



# Social Surroundings Study

## Geraldton Port Maximisation Project

### Mid West Ports Authority

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## Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Mid West Ports Authority (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

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## Executive Summary

This Social Surroundings Study (the Study) examines the potential impacts of Mid West Ports Authority's Geraldton Port Maximisation Project (PMaxP; the Project) on the Geraldton community. The Study has been prepared in accordance with the Environmental Protection Authority's (EPA) *Environmental Factor Guideline – Social Surroundings* (2023) and considers how physical and biological changes from the PMaxP directly affect social surroundings.

The PMaxP represents a \$350 million investment to upgrade the Port of Geraldton's infrastructure to improve operational efficiency and ensure berth facilities can appropriately meet the requirements of future products and customers. A range of enabling works will be progressed at various stages. The Study considers specific PMaxP activities pertaining to the Project's referrals under Part IV of the *Environmental Protection Act 1986* (EP Act).

The Study scope has been defined to capture direct operational impacts, broader community effects, and regional economic implications. The spatial boundaries of the Study encompass the following defined zones:

- Primary zone: Areas generally within a 1km radius of the Port, namely the suburbs of West End, Beachlands and the Geraldton town centre.
- Regional zone: The Greater Geraldton area, focusing on transport routes and areas of economic connection.

The Primary Zone encompasses 5,181 residents and demonstrates several distinct characteristics. There is an established relationship between the port and community with the Port's initial infrastructure constructed in 1857. The primary zone presents a diverse economic profile including maritime industries. A high proportion of residents within the primary zone are elderly, with 27.7% of the population aged 65 years and older. Furthermore, there is a strong reliance on active transport compared to Greater Geraldton averages (6.2% walking, 2.4% cycling), consistent with the primary zone's strategic location proximal to major employment centres and the coast.

### Assessment findings

Assessment of the social effects and implications of the Project across heritage, amenity, economic surroundings and community use patterns values concludes the following:

- Heritage impacts (negligible):
  - The Heritage Council determination confirms no State Register listing is warranted.
  - Aboriginal Heritage is managed through Yamatji Southern Regional Corporation (YSRC) engagement; based on the PMaxP Activity Notice and response, YSRC have determined no additional heritage surveys or Section 18 approvals are required for the Project.
  - Standard unexpected finds protocols during construction are sufficient.
- Amenity impacts (minor to moderate):
  - The PMaxP design has been optimised to minimise visual impacts.
  - There are anticipated noise impacts through the construction of the PMaxP, however these are expected to be short term and intermittent.
  - Existing regulatory controls are in place through Environmental Licence L4275/1982/15.



- There is limited community concern regarding visual changes associated with the proposed PMaxP infrastructure.
- Construction phase impacts are to be actively managed.
- Economic impacts (negligible):
  - Limited spatial extent of environmental changes affecting commercial fishing operations.
  - Water quality protection for live cray operations through environmental management plans.
  - Demonstrated adaptability of tourism operations to modified maritime infrastructure.
- Recreational and community use impacts (minor to moderate):
  - Temporary modifications are anticipated during construction.
  - Access to valued areas will be maintained.
  - Active management protocols are in place for coastal processes.
  - Enhanced long-term facilities.
  - Reduced surge impacts on Batavia Coast Marina.

### **Stakeholder engagement**

A robust communications and stakeholder engagement program was undertaken by MWPA to build awareness of the Project and gather feedback on actual and perceived social impacts. The consultation process revealed the following insights:

- Generally neutral to positive sentiment toward the Project.
- Strong community interest in environmental protection.
- Support for enhanced tourism opportunities.
- Limited concern about visual amenity changes.

### **Management Framework**

The Project includes a range of comprehensive management measures that significantly protect social values. Additional social management measures include:

- Clear monitoring and reporting requirements.
- Strong stakeholder engagement programs.
- Adaptive management approaches.
- Enhancement initiatives.

### **Conclusion**

The Study concludes that the Project can be implemented while protecting social values and delivering positive outcomes for the Geraldton community. The combination of design considerations, management measures, enhancement initiatives, and strong stakeholder engagement provides confidence that the Project meets the EPA's objective to protect social surroundings from significant harm.

The Project represents a significant opportunity to enhance port capabilities while maintaining and improving social values in the Greater Geraldton region. The following key



strategies will be considered throughout the PMaxP construction and operation to manage potential social impacts:

- Maintain an active stakeholder engagement throughout Project construction and delivery.
- Implement comprehensive monitoring programs.
- Continue to explore opportunities regarding local content and Aboriginal participation.
- Regularly reviewing and adapting of management measures.



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## Acronyms and Abbreviations

AH Act	<i>Aboriginal Heritage Act 1972</i>
CNMP	Construction Noise Management Plan
CPMP	Coastal Processes Management Plan
CSE	Community and stakeholder engagement
EPA	Environmental Protection Authority
EP Act	<i>Environmental Protection Act 1986</i>
FBH	Geraldton Fishing Boat Harbour
ILUA	Yamatji Nation Indigenous Land Use Agreement
km	Kilometre
km <sup>2</sup>	Square kilometre
LGA	Local Government area
m	Metre
MCEMP	Marine Construction Environmental Management Plan
MEQMMP	Marine Environmental Quality Monitoring and Management Plan
MFMP	Marine Fauna Management Plan
MS600	Ministerial Statement 600
MWPA	Mid West Ports Authority
NBSP	Northern Beaches Stabilisation Programme
PEP	Port Enhancement Project
PMaxP	Geraldton Port Maximisation Project
SLR	SLR Consulting
The City	City of Greater Geraldton
The Guideline	Environmental Factor Guideline – Social Surroundings
The Port	Port of Geraldton
YSRC	Yamatji Southern Regional Corporation



## 1.0 Introduction

Mid West Ports Authority (MWPA) engaged SLR Consulting (SLR) to prepare this Social Surroundings Study (the Study) for the Geraldton Port Maximisation Project (PMaxP; the Project). The Study will support the Project's assessment under Part IV of the *Environmental Protection Act 1986* (EP Act), specifically addressing effects on the social surroundings as defined in Section 3(2) of the EP Act.

### 1.1 Purpose of this document

The Study has been prepared in accordance with the Environmental Protection Authority (EPA) *Environmental Factor Guideline – Social Surroundings* (the Guideline) (2023).

The EPA's core objectives in relation to social surroundings are to protect social surroundings from significant harm and ensure that social surroundings are not significantly affected due to the implementation of a proposal. Social surroundings refer to the aesthetic, cultural, economic and social surroundings to the extent that those surroundings directly affect or are affected by a proposal's impacts on its physical or biological surroundings.

In determining the extent to which the PMaxP meets the EPA's objective, the Study considers the Project's intended and unintended social consequences, both positive and negative, and social change processes invoked through Project development. The Study recognises that social consequences can be perceived or actual, and can be experienced at an individual, social unit, or societal level.

### 1.2 Project overview

MWPA is responsible for controlling and managing the Port of Geraldton (the Port). The Port currently encompasses seven commercial berths and associated marine assets, providing critical supply chain infrastructure for the mining, agriculture, and fishing sectors within Western Australia's Mid West region.

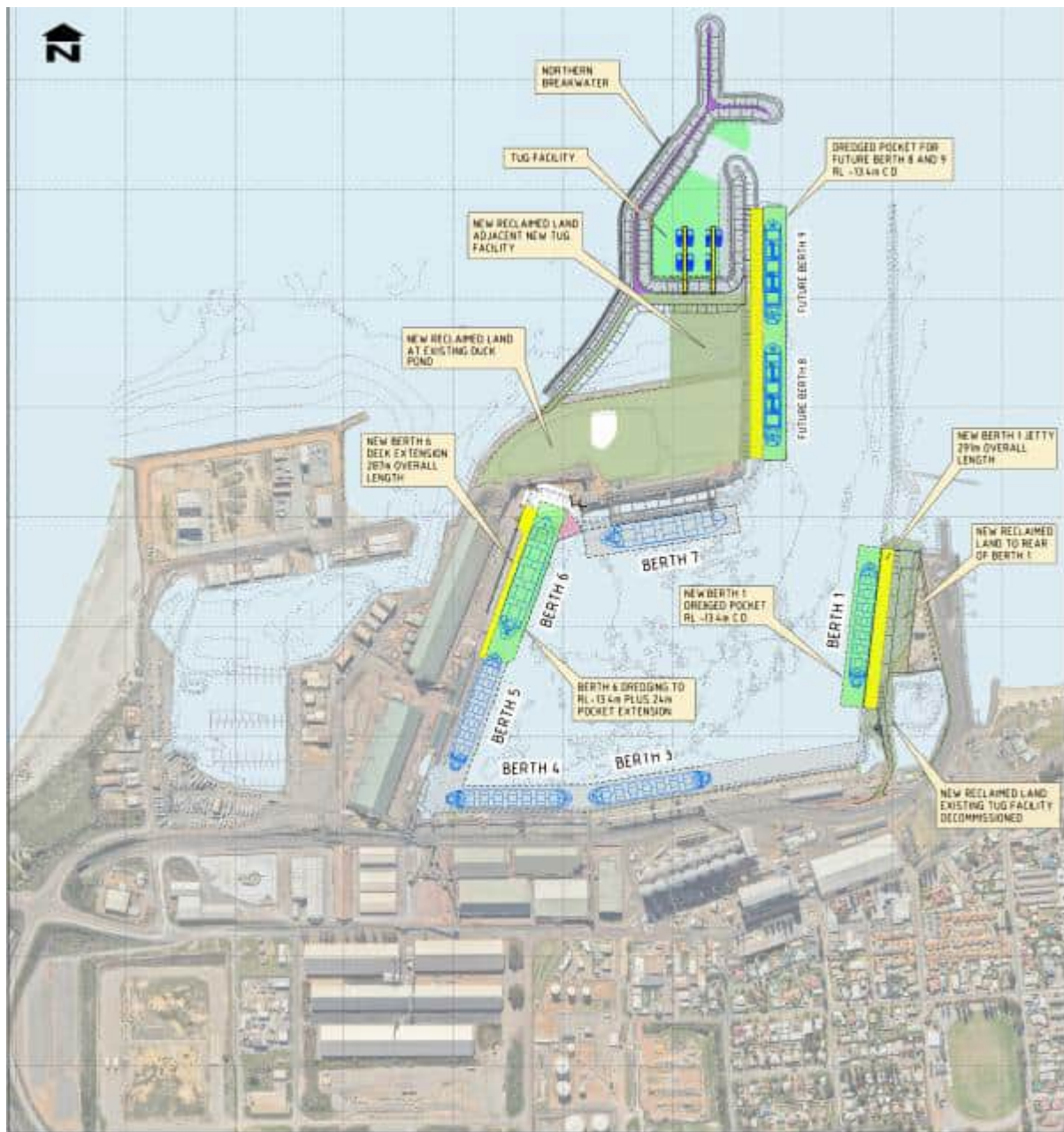
The Port's current configuration stems from the Port Enhancement Project (PEP), which was approved in 2002 under Ministerial Statement 600 (MS600). The PEP included significant works such as channel deepening, harbour basin modifications, breakwater construction, and Town Beach foreshore development. While most MS600 conditions have been fulfilled, some remain active, including implementing the Northern Beaches Stabilisation Programme (NBSP) (Commitment 15). The NBSP will be continued through the adoption of an updated Coastal Processes Management Plan (CPMP). The PMaxP represents a significant amendment to the approved PEP, building upon and expanding the Port's capabilities beyond the scope of the original MS600 approval.

MWPA is progressing strategic upgrade works at Geraldton Port through the PMaxP.

PMaxP upgrades seek to improve operational efficiency to ensure berth facilities can appropriately meet the requirements of future products and customers and enable greater opportunities for cruise ships and future Port expansion. \$350 million has been committed by the State Government to progress upgrade works over a four-year period.

Key enabling works to be completed as part of the PMaxP are depicted in **Figure 1**.





**Figure 1: Overall Port plan and extent of PMaxP works**

This Study considers specific PMaxP activities pertaining to the Project's referrals under Part IV of the EP Act, including:

- Maintenance dredging activities adjacent to Berth 1.
- Tug harbour construction and breakwater extension.
- Capital dredging activities associated with:
  - Berth 1
  - Berth 6
  - Berth 8/9
  - Tug harbour



- Wharf deck construction:
  - Berth 6 wharf deck extension and piling
  - Tug harbour piling and jetties
  - Berth 8/9 wharf deck and piling
  - Berth 1 construction and revetment including associated reclamation area.

## 1.3 Regulatory framework

### 1.3.1 Environmental Protection Act 1986 requirements

Social surroundings are assessed under Part IV of the EP Act. Section 3(2) of the EP Act defines social surroundings as "aesthetic, cultural, economic and other social surroundings to the extent that they directly affect or are affected by physical or biological surroundings."

Key requirements include:

- Clear demonstration of direct links between physical/biological changes and social impacts.
- Assessment of significance against EPA objectives.
- Implementation of the mitigation hierarchy.
- Development of appropriate management measures.

