into QPM demonstrates how the market is changing. Previously, a car company would never buy into a chemical company. GM is eager to meet their commitment to phasing out electric vehicles by 2035.

QPM's process will be a gamechanger in the nickel market when operational. Everything QPM produces is usable, that is there is no tailings dam. The residue can be used as structural fill and discussions are ongoing with Office of the Coordinator General for it to be used in the state development area adjacent to the Port. There is around 250,000 tonnes produced each year. QPM is working with DES to obtain an End of Waste Code which we are hopeful of having in place prior to commencing plant operations.

The Board is currently considering a location for its head office and there is no reason that it couldn't be based in Townsville. Currently the team is spread across the country with its CEO in Gladstone, Chair in Tasmania, and most other employees based in Brisbane. However, they are conscious not to set up an office until they know the project is ready to proceed.

QPM is concerned as to whether they will be able to source the construction workforce locally and this is currently being investigated. We are very hopeful that many of the operators will come from the old QNI operations.

QPM's technology was invented in the 1970s. For every tonne of ore processed, around 200kg of residue for fill will remain. The world's focus has shifted to sustainability, the time is ripe for making the most of the DNI process.

DISCUSSION

Q. Where is the water coming from?

Water will be trucked in for construction. For operations there will be a connection to the existing Haughton pipeline. A dam will be built within the precinct to hold 14 days' supply. QPM will recycle as much water as possible,

A Pilot plant in Perth has proven the DNI process works.

Q. Where is the nickel coming from?

QPM is taking limonite ore from New Caledonia to ensure everything mined there is used. This is generally a waste product as most processing operations use saprolite ore. QPM does not own the mines, they have agreements with existing mines.

To begin with, nickel will be transported from the Port of Townsville via road. If QPM builds a second plant they will transition from road to rail. Rail would not supported by the volume of one plant alone.

Q: Is there any way to clean up and utilise the former QNi site at Yabulu?

QPM understands there is 90 million tonnes of waste at QNi. What is in that waste is not the quality required by QPM. While it could technically be done, it doesn't make sense commercially and would take years to achieve. QPM's main focus is to produce green nickel through the TECH Project. It is not inconceivable that the DNI process could be used to address the significant tailings issue at QNi...

Q: Have you considered the ethics for human conditions in New Caledonia?

Yes, QPM only works with ethical mines.

Q: What will loading operations at the Port look like?

QPM is planning on a 67,0000 tonne storage shed at Port, which is about equivalent to a ship and half. This will allow them to be in-loading a ship while cargo is being cleared. QPM will unload on Berth 4 or 10, via direct hopper loaded to trucks, and discharge into the shed. From there, ore will be loaded to quad road trains or triples and taken to Lansdown for processing. They will begin building the shed at the Port when the time comes to start stockpiling ore, which is about Q2 or Q3 2024, based on the current schedule.

Q: Have you given any thought to the Black Throated Finch?

There are Tier 1 and Tier 2 approvals with the former giving QPM the right to construct the TECH Project and the latter approval to commence construction.. There are three animals of concern that have been identified in the area – the squatter pigeon, bare rumped sheathtail bat and black throated

finch. An area in south east corner of the site has been designated a no go zone for the preservation of finch. QPM will be offsetting 400ha of habitat for an area of about 14ha being impacted. They are working with Townsville City Council to identify appropriate land to develop habitat for the three animals impacted.

Q: Has there been any opportunity for the community to provide feedback?

Yes, through the standard processes. Townsville City Council is the Project Manager for community consultation. Being a project of State Significance, Lansdown has required adverts in newspaper, which has been occurring for nearly two years. Further community consultation is planned and this will also be advertised in the paper. Summaries of reports are available on QPM's website.

Q: Has there been much interest in QPM's technology around the world?

Barry believes the slow uptake is driven by commercial considerations. If the technology is proven to work – which requires funding – it is expected to raise a lot more questions about where it could be used.

Q: Do you hold the patents?

Altium Group holds the patent.

Q: Does this project strengthen the case for TEARC?

Those discussions are happening.

5. Community Update – Sarah Mathiesen, Port of Townsville

CRUISE

Townsville hosted the Australian Cruise Association Conference in September 2022, after two years' delay due to Covid-19. The Conference drew a record number of more than 150 attendees for a regional Conference. Many delegates were pleasantly surprised by all Townsville has to offer and there is renewed interest in home-porting from Townsville.

The Port is now preparing for the return of cruise ships, with the local season kicking off on 3 December 2022. The Port has re-engaged with stakeholders including Townsville Enterprise, shipping agents, and tourism and transit operators to ensure smooth-running cruise days. We are also working to activate Quayside Terminal to ensure a vibrant welcome that includes markets, live music, coffee and pop-up bar and Australian wildlife experiences.

COMMUNITY ENGAGEMENT

The Port of Townsville experienced an significant upswing in interest on social media when Indonesian tall ship KRI Bima Suci sailed into port in September.

While people on social media expressed disappointment and frustration at not being told they vessel was visiting due to military protocol, the Port was able to own the opportunity on social media, in traditional media and in-person, by connecting directly with the vessel's Commander and building content, facilitating media visits and engaging with the public as a result.

Other community engagement activities throughout the Quarter included being part of the inaugural CASE Ocean School, engaging with recipients of the 2022 Community Fund, holding the second annual Community Breakfast BBQ and launching a Community Tree Planting Program.

6. Port Updates

Port Updates were not discussed as the CLG had run out of time.

Meeting closed at 6.43pm

Next CLG Meeting scheduled for 1 February 2023.