### 1.3.2 Aboriginal Heritage Act 1972 considerations

The Project must comply with the *Aboriginal Heritage Act 1972* (AH Act). Key requirements include:

- Landowners must assess their land for potential Aboriginal sites through the Aboriginal Cultural Heritage Inquiry System (ACHIS) and consultation with Aboriginal communities before commencing any work.
- All persons are legally required to report any potential Aboriginal sites or objects they discover, unless they have reasonable cause to believe these are already registered and known.
- When project activities may impact Aboriginal sites, landowners must obtain ministerial consent by submitting a Section 18 application to the Minister for Aboriginal Affairs.
- Prior to submitting any applications, landowners must conduct meaningful consultation with relevant Aboriginal communities to understand site significance and potential project impacts.
- Applications must include comprehensive strategies to avoid or minimise harm to Aboriginal sites, with clear justification provided in cases where impact cannot be avoided.
- All conditions specified in the ministerial consent must be strictly followed throughout the duration of the Project.
- If new Aboriginal heritage information emerges during the Project, it must be reported, and activities may need to be modified based on new ministerial directions.
- Consultation with Traditional Owners (Yamatji Peoples) regarding potential impacts to Aboriginal heritage values.



## 2.0 Study methodology

The methodology adopted to inform this Social Surroundings Study reflects the requirements of the Guideline.

### 2.1 Study scope

The study of social surroundings considers both the spatial and temporal extent of potential impacts. The Study scope has been defined to capture direct operational impacts, broader community effects, and regional economic implications.

#### 2.1.1 Spatial boundaries

- Primary zone: Areas generally within a 1km radius of the Port, namely the suburbs of West End, Beachlands and the Geraldton CBD.
- Regional zone: Greater Geraldton area, focusing on transport routes and areas of economic connection.

#### 2.1.2 Temporal scope

- Construction phase: 4-year development program, including dredging campaigns.
- Operational phase: Long-term port operations post-upgrade.
- Seasonal considerations: Tourism peaks, fishing seasons, weather patterns.

## 2.2 Key assessment aspects

The social surroundings study considers four primary categories of potential impacts and interactions between the Project and the community. These aspects have been selected based on the EPA's Social Surroundings Guideline requirements, stakeholder consultation outcomes, and the specific characteristics of port operations in an urban context. The assessment aspects reflect both the tangible and intangible ways in which the Project may affect the local community and regional stakeholders, encompassing cultural, physical, economic, and social dimensions of the port-community interface.

#### Heritage values:

- Maritime heritage associated with port development since 1857.
- Aboriginal cultural heritage of the Yamatji Peoples.
- Historical community connections.

#### Amenity considerations:

- Visual impacts on coastal view scapes.
- Air quality and dust management.
- Noise effects on sensitive receptors.
- Public access and recreation.

#### Economic surroundings:

- Commercial fishing activities
- Tourism activities



### **Community use patterns:**

- Recreational access and facilities.
- Active transport networks.
- Public spaces and gathering areas.
- Maritime recreation.

## **2.3 Community and stakeholder engagement**

Engagement was undertaken with key stakeholders to understand potential impacts, concerns, and opportunities associated with the Project.

Key stakeholder groups were identified based on their proximity to the Port, relationship to port operations, and potential to be affected by project works. These groups include:

- Local residents.
- Local businesses, suppliers and contractors.
- Fishing Boat Harbour (FBH) users including commercial fishing and maritime business operators.
- Tourism operators.
- Local government.
- Community and environmental interest groups.
- Port and Berth users.
- MWPA employees.

## **2.4 Context setting**

The Study methodology combines the analysis of existing data with new technical studies to understand current conditions and predict potential changes. This dual approach ensures both quantitative and qualitative aspects of the port-community relationship are captured and considered in the impact assessment.

### **2.4.1 Desktop analysis**

A desktop analysis was completed to inform the Study encompassing:

- Review of existing port operations and interaction with the community.
- Compilation and analysis of local socio-economic characteristics in the secondary and regional zones.
- Review of previous port impact assessments.
- Analysis of community complaints history.
- Tourism and economic data review.

### **2.4.2 Incorporation of other technical studies**

The assessment incorporates findings from:

- Marine technical studies including water and sediment quality assessments and benthic communities and habitat survey.



- Northern Beaches Stabilisation Programme (MWPA, 2006).
- Landscape and Visual Impact Assessment (SLR, 2024)
- Air quality modelling.
- Noise modelling.
- PMaxP Community Sentiment Analysis and Social Risk Assessment (SLR, 2024)
- Heritage consultation outcomes.

## 2.5 Impact Assessment Framework

The assessment of social impacts follows a systematic framework that identifies potential impacts, evaluates their significance, and determines appropriate management responses. This structured approach ensures comprehensive coverage of technical and stakeholder-identified impacts while maintaining clear links between impact assessment and management measures.

### 2.5.1 Impact identification

The identification of potential impacts considers multiple pathways and sources as follows:

- Analysis of activity-receptor relationships throughout project phases.
- Issues and concerns raised through stakeholder engagement.
- Technical study outcomes and their materiality to social values.
- Consideration of direct, indirect and cumulative impact pathways.

### 2.5.2 Significance assessment

The significance of identified impacts is evaluated using the following criteria:

- Impact magnitude: Scale and intensity of change from baseline conditions.
- Receptor sensitivity: Vulnerability and importance of affected values/stakeholders.
- Duration and reversibility: Temporal nature of impacts and recovery potential.
- Spatial extent: Geographic reach of impact across defined assessment zones.
- Stakeholder concern: Level of community interest and perceived importance.

The significance assessment risk matrix is provided in **Table 1** below.

**Table 1: Impact Significance Framework**

Level of impact	Description	Criteria
<b>Negligible</b>	Minimal or no detectable impact.	<ul style="list-style-type: none"> <li>• No measurable change from baseline</li> <li>• No stakeholder concern</li> <li>• Fully reversible</li> <li>• Very localised effect</li> </ul>
<b>Low</b>	Minor change with limited effects.	<ul style="list-style-type: none"> <li>• Small deviation from baseline</li> <li>• Limited stakeholder concern</li> <li>• Readily reversible</li> <li>• Localised to Project area</li> </ul>



Level of impact	Description	Criteria
		<ul style="list-style-type: none"> <li>Short-term duration</li> </ul>
<b>Minor</b>	Noticeable but not significant change.	<ul style="list-style-type: none"> <li>Detectable change from baseline</li> <li>Some stakeholder interest</li> <li>Mostly reversible</li> <li>Effects mainly within Primary Zone</li> <li>Short to medium-term</li> </ul>
<b>Moderate</b>	Significant but manageable change.	<ul style="list-style-type: none"> <li>Clear change from baseline</li> <li>Notable stakeholder concern</li> <li>Partially reversible</li> <li>Effects extend beyond Primary Zone</li> <li>Medium to long-term</li> </ul>
<b>High</b>	Substantial change requiring active management.	<ul style="list-style-type: none"> <li>Major change from baseline</li> <li>Significant stakeholder concern</li> <li>Limited reversibility</li> <li>Regional effects</li> <li>Long-term or permanent</li> </ul>
<b>Severe</b>	Fundamental change with significant consequences.	<ul style="list-style-type: none"> <li>Transformational change</li> <li>Strong community opposition</li> <li>Irreversible</li> <li>Wide geographic extent</li> <li>Permanent effects</li> </ul>

### 2.5.3 Management response

Management measures are developed based on significance assessment outcomes and may include:

- Design modifications to avoid or minimise impacts where possible.
- Specific mitigation measures for identified significant impacts.
- Monitoring programs to track the effectiveness of management measures and validate impact predictions.

Management responses are proportionate to the significance of the identified impact and consider technical feasibility and stakeholder feedback.

### 2.6 Study limitations

The Study acknowledges the following limitations:

- The Study is based on conditions at the time of the Study (2024). Future social and economic changes may affect outcomes.
- Reliance on 2021 Census data for demographic analysis, which in areas with high levels of population mobility can limit accuracy.
- Social impacts are intrinsically linked to environmental impacts, and as such, analysis can be affected by variations in other discipline reports.



- Best attempts were made to gather representative stakeholder engagement. However, the Study acknowledges that there may be stakeholders who were not consulted and that there may be opinions that have not been captured.

## 3.0 Existing environment

This section examines the existing social environment within the Primary Zone (areas within 1 km of the Project) and the broader regional context. It considers demographic patterns, economic activities, community values, and social infrastructure that may be affected by the project.

### 3.1 Port operations context

The Port is a vital supply chain infrastructure for Western Australia's Mid-West region. It supports the mining, agricultural, and fishing industries through seven commercial berths and related marine facilities.

Five berths (3-7) are operational, while Berths 1 and 2 have been decommissioned due to aging infrastructure. The Port maintains an active material reclamation area north of Berth 7, designated for harbour sediments unsuitable for sea disposal.

Mid West Ports also manages the Geraldton Fishing Boat Harbour (FBH), which serves the region's prominent Western Rock Lobster industry. The FBH features boat pens and extensive landholdings, with sites leased primarily to businesses supporting local fishing, mining, and tourism ventures.

The Port's history dates to 1857, when the first town jetty was constructed, extending 244 metres (m) north from Gregory Street. Multiple expansions followed, the most recent being the \$103 million Port Enhancement Project (PEP) in 2003. The PEP upgrades deepened the harbour basin and channel while modernising existing berth infrastructure. These improvements now enable Handymax vessels to load fully and Panamax ships to load partially up to 62,000 tonnes.

Today, the Port, its infrastructure, and operations coexist alongside a range of community, residential, and commercial land uses in the suburbs of West End, Beachlands, and Geraldton. The adjacent coastal settings along the Geraldton Foreshore have the subject of significant public realm upgrades and feature extensive community and commercial infrastructure, including parks and walking tracks, art installations and a range of restaurants and tourism-oriented businesses.

### 3.2 Social setting

#### 3.2.1 Aboriginal community and culture

The Traditional Owners of the Project region are the Yamatji Aboriginal Peoples. The Yamatji Nation comprises descendants from 29 ancestral family lines (Apicals), representing a deep and enduring connection to the Mid-West region of Western Australia.

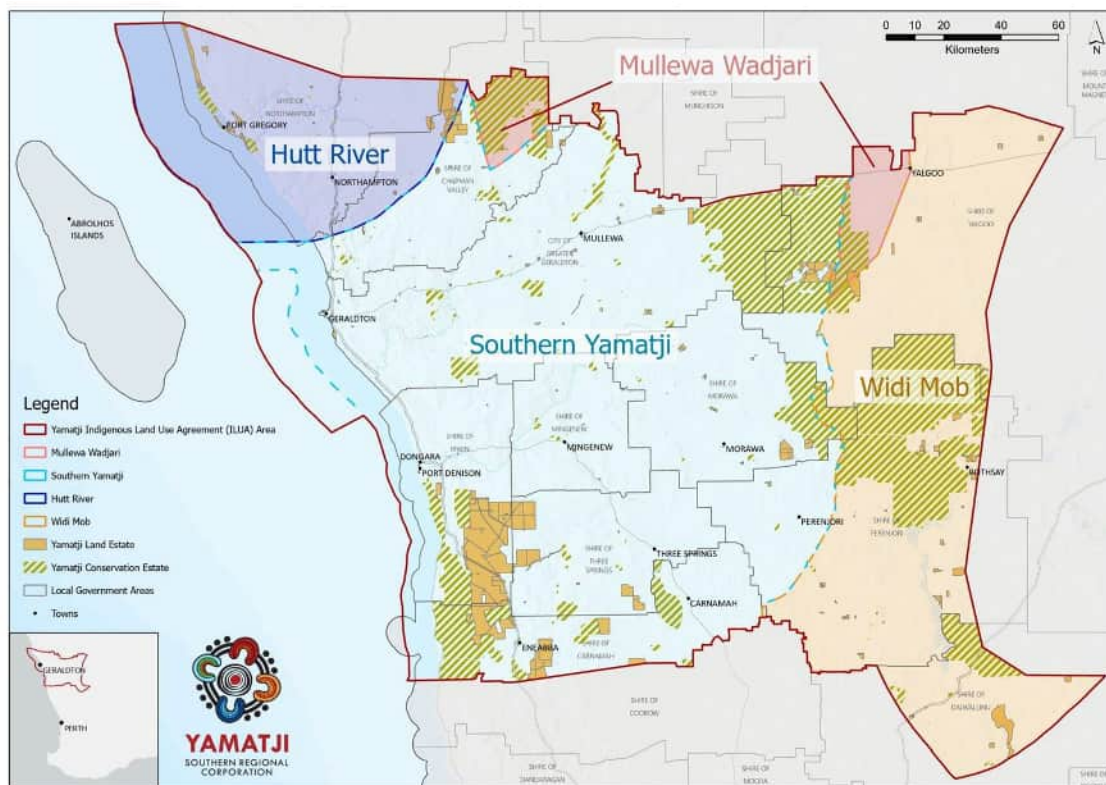
In 2019, following negotiations between the State of Western Australia and five claim groups (Hutt River, Mullewa Wadjari, Southern Yamatji, Widi Mob, and Yamatji Nation), the Yamatji Nation Indigenous Land Use Agreement (ILUA) was established. This agreement covers approximately 48,000 square kilometres, as shown in **Figure 2** below and resolved native title matters in the region.

The ILUA represents a significant settlement package valued at \$442 million over 15 years, which includes economic development opportunities, land transfers, heritage protection measures, and financial benefits held in trust for future generations. While native title was



extinguished over 99% of the agreement area, the ILUA established important frameworks for recognising and protecting Yamatji cultural heritage and supporting economic self-determination for the Yamatji people.

The Yamatji Southern Regional Corporation (YSRC) manages the lands on which the Project is located on behalf of Traditional Owners.



**Figure 2: The Yamatji Nation Indigenous Land Use Agreement area (Source: Yamatji Southern Regional Corporation)**

### 3.2.2 Community values

Mid West Ports considered community values and sentiment at the commencement of the Project’s formal community and stakeholder engagement (CSE) program through the completion of a Community Sentiment Analysis and Social Risk Assessment (**Appendix A**).

A review of available quantitative and qualitative data on historical project engagement outcomes highlighted several key areas of interest and concern for the broader community and stakeholders:

- Traffic congestion and road infrastructure: disruptions and changes to local and regional transport and access routes and increases in heavy haulage traffic.
- Environmental protection and preservation: environmental impacts associated with dredging activities and long-term implications on commercial fishing, marine ecosystems and coastal stability.
- Access and connectivity to coastal amenities: maintaining community access to coastal amenities, including pedestrian and cycle links.
- Visual amenity and place identity: changes to landscape and visual amenity and impacts on sense of place.



- Noise, dust, and pollution: how the port operations and upgrades impact noise, dust, and pollution.
- Eco-tourism, aquaculture, and commercial fishing: protection, celebration and enhancement of nature-based assets and industries.

### 3.2.3 Community profile

#### 3.2.3.1 Population and distribution

The Primary Zone, comprising West End, Beachlands, and central Geraldton areas within 1 km of the Project, has a total population of 5,181 people. This represents approximately 13.1% of Greater Geraldton's population (39,489). Key demographic and socio-economic statistics for the Primary Zone can be referenced in **Appendix B**

The population distribution within the Primary Zone is as follows:

- West End: 535 residents
- Beachlands: 1,400 residents
- Geraldton (suburb): 3,246 residents.

Of those residents, 8.9% (461) are Aboriginal and/or Torres Strait Islander, aligned with the 9.1% of residents in Greater Geraldton, but significantly higher than the State average of 3.4%.

#### 3.2.3.2 Age structure

The Primary Zone demonstrates a distinctly older age profile compared to Greater Geraldton:

- High proportion of residents aged 65 years and over (27.7% versus 17.6% for Greater Geraldton).
- Lower proportion of children and youth (22.8% aged under 24 years old versus 31.5% for Greater Geraldton).
- Strong representation of older workers (50-64 years old) at 20.6%.

West End, notably, has the highest concentration of retirement-age residents (42.9% aged 65 years and over), indicating a significant elderly population requiring consideration in Project planning.

#### 3.2.3.3 Community stability

The Primary Zone demonstrates moderate residential stability:

- 71.2% of residents at the same address from the previous year, compared to 76.3% for Greater Geraldton.
- 45.7% at the same address for five years, compared to 53.6% for Greater Geraldton.

These statistics indicate that the Primary Zone experiences more population mobility than the broader area and may be more resilient to changes in population structure.

#### 3.2.3.4 Household and family composition

The Primary Zone features diverse household types:

- 47.2% one family households.



- 51.1% non-family households (significantly higher than Greater Geraldton at 26.2%).
- 1.6% multiple family households.

Of the families in the Primary Zone:

- 49.0% are couples without children, 29.2% are couples with children, and 19.8% are single-parent families.
- There is a notably higher proportion of couples without children compared to Greater Geraldton (41.7%).

The high prevalence of non-family households (groups and lone-person households) and couples without children aligns closely with the older age profile and the higher levels of population mobility seen in the Primary Zone.

### 3.2.4 Socio-economic characteristics

#### 3.2.4.1 Employment and occupation

Key employment sectors in the Primary Zone include:

- Health care and social assistance (18.7%)
- Education and training (11.8%)
- Retail trade (10.5%)
- Construction (8.9%).

Occupational distribution shows:

- Higher proportion of professionals (24.5%) compared to Greater Geraldton (16.9%)
- Strong representation of technical and trade workers (15.5%)
- Lower proportion of managers (4.8%) compared to Greater Geraldton (10.5%).

These employment and occupation patterns align closely with the infrastructure and services that are located in the Primary Zone, including the Port (technicians and trade workers), the Geraldton Universities Centre and Geraldton TAFE (education), Geraldton Regional Hospital and WA Centre for Rural Health (health care) and the Geraldton Central Business District, supporting retail.

#### 3.2.4.2 Education and qualifications

The Primary Zone generally demonstrates an education profile that closely aligns with Greater Geraldton:

- Slightly higher proportion of bachelor degrees (17.9%) compared to Greater Geraldton (15.2%). A similar proportion of vocational qualifications.
- 27.0% current students (lower than Greater Geraldton at 31.3%).

#### 3.2.4.3 Socio-economic status

The Primary Zone exhibits relatively low socio-economic status, with Australian Bureau of Statistics Socio-Economic Indexes for Areas (SEIFA) scores ranging from 919 in Geraldton to 975 in West End, falling below Greater Geraldton's score of 965. This indicates a pattern of socio-economic disadvantage across the area.

Median household incomes in the Primary Zone are notably below Greater Geraldton's \$1,536 per week, with West End reporting just \$744 per week and Beachlands at \$1,177 per



week. These lower income levels correspond with the older population profile and a higher concentration of public housing and rental properties in the area, contributing to increased population mobility compared to Greater Geraldton.

### **3.2.5 Health and wellbeing**

The Primary Zone shows a comparatively similar health profile to Greater Geraldton, with a slightly higher prevalence of several health conditions, including:

- Mental health conditions: 9.6% (versus 9.1% Greater Geraldton).
- Arthritis: 9.5% (versus 8.6%).
- Heart disease: 5.2% (versus 4.2%).

There are generally higher rates of other chronic conditions, indicating an older, potentially more vulnerable population.

### **3.2.6 Transport and mobility**

The Primary Zone shows a strong car dependency, with 63.6% of residents driving to work, though active transport rates are notably higher than Greater Geraldton averages, with walking at 6.2% (compared to 2.2%) and cycling at 2.4% (compared to 0.9%). Public transport usage remains limited at just 1.0%.

These elevated active transport rates can be attributed to the Zone's strategic location near major employment centres, making walking and cycling more viable options for local residents than in other parts of Greater Geraldton.

### **3.2.7 Summary of key social characteristics**

The Primary Zone demonstrates several distinct characteristics requiring consideration in project planning:

- 1 Older demographic profile with significant elderly population.
- 2 A high proportion of non-family households.
- 3 Stable but mobile community.
- 4 Socio-economic vulnerability in some areas.
- 5 Higher education levels but lower income in some suburbs.
- 6 Greater reliance on active transport.
- 7 Higher prevalence of health conditions.
- 8 Significant variation in socio-economic conditions between suburbs.

These characteristics suggest a complex social environment requiring careful Project planning and implementation consideration.

## **3.3 Maritime commercial activities**

The Port and associated Fishing Boat Harbour (FBH) form a critical hub for maritime commercial activities in the Mid-West region, supporting three key sectors: commercial fishing, marine tourism, and port-dependent businesses. The FBH provides essential infrastructure, including berthing facilities, fuel supply, utilities, waste management, vessel maintenance facilities with two boat lifts, and hardstand areas that service commercial fishing vessels and tourism operators. This infrastructure supports the broader agriculture, forestry, and fishing sectors, which contributes significantly to the regional economy,



employing 733 people (4.1% of Greater Geraldton employment) and generating \$390.8 million in output (4.9% of total regional output).

Maritime tourism operations represent another significant component of commercial activity, forming part of Greater Geraldton's tourism sector, which supports 976 jobs (5.4% of total employment) and generates \$190.9 million in output. The FBH serves as a base for charter vessel operations, particularly those servicing the Abrolhos Islands, while also supporting direct seafood sales and waterfront hospitality businesses.

Integrating commercial fishing and tourism activities has created a distinctive maritime precinct supporting working vessels and tourism enterprises. The accommodation and food services subsector supports 638 tourism-related jobs and generates \$87.3 million in tourism-related output. These activities are supported by a network of port-dependent businesses, including marine maintenance services, maritime supply chains, and vessel servicing operations that rely on continued port access and infrastructure.

### 3.4 Economic surroundings

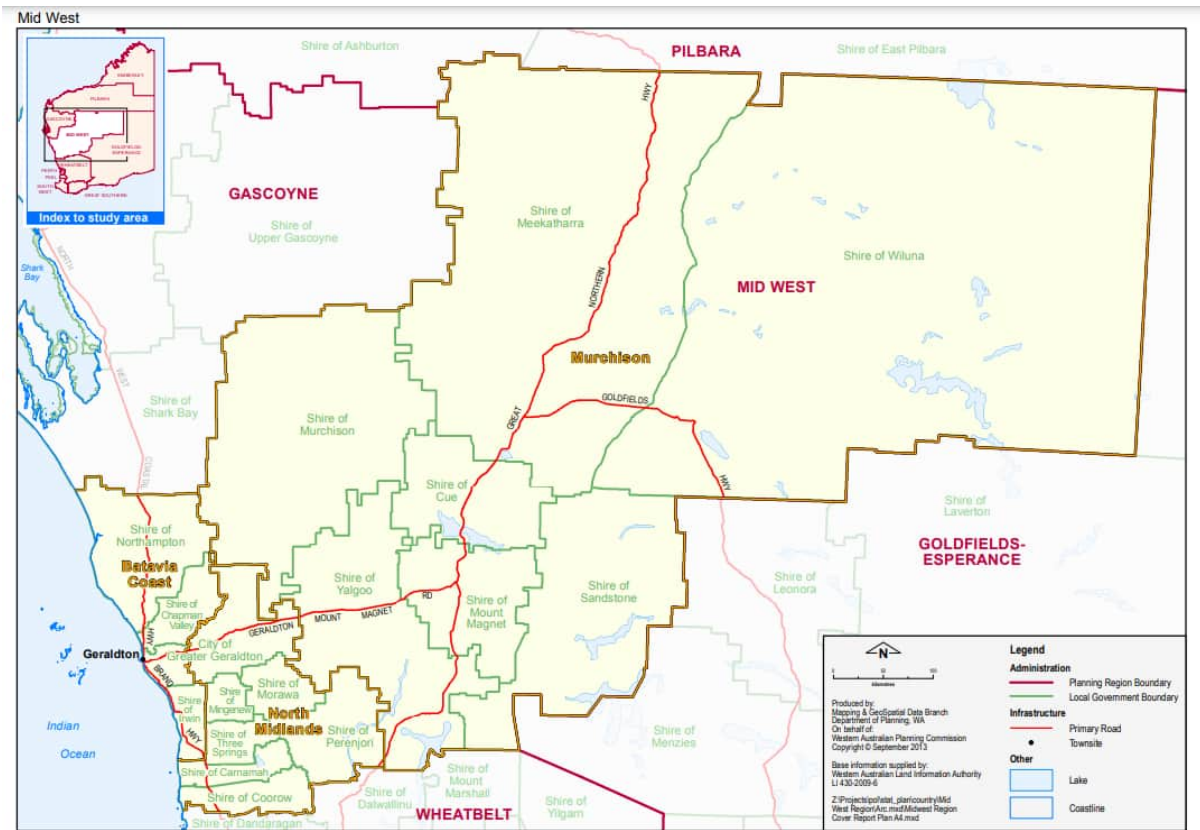
The Mid-West region of Western Australia is situated in the central-western part of the State. It spans approximately 285,000 square kilometres (km<sup>2</sup>) and features three distinct subregions, each with its unique economic profile: the Batavia Coast, Murchison, and North Midlands (Mid West Development Commission [MWDC], 2024).

The region features resilient mining, agriculture, and fishing industries, coupled with strong tourism, retail, manufacturing, construction, logistics and population servicing sectors. The region's annual economic output is \$17.311 billion (REMPPLAN, 2024). The mining industry sector currently contributes most to economic output, accounting for 48.5% of total output (REMPPLAN, 2024). The diversity and adaptiveness of the region's industry profile is underpinned by an abundance of natural resources, minerals, and fertile agricultural zones (MWDC, 2024).

Sixteen local government areas (LGAs) exist within the region (MWDC, 2024). The Port is located within the City of Great Geraldton (the City). Peripheral local government areas (LGAs) include the Shires of Chapman Valley, Irwin, Mingenew, and Morawa.

The region's LGAs and sub-regions are outlined in **Figure 3** below.





**Figure 3: WA Planning Commission Mid-West Region Map**

Geraldton is the largest population centre within the Mid West, where approximately 70% of the region’s population resides. With the majority of the region’s economic drivers based inland, there is a strong co-dependence between Geraldton and the economic and trade activity within the Mid West hinterland; Geraldton’s capacity to service and support these activities is intrinsically linked to the viability of inland industries and communities (Mid West Development Commission, 2015).

The Narngulu Industrial Estate and Oakajee Strategic Industrial Area lie south and north of Geraldton, respectively. The Murchison minerals province also supports significant mining projects in gold, iron ore, lithium, vanadium, nickel, copper, titanium oxide and critical minerals.

Due to its optimal natural wind and solar resources, the Mid West region is considered an emerging renewable energy zone.

### 3.4.1 Strategic and policy drivers for change

Several key local and regional strategies and policies underscore industry, economic and infrastructure development within the Mid West Region:

#### Infrastructure WA State Infrastructure Strategy (2022)

The Infrastructure WA State Infrastructure Strategy (2022) outlines cross-cutting themes identified to examine the relationships across multiple sectors, embed consistent practices, and, in the process, identify opportunities for improved cross-sectoral alignment and efficiencies. These themes provide a contemporary context for growth within the Mid West region, considering digital connectivity and technology, asset management, infrastructure delivery, planning and coordination, regional development, climate change and sustainability, and Aboriginal cultural heritage, wellbeing, and enterprise.



## **Mid West Development Commission Mid West Regional Blueprint (2015)**

The Mid West Regional Blueprint (2015) identifies key global, national, and regional trends driving challenges and opportunities within the Mid West region. Notable insights include:

- Impacts of globalisation on the creation of new and growth of existing export markets, trade relations and business models.
- The role in changing community expectations drives an increasing focus on developing projects that support the desirability of the region as a place for young people to work and live.
- The pressures associated with housing stock for older residents due to the State's ageing population. Aged care accommodation is recognised as a significant challenge, and there is a requirement for additional smaller configuration housing to free up larger dwellings, which is required to support business and employment growth.
- Long-term viability of agriculture, fishing, and pastoralism considering challenges associated with sustainable practices and ensuring efficient production and global competitiveness.
- Sensitivities associated with the Mid West's natural ecosystems, including globally recognised biodiversity hotspots in marine and terrestrial environments.
- Climate change impacts affecting climate-sensitive industries (e.g. agriculture and fishing) and rising sea levels, which may impact development along parts of the region's coast.

## **City of Greater Geraldton Strategic Community Plan (2017-2027) and Local Planning Strategy (2015)**

The City of Greater Geraldton's Strategic Community Plan (2017) guides the future direction of the City and its community members. The Plan outlines shared community objectives and priorities, considering changes in community demographics, social issues, and local, national, and global influences.

Consultation undertaken by the City in the development of the Plan has reinforced several key community values that underpin community attitude toward local planning and development:

- A safe, interconnected, and well-maintained transport network that enables easy movement within the community.
- Options to access resources, knowledge, and technology in a safe, nurturing environment.
- A people-first approach to development and urban design.
- A desire to nurture a local sense of pride, safety and belonging.
- Cultivating a place where people can access, engage in, and celebrate arts, education, and heritage.
- Protecting, celebrating, and valuing the natural environment.

Additionally, the City's Local Planning Strategy (2015) highlights:

- Council support is needed to maximise the efficiency and development opportunity that exists within the Port area and adjoining 'Special Use – Port Industry' zone.
- Recognition of the importance of protecting transport corridors into the Port to enable Port operations.



- There is potential for significant recreation and tourism growth with the creation of the Houtman Abrolhos Islands National Park and subsequent state government budgeting of \$10 million for the sustainable tourism development of the Islands.
- A desire to encourage alternative transport modes through improved pedestrian and cycling infrastructure.

### 3.4.2 Current and historical projects

Geraldton's urban fabric and economy have been built on maritime infrastructure and industry; the first jetty was built within the townsite in 1857 (MWPA, 2020).

As the region's economy and industry have grown and diversified, the Port has responded to these changes and optimised its capacity to accommodate increases in trade.

According to MWPA's Port Master Plan (2020), significant State Government investment (\$103 million) enabled the Port Enhancement Project (PEP) to commence in 2002, including works to deepen the harbour basin and widen the entrance channel, construct the eastern breakwater and modify two berths and three ship loaders. This funding was complemented by an additional investment (\$151 million) into the Geraldton Southern Transport Corridor to construct new rail and road infrastructure and linkages.

A range of additional projects have also been undertaken to optimise Port capacity and efficiencies further:

- Berth 5 iron ore expansion.
- Construction of a dedicated Karara Mining iron ore export facility.
- Wharf 4 upgrades.
- Eastern breakwater tourism jetty.
- Marine Terrace roundabout project.
- DustTamer wind fence construction.

The following plans have been prepared to guide MWPA's future infrastructure planning and development:

- Geraldton Fishing Boat Harbour Development Plan (Taylor Burrell Burnett, 2022)
- Port of Geraldton Master Plan (MWPA, 2022).

## 4.0 Stakeholder consultation

### 4.1 Overview

MWPA conducted a comprehensive CSE program to inform the environmental approvals process for the PMaxP over an 11-week period, from July 26 to October 9, 2024. The purpose of the CSE program was to build awareness of the Project and gather feedback on actual and perceived social impacts. Insights were sought on key project elements to be assessed under the EP Act.

A diverse range of community and stakeholder groups were identified and consulted based on their level of interest and influence over different aspects of the Project. The methodology, stakeholder cohorts, engagement activities, and outcomes are documented in the PMaxP Engagement Summary Report (**Appendix C**).

This consultation process allowed Mid West Ports to better understand community sentiment, concerns and expectations regarding the Project.



## 4.2 Summary of key insights and themes

A range of insights and themes have been garnered through consultation undertaken with stakeholders and the community regarding PMaxP, discussed in the sections below.

Overall, the consultation process revealed a generally accepting and supportive community sentiment toward the Project. Key concerns focused on managing environmental impacts, preserving heritage values, and enhancing amenity and community use patterns. Ongoing engagement and transparent communication will be critical in maintaining this positive sentiment throughout Project delivery.

### 4.2.1 Environmental values

General feedback received through consultation forums highlights a strong community connection to environmental values:

- Protecting and preserving marine habitat and endangered species remains front of mind for general community and community interest groups.
- Community and stakeholders confirmed the significant value placed in the protection and celebration of the local sea lion population.
- The focus on environmental and coastal values highlights the intrinsic link between place identity and the marine environment in and around Geraldton for the community.

### 4.2.2 Heritage values and Aboriginal business participation

The Port has a long history of maritime heritage since its establishment in 1857. Furthermore, the Project area holds Aboriginal cultural heritage significance for the Yamatji People. These deep historical and heritage connections are valued by the community and should be acknowledged.

Consultation undertaken between MWPA and Yamatji Southern Regional Corporation (YSRC) confirms:

- YSRC is supportive of MWPA's intention to engage Yamatji Sea Rangers in PMaxP monitoring programs.
- There is a desire for stronger promotion of Aboriginal contribution to the development of the Port to date and enhancing long-term profitability of Aboriginal participation in PMaxP and future Port programs and development.
- MWPA is currently working closely with YSRC to negotiate a Heritage Agreement for the Port, in addition to broader ethnographic surveying.

### 4.2.3 Amenity considerations

Key amenity considerations associated with the PMaxP construction include visual impacts, dust, noise, and access to public and recreation amenities. The following insights have been garnered through the consultation process in relation to these factors:

- There were no concerns raised regarding visual impacts on coastal views from the proposed breakwater extension, suggesting the changes will be generally accepted.
- Dust is an ongoing community concern; however, the Project is not anticipated to increase dust volumes.



- Noise effects on sensitive receptors near the Port was not raised as an issue or concern during consultation.
- Maintaining public access and recreation opportunities around the Port is noted as an important consideration.

#### 4.2.4 Economic surroundings

The Port's maritime commercial activities are well-understood and accepted by the community. Consultation highlighted a community expectation that the Project will create local business opportunities and employment/skills development, including for Aboriginal participation. It was furthermore acknowledged that the PMaxP represents opportunities to unlock future cruise tourism. This was widely supported as a key focus area among stakeholder and community cohorts.

#### 4.2.5 Community use patterns

Community strategic priorities and values provide insight into current use patterns to be considered in Project planning and delivery:

- Recreational access and facilities near the Port, as well as active transport networks, need to be preserved or enhanced.
- Protection of public spaces and gathering areas in the vicinity of the Port development is important to the community.
- The Port's role in supporting maritime recreation is broadly acknowledged and accepted by community cohorts.

### 5.0 Impact assessment - Social Surroundings

The Guideline requires a clear demonstration of how physical or biological changes from a proposal directly affect social surroundings. This section systematically analyses these relationships, establishing clear causal pathways between project activities and social impacts.

#### 5.1 Social values and impact linkages

To establish clear linkages between Project activities and social impacts, the Study adopts a pathway analysis approach. This approach identifies specific project activities causing physical and/or biological changes and maps how these changes may affect social surroundings. An evaluation is undertaken to determine the significance of resulting social impacts. **Table 2** below shows how project activities may result in changes that affect social values.

**Table 2: Project activities and scoped impact pathways**

Project activity	Physical / biological change	Social impact pathway	Potentially affected social values
<b>Capital dredging</b>	<ul style="list-style-type: none"> <li>• Increased water turbidity.</li> <li>• Sediment distribution changes.</li> <li>• Marine habitat modification.</li> </ul>	<ul style="list-style-type: none"> <li>• Changed fishing access/success.</li> <li>• Modified recreational use.</li> <li>• Altered marine tourism conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• Commercial fishing operations.</li> <li>• Recreational fishing.</li> <li>• Community environmental values – (sea lions,</li> </ul>



Project activity	Physical / biological change	Social impact pathway	Potentially affected social values
			sea birds and shore birds). • Marine tourism. • Cultural heritage.
<b>Breakwater extension, tug harbour construction and berth construction</b>	<ul style="list-style-type: none"> <li>• Modified coastal processes.</li> <li>• Changed marine habitat.</li> <li>• Altered view scape.</li> </ul>	<ul style="list-style-type: none"> <li>• Beach access/use changes.</li> <li>• Visual amenity effects.</li> <li>• Modified recreational patterns.</li> </ul>	<ul style="list-style-type: none"> <li>• Coastal recreation.</li> <li>• Visual amenity.</li> <li>• Marine tourism.</li> <li>• Community identity.</li> </ul>

## 5.2 Heritage impacts

The assessment of heritage impacts considers both tangible and intangible heritage values potentially affected by the Project. This section examines maritime heritage associated with Geraldton's long port history since 1857 and the Aboriginal cultural heritage values of the Yamatji Peoples. The Study draws on recent Heritage Council determinations and the outcomes of consultation with the YSRC per the Yamatji Government Standard Heritage Agreement.

### 5.2.1 Regulatory context and requirements

The assessment of heritage impacts is guided by:

- *Environmental Protection Act 1986* (EP Act).
- *Aboriginal Heritage Act 1972* (AH Act).
- *Heritage Act 2018*.
- *Maritime Archaeology Act 1973*.

### 5.2.2 Baseline conditions and social values

Key considerations in relation to maritime and Aboriginal heritage, and associated social values is summarised in the sections below.

#### 5.2.2.1 Maritime heritage

Communication with the Heritage Council (July 2024) confirms:

- Geraldton Port (P9286) does not warrant State Register listing.
- Berths 1 and 2 and Cargo Shed (P27052) do not warrant individual listing.
- Heritage Council has no further involvement in Port development plans.

There was also one potential shipwreck (Shipwreck 742 – Unidentified Lighter) recorded in Champion Bay. Communication with the WA Shipwrecks Museum (June 2024) confirmed that the record was based on historical information and the WA Museum's Shipwreck Database coordinates are considered inaccurate. It is likely that the shipwreck was salvaged after foundering at anchor.



### 5.2.2.2 Aboriginal heritage

MWPA has completed consultation with YSRC regarding potential impacts of Aboriginal heritage from the PMaxP in accordance with the Yamatji Government Standard Heritage Agreement. This consultation included:

- Submission of an Activity Notice to YSRC detailing proposed PMaxP activities.
- Review by YSRC of the Project scope and potential heritage implications.
- Written confirmation (**Appendix D**) from YSRC that:
  - No additional heritage surveys are required.
  - No specific heritage management actions are needed.
  - A standard unexpected finds protocol during works is sufficient.

### 5.2.3 Impact assessment

**Table 3** below outlines the heritage impact assessment undertaken for this Study, with consideration of maritime heritage and Aboriginal cultural heritage values.

**Table 3: Heritage impact assessment**

Heritage aspect	Impact pathway	Significance of impact	Supporting evidence
<b>Maritime heritage</b>	Physical disturbance to heritage assets.	Negligible	<ul style="list-style-type: none"> <li>• Heritage Council determination.</li> <li>• Consultation with WA Shipwreck Museum.</li> </ul>
<b>Aboriginal heritage</b>	Ground disturbance affecting cultural values.	Negligible	<ul style="list-style-type: none"> <li>• YSRC consultation and Activity Notice response.</li> </ul>
<b>Cultural values</b>	Changes to coastal access and use.	Negligible	<ul style="list-style-type: none"> <li>• Maintained access routes.</li> <li>• Temporary construction impacts.</li> <li>• Stakeholder consultation.</li> </ul>

### 5.2.4 Management measures

The following management protocols ensure protection of heritage values during PMaxP construction and operation.

#### 5.2.4.1 Maritime heritage

Maritime heritage values will be preserved during construction of PMaxP through the adoption of the following protocols:

- Unexpected maritime heritage finds protocol.
- Construction monitoring in historically sensitive areas.

#### 5.2.4.2 Aboriginal heritage

MWPA will ensure a site discovery procedure is adopted and communicated to all site staff and contractors in the case of sub-surface material, Aboriginal sites, objects, or ancestral remains.

Consultation with YSRC will continue throughout the PMaxP's delivery and operation.



## 5.2.5 Implementation Framework

Successfully protecting heritage values requires a structured approach to day-to-day operations and ongoing monitoring. The following framework outlines the suggested practical actions and systematic processes through which heritage management commitments will be implemented throughout the Project lifecycle.

### 5.2.5.1 Management controls:

Heritage values are managed through:

- Adoption of heritage induction requirements for construction personnel.
- Implementation of stop work procedures for unexpected finds.

### 5.2.5.2 Monitoring and reporting:

The following actions will be undertaken to ensure ongoing management of heritage values throughout the PMaxP's construction and operational phases:

- Regular consultation with YSRC.
- Documentation of any heritage discoveries.

## 5.2.6 Assessment outcome

The Study concludes that heritage impacts are negligible, based on clear determinations from key stakeholders and regulatory bodies. This assessment is supported by:

- Heritage Council determination confirming no State Register listing is warranted.
- Written confirmation from YSRC that no specific heritage management actions are required beyond standard construction protocols.
- No registered Aboriginal heritage sites within the Project area.
- No maritime heritage features requiring protection.

Management measures are limited to:

- Standard unexpected finds protocol during construction.
- Heritage awareness in site inductions.
- Incident reporting procedures.

The combination of the Heritage Council determination and the YSRC Activity Notice response provides strong evidence that the Project will not significantly harm heritage values under the EP Act. The simple management framework reflects the low-risk nature of the Project's heritage interactions.

## 5.3 Amenity impacts

The assessment of amenity impacts focuses on the qualities that contribute to community wellbeing and liveability within the Primary Zone, encompassing 5,181 residents. This evaluation considers changes to visual amenity, air quality, and noise environments, particularly noting the high proportion of elderly residents (27.7% aged 65 years old and over) who may have increased sensitivity to amenity changes. The assessment is framed by existing regulatory requirements, including Environmental Licence L4275/1982/15, and builds on established monitoring programs and management systems.



### 5.3.1 Regulatory context and requirements

Assessment and management of amenity impacts are governed by:

- *Environmental Protection Act 1986* (EP Act).
- Environmental Licence L4275/1982/15.
- Mid West Ports' operational procedures and standards.
- Environmental Protection Authority *Environmental Factor Guideline – Social Surroundings* (the Guideline).

### 5.3.2 Baseline conditions

The following is noted in relation to the current status of key amenity considerations in proximity to the Port:

#### 5.3.2.1 Air quality

- The existing air quality monitoring network encompasses:
  - Port boundary monitoring stations.
  - Offsite monitoring station.
- MWPA operations are subject to compliance with L4275/1982/15 requirements.

#### 5.3.2.2 Noise environment

- The Study's primary zone contains 5,181 residents.
- Sensitive receptors include:
  - Residents located within the suburb of West End, 42.9% of whom are aged 65 years and over.
  - Residential areas within 1 km of the Port.
  - Tourism and hospitality businesses.
  - Existing port operational noise environment.

#### 5.3.2.3 Visual amenity

- The township of Geraldton has been built around maritime infrastructure, since 1857.
- The existing visual environment is characterised by a flat to gently undulating landscape mostly taken up with urban development of Geraldton and its outer suburbs.
- The City features strong integration with the coastal landscape; urban development is generally set back from the coastal foreshore allowing public access and enjoyment of Town beaches and surrounding areas.
- While the coastline is recognised as a key landscape and visual value, the coastline is not pristine with numerous modifications such as groynes, breakwaters, and the heavily industrial environment of the Port.
- The sight of bulk cargo ships at the Port or out to sea is also a noticeable feature of these views.
- Key locations with views of the Port include:



- Town beaches and coastal viewpoints in proximity to the Port.
- Tourism facilities including hospitality venues along the Geraldton Foreshore and Esplanade.
- Public spaces including look outs, parks and reserves.

### 5.3.3 Impact assessment

**Table 4** below outlines the amenity impact assessment undertaken for this Study, with consideration of air quality, noise environment, and visual amenity aspects.

**Table 4: Amenity impact assessment**

Amenity aspect	Impact pathway	Significance of impact	Supporting evidence
Air quality	Construction dust generation affects Primary Zone receptors.	Minor	<ul style="list-style-type: none"> <li>• PEP assessment history.</li> <li>• Monitoring data.</li> <li>• Stakeholder concern.</li> <li>• Implementation of dust controls.</li> <li>• Monitoring program.</li> <li>• Operational procedures.</li> </ul>
Noise	Construction and operational noise affect Primary Zone receptors.	Moderate	<ul style="list-style-type: none"> <li>• Noise modelling outcomes.</li> <li>• Demographic sensitivity.</li> <li>• Construction timing controls.</li> <li>• Equipment specifications.</li> <li>• Operational procedures.</li> </ul>
Visual	Changed port infrastructure and associated changes to vessel docking locations within the Port area affects valued landscapes.	Minor	<ul style="list-style-type: none"> <li>• Landscape and Visual Impact Assessment outcomes.</li> <li>• Design optimisation, including no ship loader on Berth 1 and viewshed protection.</li> <li>• No recorded community or stakeholder concern.</li> </ul>



### **5.3.4 Management measures**

The following management measures ensure protection of amenity values during the construction and operational phases of the Project.

#### **5.3.4.1 Air quality management**

Air quality impacts are managed through:

- Continued implementation of L4275/1982/15 requirements.
- Implementation of construction dust management protocols.
- Regular monitoring and reporting.
- Adoption of a responsive management framework.

#### **5.3.4.2 Noise control**

Noise control is addressed through the development and implementation of the following plans:

- Construction Noise Management Plan (CNMP).
- The existing MWPA Operational Noise Management Plan.

#### **5.3.4.3 Visual impact mitigation**

Visual impacts associated with the PMaxP are minimised through:

- Optimisation of the tug harbour footprint.
- Design considerations, including form and finish of structures to integrate and match with surroundings.
- Management plans to reduce visual impact during construction.
- Maintenance of key viewpoints.

### **5.3.5 Implementation Framework**

Protecting amenity values requires a structured approach to day-to-day operations and ongoing monitoring. The following framework outlines the suggested practical actions and systematic processes through which amenity management commitments will be implemented throughout the Project lifecycle.

#### **5.3.5.1 Operational controls**

Key operational controls to be implemented to protect amenity values includes:

- Continued Environmental license compliance.
- Implementation of construction management procedures.
- Regular monitoring programs.
- Adoption of stakeholder communication protocols.

#### **5.3.5.2 Performance monitoring**

Amenity values are monitored throughout the PMaxP's construction through:

- MWPA's air quality monitoring network.



- Noise compliance checking.
- Existing MWPA community feedback mechanisms.
- Regular reporting requirements.

### 5.3.6 Assessment outcome

The assessment of amenity impacts demonstrates that the Project's effects on community amenity can be effectively managed through established frameworks and committed mitigation measures. The existing Environmental Licence L4275/1982/15 provides a robust foundation for managing key amenity considerations, particularly dust and noise, with a demonstrated compliance history providing confidence in management capabilities.

The Environmental Noise Impact Assessment completed for the PMaxP indicates that the majority of construction and operational noise will be masked by existing background noise. In instances where exceedances are anticipated, potential impacts will be managed through the CNMP and existing operational management processes.

The Landscape and Visual Impact Assessment (SLR, 2024) completed for the PMaxP concludes that the Project is well positioned to minimise the impact on the landscape and visual amenity of the site and surrounding area.

Overall amenity impact is assessed as manageable based on the following:

- Established Port operations and general community resilience against operational noise impacts.
- Established regulatory compliance mechanisms.
- Design modifications to minimise impacts.
- Project infrastructure elements are assessed to likely be visually absorbed or integrated within the existing port infrastructure, limiting visually dominant elements to transient cruise or cargo ships.
- Comprehensive monitoring framework.
- Strong community and stakeholder engagement program.

Based on these factors, the assessment concludes that amenity impacts do not meet the threshold of significant harm under the EP Act. The combination of regulatory compliance, design optimisation, comprehensive monitoring, and demonstrated stakeholder acceptance provides confidence that amenity values will be appropriately protected throughout Project implementation.

## 5.4 Economic impacts

This assessment considers impacts to commercial fishing operations and tourism activities that could be directly affected by environmental changes resulting from port development activities.

Key economic activities potentially affected by physical and biological changes include:

- Commercial fishing operations, particularly live cray exporters operating in proximity to the Project development envelope.
- Maritime tourism operations that utilise the Port and affected marine environment.

### 5.4.1 Regulatory context and requirements

The economic impact assessment considers:



- *Environmental Protection Act (1986)* requirements for direct economic effects.

#### 5.4.2 Baseline economic environment

The following summation of the baseline conditions is noted in relation to the economic context in which PMaxP will be developed:

##### Regional context

- Agriculture, forestry and fishing sector employs 733 people (4.1% of employment).
- Tourism supports 976 jobs (5.4% of total employment).
- Strong maritime business presence in the Primary Zone.

#### 5.4.3 Impact assessment

Error! Reference source not found. below outlines the economic impact assessment undertaken for this Study, with consideration of the Port's regional operating context and economic integration with key economic aspects.

**Table 5: Economic Impact Assessment**

Economic aspect	Impact pathway	Significance of impact	Supporting evidence
<b>Commercial fishing</b>	Modified access requiring changes to fishing operations. Potential impacts to water quality around the live cray processing sea water intakes.	Negligible	<ul style="list-style-type: none"> <li>• Large employer and economic contributor.</li> <li>• Stakeholder consultation showing adaptation capacity.</li> <li>• Implementation of other environmental management plans</li> </ul>
<b>Tourism operations</b>	Changed maritime infrastructure affecting tourism activity.	Negligible	<ul style="list-style-type: none"> <li>• Large employer and economic contributor</li> <li>• Strong stakeholder support</li> </ul>

#### 5.4.4 Management measures

Potential economic implications to commercial fisheries and tourism associated with the PMaxP are primarily mitigated through effective management of Port operations throughout project delivery and the implementation of other environmental management plans including:

- Marine Construction Environmental Management Plan (MCEMP)
- Marine Environmental Quality Monitoring and Management Plan (MEQMMP)
- Development of the Marine Fauna Management Plan (MFMP)

MWPA will also continue to consult with Port users throughout the Project during project delivery to understand potential concerns or feedback.



#### 5.4.5 Assessment outcome

The assessment concludes that potential economic impacts arising from physical and biological changes will be negligible based on:

- The limited spatial extent of environmental changes that could affect commercial fishing operations.
- Established management measures through the MCEMP and MEQMMP that will protect water quality for live cray operations.
- Demonstrated adaptability of tourism operations to modified maritime infrastructure.
- Ongoing stakeholder engagement indicating effective management of concerns.

Implementing environmental management plans, particularly the MCEMP, MEQMMP, and MFMP, will ensure that any potential impacts to water quality or marine fauna that could affect commercial fishing or tourism operations are effectively managed. Continued consultation with affected stakeholders will allow for adaptive management if required.

### 5.5 Recreational and community use impacts

This section evaluates changes to established community use and recreation patterns within the Port and coastal environment. The assessment considers the community's demonstrated high utilisation of coastal areas, reflected in elevated active transport rates (6.2% walking, 2.4% cycling compared to Greater Geraldton averages) and strong coastal values within the community. It examines how Project activities may affect these patterns. Particular attention is paid to maintaining and enhancing community access while managing temporary construction disruption.

#### 5.5.1 Regulatory context and requirements

The assessment considers:

- *Environmental Protection Act 1986*.
- Northern Beaches Stabilisation Programme (MWPA, 2006).
- Mid West Ports operational procedures.
- Local planning frameworks.
- Coastal access requirements.

#### 5.5.2 Baseline conditions

Key community use areas in proximity to the Port include:

- Fishing Boat Harbour (FBH).
- Coastal pathways.
- Public viewing areas such as the Esplanade and Geraldton Foreshore.
- Recreational fishing zones.
- Town Beaches.

Community use of these public spaces is enabled through an extensive active transport network in the area and established coastal access routes. Geraldton's coastline has a high



recreational value; current use patterns are heavily driven by significant tourism activity and a strong maritime recreation presence.

### 5.5.3 Impact assessment

**Table 6** below outlines the recreational and community use impact assessment undertaken for this Study.

**Table 6: Recreational and community use impact assessment**

Aspect	Impact pathway	Significance of impact	Supporting evidence
<b>Active transport routes</b>	Construction activities that affect the use and enjoyment of coastal access paths.	Minor	<ul style="list-style-type: none"> <li>High levels of active transport in the area.</li> <li>Proximity of works near Berth 1 to the Esplanade walking area.</li> </ul>
<b>Maritime recreation and fishing</b>	Port infrastructure changes and dredging affect maritime recreation.	Moderate during construction to Moderate (benefit) once complete.	<ul style="list-style-type: none"> <li>Fishing Boat Harbor user and access patterns.</li> <li>Temporary turbidity impacts.</li> <li>Yacht club operations.</li> <li>Stakeholder consultation feedback.</li> <li>Temporary construction disruption.</li> <li>Enhanced long-term facilities.</li> <li>Reduced surge impacts on Batavia Coast Marina.</li> </ul>
<b>Beach access</b>	Modified coastal processes affect beach amenity and useability.	Moderate	<ul style="list-style-type: none"> <li>Continued implementation of the Northern Beaches Stabilisation Programme (NBSP) through the Coastal Processes Management Plan (CPMP).</li> <li>Community sensitivity to beach changes.</li> <li>Historical erosion concerns.</li> </ul>



Aspect	Impact pathway	Significance of impact	Supporting evidence
			<ul style="list-style-type: none"> <li>Ongoing management framework.</li> </ul>
<b>Community gathering spaces</b>	Infrastructure changes alter the way people use public spaces.	Minor	<ul style="list-style-type: none"> <li>Maintained key community areas.</li> <li>Enhanced facilities planned.</li> <li>Strong historical port connection.</li> <li>Community value integration.</li> </ul>

### 5.5.4 Management measures

The assessment highlights maritime recreation and public access as key factors associated with community use of public spaces. Community use patterns are protected or enhanced through consideration of the following management protocols.

#### 5.5.4.1 Maritime recreation management:

Protection of maritime recreation activities is managed through:

- Optimisation of the tug harbour design to reduce footprint.
- Maintaining key access points during construction.
- Integration of maritime recreation activities with existing Port operations.
- Regular community and stakeholder communication.

#### 5.5.4.2 Public access:

Community access to coastal amenities is maintained through:

- Continued implementation of the NBSP through the CPMP.
- Monitoring of coastal processes and access patterns.
- Community engagement through established frameworks.

### 5.5.5 Implementation Framework

Managing the impacts of recreational and community use requires a structured approach that recognises the importance these spaces hold in the daily lives of communities. The following framework outlines the suggested practical action through which management commitments will be implemented throughout the Project lifecycle.

#### 5.5.5.1 Communication strategy:

The Project's ongoing communications strategy will encompass:

- Regular community updates.
- Real-time access to information.
- Dedicated stakeholder liaison.
- Clear feedback mechanisms.



### 5.5.5.2 Monitoring program:

Satisfaction surveys and complaints tracking will provide opportunities for community and stakeholder feedback and regular review of identified concerns.

### 5.5.6 Assessment outcome

The assessment of recreational and community use impacts demonstrates that while the Project may temporarily modify established use patterns, these changes can be effectively managed while delivering long-term recreational benefits. Short-term disruptions during construction will be carefully managed through clear communication, alternative access provisions, and staged implementation. The Project's commitment to maintaining and enhancing recreational values is demonstrated through planned improvements to public facilities, viewing areas, and maritime infrastructure.

The assessment concludes that recreational and community use impacts are manageable and will ultimately deliver positive outcomes through:

- Maintained access to key recreational areas.
- Enhanced public facilities and viewing areas.
- Improved maritime infrastructure.
- Better integration of port and community spaces.
- Reduced surge impacts to the Batavia Coast Marina.

This conclusion is supported by:

- Comprehensive management frameworks.
- Strong stakeholder engagement.
- Clear enhancement initiatives.
- Demonstrated community resilience.

The combination of targeted management measures, enhancement initiatives, and clear communication protocols provides confidence that recreational and community values will be protected and enhanced through Project implementation.

## 6.0 Conclusion

The Social Surroundings Study demonstrates that the PMaxP can be implemented while protecting social values and delivering positive outcomes for the Geraldton community. The evaluation carefully considered how physical and biological changes from the Project directly affected social surroundings, as required by the Guideline.

The key findings of the Study are summarised as follows:

### Heritage values:

- Maritime heritage impacts are negligible, supported by the Heritage Council's July 2024 determination.
- Aboriginal cultural heritage impacts are negligible based on the Activity Notice Response (**Appendix D**) and are being effectively managed through engagement with YSRC.
- Proposed YSRC management protocols provide appropriate protection for cultural values.



### **Amenity considerations:**

- Design modifications minimise visual impacts, including no ship loader on Berth 1.
- The existing regulatory framework (Environmental Licence L4275/1982/15) provides robust management controls for potential nuisance emissions such as dust and noise.
- Community consultation reveals limited concern regarding visual changes to Champion Bay.

### **Economic outcomes:**

- The PMaxP will result in temporary and reversible impacts to access for the FBH fishing fleet during construction. No significant impacts on the ongoing commercial fishing or tourism operations are anticipated.

### **Recreational and community use:**

- Temporary modifications to established patterns will be actively managed.
- The continued implementation of the Northern Beaches Stabilisation Programme (NBSP) through the Coastal Processes Management Plan (CPMP), addresses coastal process changes.
- Long-term improvements to public facilities and maritime infrastructure.
- Maintained access to valued recreational areas.
- Reduced surge impacts on the Batavia Coast Marina.

The Study has benefited from extensive stakeholder engagement, revealing generally neutral to positive sentiment toward the Project. This likely reflects the community's fundamental familiarity with and acceptance of the Port's role, demonstrated through its 167-year history of operations since 1857.

Management measures are proportionate to the significance of identified impacts and include:

- Comprehensive monitoring frameworks.
- Clear communication protocols.
- Adaptive management approaches.
- Strong community and stakeholder engagement programs.

Based on these findings, the Study concludes that the Project will not result in significant harm to social values. The PMaxP is anticipated to deliver positive outcomes for the community and is aligned with EPA objectives for social surroundings.

The combination of design considerations, management measures, and enhancement initiatives provides confidence that the Project can be implemented while protecting and enhancing social values in the Greater Geraldton region.



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# **Appendix A    Community Sentiment Analysis and Social Risk Assessment**

## **Social Surroundings Study**

**Geraldton Port Maximisation Project**

**Mid West Ports Authority**

SLR Project No.: 675.072500.00003

10 February 2025



# Community Sentiment Analysis and Social Risk Assessment

## Geraldton Port Maximisation Project

### Mid West Ports Authority

Level 3, 3 Ord Street, West Perth, WA 6005

Prepared by:

**SLR Consulting Australia**

SLR Project No.: 675.072500.00003

12 June 2024

Revision: 1

## Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
0	5 June 2024	Brody MacLeod	Astrid Ruban	Alysia Woodward
1	12 June 2024	Brody MacLeod	Astrid Ruban	Alysia Woodward
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## Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Mid West Ports Authority (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.



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## Acronyms and Abbreviations

CSE	Communications and Stakeholder Engagement
CSEP	Community and Stakeholder Engagement Plan
LGA	Local government area
Mtpa	Million tonnes per annum
MWPA	Mid West Ports Authority
PMaxP	Port Maximisation Project
SEIFA	Socio Economic Indexes for Areas
The Port	The Port of Geraldton



## 1.0 Introduction

### 1.1 Purpose of this document

This Community Sentiment Analysis and Social Risk Assessment (the assessment) seeks to establish a baseline understanding of key social issues, risks, and considerations in relation to Mid West Port Authority's (MWPA) Port Maximisation Project (PMaxP; the Project).

The assessment encompasses a desktop literature review and analysis of a range of internal MWPA documentation and information, demographic and economic data, and external stakeholder and government plans, policies, and reports.

Findings from the assessment will inform the development and refinement of the Project's Community and Stakeholder Engagement Plan (CSEP), which will adopt a risk-based approach to address areas of community interest and concern and actual or perceived potential social risk.

### 1.2 Methodology

The methodology adopted to inform this assessment incorporates the following tasks:

- Review of project communities including demographic characteristics, values, potential vulnerabilities, and sentiment toward MWPA and its associated projects.
- Review of available project information and previous communications and engagement outcomes.
- Review of available historical technical investigation and social impact assessment data.
- Consideration of potential social risks, issues, and mitigations.
- Recommendations for further investigation and next steps.

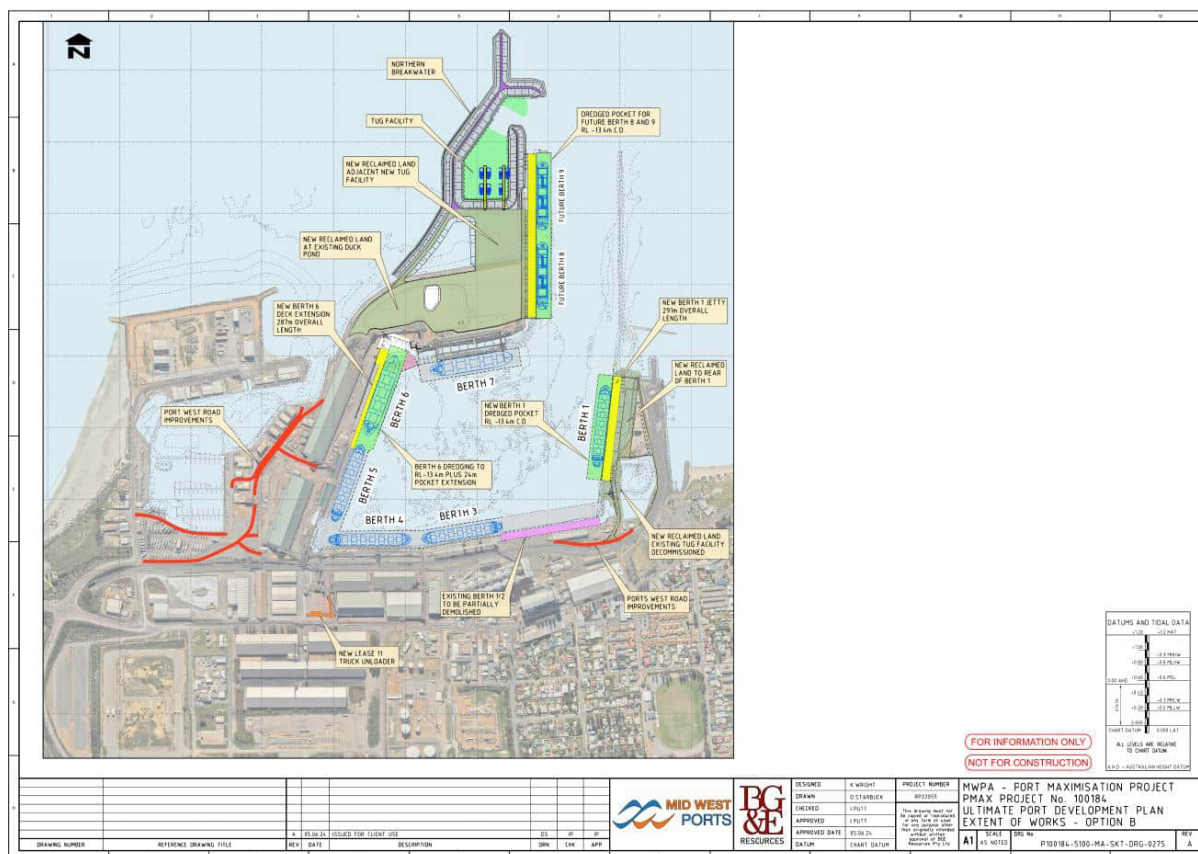
### 1.3 Project overview

MWPA is responsible for the control and management of the Port of Geraldton (the Port). The Port currently encompasses seven commercial berths and associated marine assets providing critical supply chain infrastructure for the mining, agriculture, and fishing sectors within Western Australia's Mid West region.

In response to significant projected throughput increase over the next ten years, the Port Maximisation Project (PMaxP) is being progressed to maximise the utilisation and flexibility of the Port's capacity. To be completed over a four-year period, the Project will seek to facilitate forecasted growth in export trade from 16 Million tonnes per annum (Mtpa) to 25 Mtpa by 2026.

Key enabling works to be completed as part of PMaxP are depicted in **Figure 1**.





**Figure 1: Overall Port plan and extent of new works**

The extent of the Project's works include:

- Increase product in-load capacity (via road) by the installation of new truck unloaders
- Maximise in-load and out-load connectivity to storage
- Demolition of existing Berth 2
- New construction of Berth 1
- Reclamation works to pilot boat area of the tug harbour
- Port road network improvements to facilitate heavy vehicle access through the Port
- Temporary and permanent relocation of existing infrastructure to accommodate works
- Surge mitigation strategies to enhance the operability of berths
- Procurement and installation of a new ship loader to be installed at Berth 6
- Increased capacity at Berth 6 to accommodate Panamax size vessels
- Outload conveyor from new materials storage area to the new Berth 6 ship loader
- Berth 8/9 construction (works outside of PMaxP construction scope)

The Project is currently progressing investigations to support the necessary statutory approvals under both State and Commonwealth environmental legislation. A program of



engagement will be undertaken with appropriate community and stakeholder cohorts to build awareness of PMaxP and support the Project's understanding of actual and perceived social risks. Information garnered from the engagement program will inform the development of a Social Surroundings study as part of the Project's overarching environmental review document.

Engagement will seek community and stakeholder insight and feedback surrounding specific phases of the Project pertaining to the intended referrals under Part IV of the *Environmental Protection Act 1986* (EP Act) and *Environmental Protection Biodiversity Conservation Act 1999* (EPBC Act), including:

- Maintenance dredging activities adjacent Berth 1
- Tug harbour construction
- Capital dredging activities associated with:
  - Berth 1
  - Berth 6
  - Berth 8/9
  - Tug harbour
- Wharf deck construction:
  - Berth 6 wharf deck extension and piling
  - Tug harbour piling
  - Berth 8/9 wharf deck
  - Berth 1 construction and revetment including associated reclamation area and interfacing roadworks.

The following Project works have been excluded from the communications and engagement scope:

- Ocean Street multi-user storage sheds and truck unloaders, including overhead conveyors from Ocean Street sheds to Berth 6.
- Berth 6 new ship loader and gallery conveyor.



## 2.0 Social context appreciation

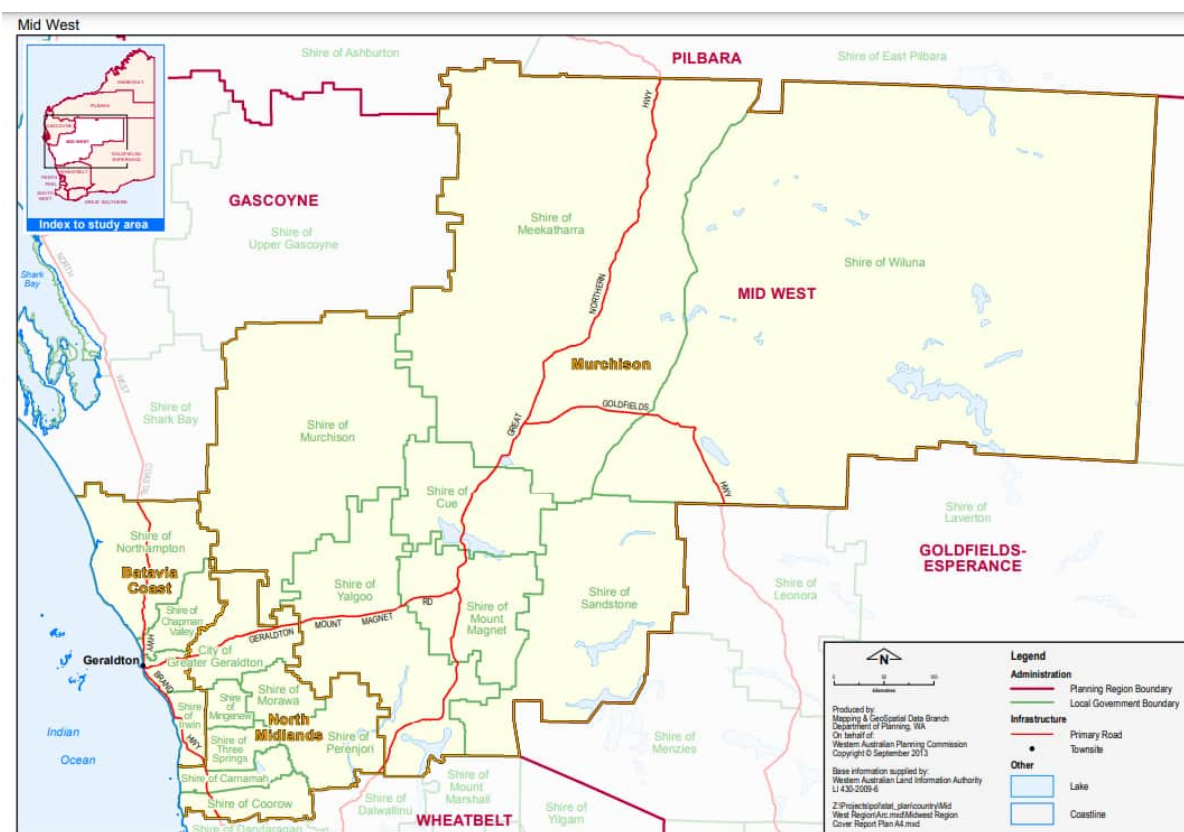
### 2.1 Regional profile

The Mid West region of Western Australia is situated in the central – western part of the state, spanning approximately 285,000km<sup>2</sup> and featuring three distinct sub-regions, each with their own unique economic profiles: the Batavia Coast, Murchison, and North Midlands (Mid West Development Commission [MWDC], 2024).

The region features resilient mining, agriculture, and fishing industries, coupled with strong tourism, retail, manufacturing, construction, logistics and population servicing sectors. The annual economic output of the region is \$17.311 billion (REMPPLAN, 2024). The mining industry sector currently makes the greatest contribution to economic output, accounting for 48.5% of total output (REMPPLAN, 2024). The diversity and adaptiveness of the region’s industry profile is underpinned by an abundance of natural resources, minerals, and fertile agricultural zones (MWDC, 2024).

Sixteen local government areas (LGAs) exist within the region (MWDC, 2024). The Port is located within the City of Great Geraldton. Peripheral LGAs include Shires of Chapman Valley, Irwin, Mingenew and Morawa.

The region’s LGA and sub-regions are outlined in **Figure 2** below.



**Figure 2: WA Planning Commission Mid-West Region Map**

The traditional owners of the Mid West region are the Yamatji Aboriginal people; 9.7% of the City of Greater Geraldton community identify as Aboriginal or Torres Strait Islander, above the regional average of 9.5% (Australia Bureau of Statistics [ABS], 2021).



Geraldton is the largest population centre within the region, where approximately 70% of the region's population resides. With the majority of the region's economic drivers based inland, there is a strong co-dependence between Geraldton and the economic and trade activity within the Mid West hinterland; Geraldton's capacity to service and support these activities is intrinsically linked to the viability of inland industries and communities (Mid West Development Commission, 2015).

The Narngulu Industrial Estate and Oakajee Strategic Industrial Area lie to the south and north of Geraldton, respectively. Additionally, the Murchison minerals province supports a range of significant mining projects in gold, iron ore, lithium, vanadium, nickel, copper, titanium oxide and critical minerals.

Due to optimal natural wind and solar resources, the Mid West region is considered an emerging renewable energy zone.

## 2.2 Strategic and policy drivers for change

Several key local and regional strategies and policies underscore industry, economic and infrastructure development within the Mid West Region:

### **Infrastructure WA State Infrastructure Strategy (2022)**

The Infrastructure WA State Infrastructure Strategy (2022) outlines cross-cutting themes identified to examine the relationships across multiple sectors, embed consistent practices and, in the process, identify opportunities for improved cross-sectoral alignment and efficiencies. These themes provide a contemporary context for growth within the Mid West region, with consideration to digital connectivity and technology, asset management, infrastructure delivery, planning and coordination, regional development, climate change and sustainability and Aboriginal cultural heritage, wellbeing, and enterprise.

### **Mid West Development Commission Mid West Regional Blueprint (2015)**

The Mid West Regional Blueprint (2015) identifies key global, national, and regional trends driving challenges and opportunities within the Mid West region. Notable insights include:

- Impacts of globalisation on the creation of new, and growth of existing, export markets, trade relations and business models.
- The role in changing community expectations driving an increasing focus on developing projects that support desirability of the region as a place for young people to work and live.
- The pressures associated with housing stocks for older residents as a result of the State's ageing population, recognising aged care accommodation is already a significant challenge and there is a requirement for more smaller configuration housing to free up larger houses required to support business and employment growth.
- Long-term viability of agriculture, fishing, and pastoralism with consideration to challenges associated with sustainable practices and ensuring efficient production and global competitiveness.
- Sensitivities associated with the Mid West's natural ecosystems, including globally recognised biodiversity hotspots in marine and terrestrial environments.
- Climate change impacts affecting climate sensitive industries (e.g. agriculture and fishing), and rising sea levels which may impact development along parts of the region's coast.



## **City of Greater Geraldton Strategic Community Plan (2017-2027) and Local Planning Strategy (2015)**

City of Greater Geraldton's Strategic Community Plan (2017) provides guides the future direction of the City and its community members. The Plan outlines shared community objectives and priorities with consideration to changes in community demographics, social issues, and local, national, and global influences.

Consultation undertaken by the City in the development of the Plan has reinforced a number of key community values that underpin community attitude toward local planning and development:

- A safe, interconnected, and well-maintained transport network that enables easy movement within the community.
- Options to access resources, knowledge, and technology in a safe, nurturing environment.
- A people-first approach to development and urban design.
- A desire to nurture a local sense of pride, safety and belonging.
- Cultivating a place where people have access to, engage in, and celebrate arts, education, and heritage.
- Protecting, celebrating, and valuing the natural environment.

Additionally, the City's Local Planning Strategy (2015) highlights:

- Council support for maximising the efficiency and development opportunity that exists within the Port area and adjoining 'Special Use – Port Industry' zone.
- Recognition of the importance of protecting transport corridors into the Port to enable Port operations.
- The potential for significant recreation and tourism growth with the creation of the Houtman Abrolhos Islands National Park and subsequent State Government budgeting of \$10 million for the sustainable tourism development of the Islands.
- A desire to encourage alternative transport modes through improved pedestrian and cycling infrastructure.

## **2.3 Current and historical projects**

Geraldton's urban fabric has been built on the back of maritime infrastructure and industry; the first jetty was built within the townsite in 1857 (Mid West Ports Authority, 2020).

As the region's economy and industry has grown and diversified, the Port has responded to these changes and expanded its capacity to accommodate the increase in trade.

According to MWPA's Ports Master Plan (2020), significant state government investment (\$103 million) enabled the Port Enhancement Project to commence in 2002 including works to deepen the harbour basin and widen the entrance channel, construct the eastern breakwater and modify two berths and three ship loaders. This funding was complemented by an additional investment (\$151 million) into the Geraldton Southern Transport Corridor to construct new rail and road infrastructure and linkages.



A range of additional projects have also been undertaken to further optimise Port capacity and efficiencies:

- Berth 5 iron ore expansion.
- Construction of dedicated Karara Mining iron ore export facility.
- Wharf 4 upgrades.
- Eastern breakwater tourism jetty.
- Marine Terrace roundabout project.
- DustTamer wind fence construction.

The following plans have been prepared to guide MWPA's future infrastructure planning and development:

- Geraldton Fishing Boat Harbour Development Plan (Taylor Burrell Burnett, 2022)
- Port of Geraldton Master Plan (Mid West Ports Authority [MWPA], 2022)

## 3.0 Local community

### 3.1 Community profile

For the purposes of this analysis, key demographic characteristics have been considered for resident populations within City of Greater Geraldton, Shire of Chapman Valley and Shire of Irwin - in close proximity to the Port and Batavia Coast coastline - against the broader Mid West region averages.

**Table 1** provides a summary of key demographic characteristics of these resident populations.

**Table 1: Demographic summary of social localities**

	City of Great Geraldton		Shire of Chapman Valley		Shire of Irwin		Mid West Region	
	No.	%	No.	%	No.	%	No.	%
<b>Total population</b>	<b>39,489</b>		<b>1,556</b>		<b>3,680</b>		<b>54,981</b>	
Aboriginal and/or Torres Strait Islander Population	3,814	9.7%	74	4.8%	146	4.0%	5,200	9.5%
Median resident age	40 years		44 years		53 years		42 years	
Total families	10,147		426		984		13,682	
Total private dwellings	17,969		694		2,155		19,497	
Unoccupied private dwellings	2,057	12.6%	98	16.3%	410	22.2%	4,123	17.5%



	City of Great Geraldton		Shire of Chapman Valley		Shire of Irwin		Mid West Region	
Median weekly household income	\$1,536		\$2,046		\$1,168		\$1,455	
Top three industries of employment	Healthcare and social assistance 2,771	15.4%	Agriculture, Forestry and Fishing 136	18.21%	Agriculture, Forestry, Fishing 173	11.8%	Healthcare and social assistance 3,216	13.2%
	Retail trade 1,898	10.6%	Healthcare and social assistance 79	10.6%	Mining 163	11.1%	Education and training 2,435	10.0%
	Education and training 1,874	10.4%	Education and training 73	9.8%	Retail trade 145	9.9%	Retail trade 2,302	9.5%
Unemployed persons	977	5.2%	31	4.0%	58	3.8%	1,259	4.9%
Car to work (driver or passenger)	13,522	71.4%	498	66.7%	934	63.8%	17,063	66.7%
Residents working from home	781	4.1%	80	10.7%	133	8.8%	1,490	5.8%

The ABS (2021) demographic characteristics summarised in **Table 1** reflect typical trends of regional centres and remote townships across Australia.

The data highlights the concentration of younger residents (as indicated by the lower median age) in the regional employment and activity centre of Geraldton.

Data additionally outlines a high proportion of the local population in the Greater Geraldton LGA (71.4%) using a car as their primary mode of transport to work (ABS, 2021). This suggests the importance of local road network and infrastructure for this community.

Greater Geraldton also has a significantly lower unoccupied private dwelling rate (12.6%) compared to rural Shires and the regional average (ABS, 2021).

### 3.1.1 Socio-Economic Advantage and Disadvantage

This section of the assessment investigates the relative rate of socio-economic advantage and disadvantage of the Project region and surrounds using the ABS (2021) Socio-Economic Indexes for Areas (SEIFA) index. The following describes these tools and how the Project localities rank.

#### Index of Relative Socio-economic Advantage and Disadvantage

The Index of Relative Socio-economic Advantage and Disadvantage (IRSAD) summarises information about the economic and social conditions of people and households within an area. This index includes both relative advantage and disadvantage measures.

A low score indicates relatively greater disadvantage and a lack of advantage in general. For example, an area could have a low score if there are many households with low incomes or many people in unskilled occupation versus a few households with high incomes or a few people in skilled occupations.



A high score indicates a relative lack of disadvantage and greater advantage in general. For example, an area may have a high score if there are many households with high incomes or many people in skilled occupations versus a few households with low incomes or a few people in unskilled occupations.

### Quintiles

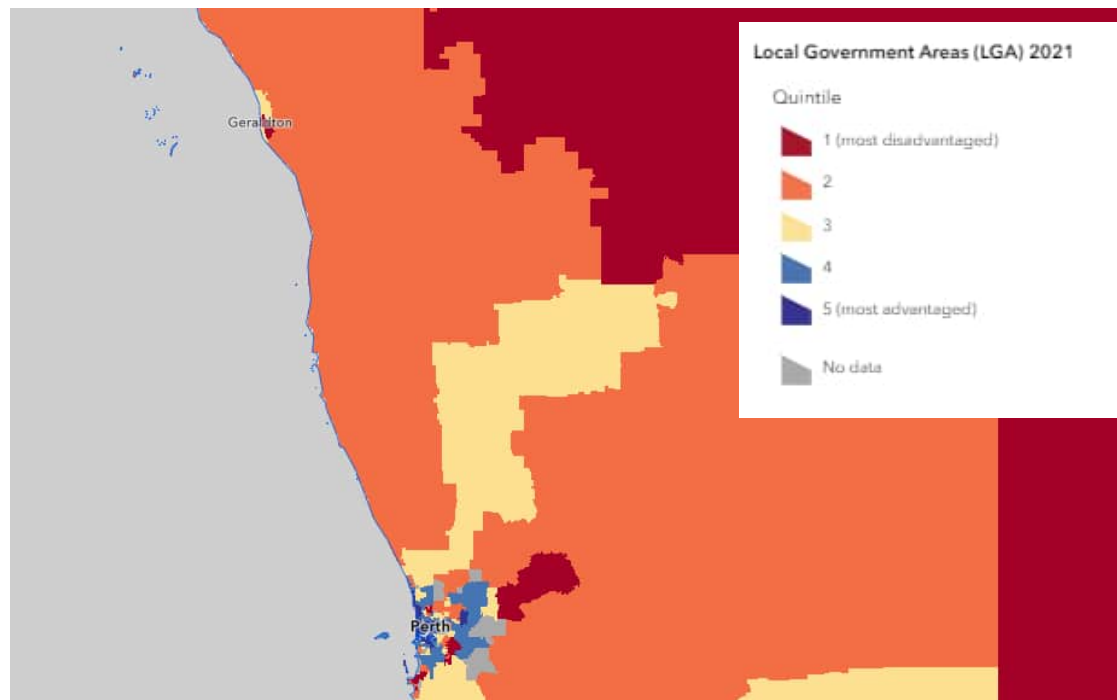
Quintiles divide a distribution into five equal groups. The lowest scoring 20% of areas are given a quintile number of one, the second-lowest 20% are given a quintile number of two, and so on up to the highest 20% of areas which is given a quintile number of 5.

The quintiles are area-based. This means that each quintile contains an equal number of areas, however may not contain an equal number of people or dwellings.

**Figure 3** provides a snapshot of quintile rankings for Statistical Area Level 2 (SA2) in proximity to the Port. SEIFA data highlights that the City of Geraldton includes populations of relative high disadvantage, even when compared with the more sparsely populated areas to the north, south and east which would typically display relative disadvantage due to low population density.

Relative disadvantage can be an indicator of various demographic trends including lower household incomes and higher rates of unemployment but may also reflect a concentration of unskilled or 'blue collar' workers, or transient residents or workforces including contractors or seasonal workers.

While not conclusive, this snapshot may reflect the high proportion of technical and trade workers and labourers typical in industrial operations such as a Port.



**Figure 3: Australian Bureau of Statistics Census of Population and Housing: Socio Economic Indexes for Areas (SEIFA) 2021 excerpt**



## 3.2 Community sentiment: key insights and themes

Review of available quantitative and qualitative data pertaining to historical project engagement outcomes has highlighted several key areas of interest and concern for community and stakeholders:

- 

**Traffic congestion and road infrastructure**  
Disruptions and changes to local and regional transport and access routes and increases in heavy haulage traffic.
- 

**Environmental protection and preservation**  
Environmental impacts associated with dredging activities and long-term implications on commercial fishing, marine ecosystems and coastal stability.
- 

**Access and connectivity to coastal amenities**  
Maintaining community access to coastal amenities, including pedestrian and cycling links.
- 

**Visual amenity and place identity**  
Changes to landscape and visual amenity and impacts on sense of place.
- 

**Noise, dust and pollution**  
Port expansion impacts on noise, dust and pollution.
- 

**Eco-tourism, aquaculture and commercial fishing**  
Protection, celebration and enhancement of nature-based assets and marine industries.

These areas of interest and concern can be further expanded to highlight fundamental community perspectives, desires, and perceptions informing community sentiment surrounding MWPA and the region's planning and development agenda. These themes consider insights from community and stakeholder cohorts with both direct and indirect interactions with MWPA.

### **There is a strong community connection to the environment.**

- There is a strong desire to ensure protection of threatened species is more clearly integrated in the planning and delivery of projects (Mid West Ports Authority, 2020).
- Preservation and coexistence with local sea lion population is a non-negotiable community value (Mills Wilson, 2001; URS Australia, 2001; Mid West Ports Authority, 2020).
- From an environmental perspective, community place value in and have expressed concerns regarding:
  - Long-term coastal stability and erosion and the potential of Port works to exacerbate existing challenges (Mills Wilson, 2001; Mid West Ports Authority, 2020).
  - Water quality and turbidity in proximity to Town Beach and in relation to live lobster exporter operations (where water is drawn via intake structure near



existing Port entrance) (Mills Wilson, 2001; URS Australia 2001; Geraldton Port Authority, 2010).

- Environmental impacts associated with the previously completed capital dredging as part of the 2002 Port Enhancement Project have resulted in concern toward and resistance against capital dredging activities (Geraldton Port Authority, 2001).

**Community place great value and pride in Geraldton’s coastal lifestyle and there is a desire to proactively protect, enhance and celebrate nature-based assets.**

- Geraldton’s place identity and urban fabric is intrinsically linked to the coastal environment, lifestyle and associated aquaculture.
- Pedestrian and cycling access and connectivity to beaches and local amenities is important to the community and residents (Mid West Ports Authority, 2020).
- Eco-tourism that leverages and celebrates Geraldton and surrounds’ unique environment is considered a key opportunity for the City (Mid West Ports Authority, 2020).
- Visual amenity is an important consideration – there is a perception within the community that with additional maritime infrastructure and increased Port operations, the natural outlook and sense of place associated with the Batavia coastline will be diminished (Mills Wilson, 2001).

**There is a desire among commercial fishing groups to not only protect existing operations and activities, but to actively stimulate sustainable growth within this industry.**

- There are increased sensitivities amongst commercial fishing groups, exacerbated by industry decline due to COVID-19 and other external factors, toward activities which may impact fishing operations (Metrix, 2022).
- It is recognised that the entire benthic community in the area is vitally important to the fishing industry (Geraldton Port Authority, 2001).
- There have been previous concerns noted regarding how dredging and construction activities may adversely affect rock lobster habitat, water quality and day-to-day commercial fishing operations (Mills Wilson, 2001; URS Australia 2001).
- There is an expectation among Fishing Boat Harbour users that MWPA must proactively support the local fishing industry through its projects to enable long-term industry viability (Metrix, 2022).

**The community must weigh the drivers and benefits of Port expansion against the practical implications of increased Port through-put.**

- Metrix’s MWPA Stakeholder and Community Survey (2022) highlight that the economic benefits associated with Port expansion are accepted and increasing trade through the Port is generally considered favourable, however minimising adverse impacts to existing lifestyle is of critical importance to residents.
- There is a preference for Oakajee to be considered in long-term expansion requirements to minimise impacts on the local community (MWPA, 2020).



- The impacts of increasing Port through-put on traffic congestion and increases in heavy haulage traffic through residential areas threatens the coastal lifestyle of the area valued by residents (MWPA, 2020).

**There is a softening sense of familiarity, reputation, advocacy, and satisfaction in MWPA among some stakeholder groups.**

- While stakeholders are largely satisfied with the Port's performance, there is an indication that some inconsistencies of service and communications has resulted in a softening of trust (Metrix, 2022).
- Inferences have been drawn from Metrix's MWPA Stakeholder and Community Survey (2022) that the perceived capacity of MWPA to manage increased trade, coupled with an understanding of the previous impacts associated with similar projects including the Port Enhancement Project (2012), has resulted in lingering wariness and legacy distrust resulting in a hesitancy to accept proposed expansion plans.
- A loss of visibility between community and MWPA because of reduced engagement throughout the COVID-19 period has impacted MWPA's reputational standing within the community (Metrix, 2022).

**Stakeholders do not consider MWPA and proposed expansion plans in isolation.**

- The cumulative impacts associated with other proposed infrastructure proposals and developments, along with socio-economic factors including future population growth impact public sentiment and concerns.
  - Anecdotally, there is some community concern regarding the transition to new industries within the region (e.g., renewable energy projects) that the Project will enable. A wariness regarding industry changes may compound any lingering resistance toward enabling projects, such as Port expansion works.
- The expansion of renewables across the region may result in logistical and traffic congestion challenges. Where infrastructure (e.g., wind turbines) arrives via the Port, the logistics of manoeuvring oversized loads may impact Port access routes and significantly disrupt industrial, commercial, and local traffic.



## 4.0 Social risk factors

Social risk typically holds different meanings and definitions within different discourses. Within the context of the Project, social risk refers to potential adverse impacts or consequences to one or more social entities (such as residents, Traditional Owners, or local businesses), created by an existing or planned project (Brereton, D. & Parmenter, J., 2006).

Unlike some other forms of risk, social risk is population-specific; it is heavily informed by socio-economic factors and social values and perceptions. Consequently, social risk can evolve over the project lifecycle and as a direct result to shifts in perceptions, experiences, and circumstances.

Considering the community and stakeholder sentiment explored in **Section 3.2 Community sentiment: key insights and themes**, social risk factors have been identified that relate to potential adverse impacts and consequences that may be experienced by social entities, as a direct result of the Project's implementation. These factors, along with potential mitigation considerations are outlined in **Table 2** below.

Further investigation is required to confirm the extent, degree, and likelihood of adverse impacts on Project communities. Social risks should be monitored and re-assessed periodically in response to community and stakeholder feedback and emerging information.



**Table 2: Social risk factors and mitigation considerations**

Social risk	Description	Mitigation considerations
<b>Disruption and/or displacement of aquaculture, eco-tourism and commercial fishing operations.</b>	<ul style="list-style-type: none"> <li>• Disruption to and/or displacement of existing commercial and recreational activities in the immediate vicinity of the harbour due to increased water turbidity associated with dredging activities.</li> <li>• Temporary impacts to water quality (for live lobster exporters drawing water from intake near existing Port entrance).</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure that detailed management plans consider outcomes of community and stakeholder engagement (such as concern about construction activities during peak tourism season) and that commitments and requirements of these plans are clearly communicated back to community.</li> </ul>
<b>Long-term adverse impacts to commercial fishing operations.</b>	<p>Perceived long-term impacts to commercial fishing operations associated with:</p> <ul style="list-style-type: none"> <li>• Changes to / loss of rock lobster habitat.</li> <li>• Increased severity and frequency of current dust impacts within Fishing Boat Harbour.</li> <li>• Increased shipping associated with additional throughput.</li> </ul>	<ul style="list-style-type: none"> <li>• Consultation with commercial fishing groups to understand opportunities for MWPA to support viability of industry through local support and initiatives.</li> <li>• Ensure detailed management plans consider issues and concerns garnered through community and stakeholder engagement activities and that commitments and requirements of these plans are clearly communicated back to community.</li> <li>• Establish MWPA relationship owner for fishing boat harbour users as a consistent touchpoint to address future impacts. Where impacts are addressed by MWPA, these should be clearly articulated back to relevant stakeholders to demonstrate understanding of stakeholder issues.</li> </ul>
<b>Diminishing sense of health and wellbeing for residents as a result of future increased throughput via port.</b>	<p>Diminishing sense of wellbeing for residents due to:</p> <ul style="list-style-type: none"> <li>• Significant increase in road train and heavy haulage traffic through residential area.</li> <li>• Proximity to major industrial artery</li> <li>• Health impacts associated with increased dust and noise pollution.</li> <li>• Change to visual aspects and amenity associated with increased port infrastructure, detracting from people's use and enjoyment of their properties.</li> </ul>	<ul style="list-style-type: none"> <li>• On-going consultation with LGA and community regarding township-port interface and opportunities to retain or enhance visual amenity.</li> <li>• Early and on-going communication and engagement with residents closest to the Port and construction activities to understand potential visual, noise and dust impacts and identify potential mitigation options.</li> </ul>



Social risk	Description	Mitigation considerations
<b>Local workforce competition.</b>	<ul style="list-style-type: none"> <li>Challenges attracting and retaining employees with competition associated with Project construction workforce requirements (100-150 workers required in peak construction, dependent on local supply)<sup>1</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>Engagement with local councils and business groups regarding local business requirements and necessary skills to improve preparedness of local business.</li> <li>Develop and implement local workforce strategies to minimise potential for movement of workers away from existing industries and build skills capacity within the City.</li> </ul>
<b>Road network pressure, safety, and degradation.</b>	<ul style="list-style-type: none"> <li>Peripheral road network pressure created with increased heavy haulage traffic through surrounding areas (e.g., Chapman Valley) and associated impacts on road safety and degradation<sup>1</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>Development of transport and traffic plans to manage movements and disruptions during construction phase that consider requirements, expectations and constraints of local and regional transport businesses.</li> <li>Ongoing consultation with LGAs and Main Roads WA to identify long-term safety and road degradation issues, and requirements for road infrastructure upgrades.</li> </ul>
<b>Housing and accommodation.</b>	<ul style="list-style-type: none"> <li>Adverse impacts to house pricing associated with proximity to heavy-haulage vehicle routes.</li> </ul>	<ul style="list-style-type: none"> <li>Engagement with local real estate and land agents and developers to understand concern and impact.</li> <li>Work with concerned communities and residents to understand impacts of noise, vibration and transport disruptions and consider potential to offer on-site monitoring.</li> <li>Consider proactive messaging regarding compensation, temporary relation and Project commitments to impacted residents and/or businesses and community uses.</li> </ul>
	<ul style="list-style-type: none"> <li>Reduced availability of affordable housing impacting low- or fixed-income households (increased housing stress or movement out of local private housing market).</li> </ul>	<ul style="list-style-type: none"> <li>Ensure that workforce accommodation planning considers opportunities to: <ul style="list-style-type: none"> <li>Maximise use of short-term accommodation.</li> <li>Encourage workers to consider accommodation options in multiple towns to reduce concentration of housing demand in Geraldton.</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>Reduced availability of visitor accommodation for travellers and holiday makers, reducing ability to meet tourism demand during peak seasons.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure the development and implementation of any workforce accommodation strategies prior to construction integrate insights from engagement with local accommodation providers and consider timing of major regional events and peak tourist periods.</li> </ul>

<sup>1</sup> Information supplied by MWPA as part of PMaxP Community and Stakeholder Engagement Program kick-off meeting.



Social risk	Description	Mitigation considerations
<b>Local business and resident disruption from construction activities.</b>	<ul style="list-style-type: none"> <li>Vibrational and noise impacts associated with piling construction affecting residents and local businesses.</li> <li>Interference may be experienced with recording devices used in court building, radio stations etc. due to low frequency noise of piling construction<sup>1</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing engagement and communication with sensitive receptors to identify opportunities to minimise disruption with consideration to strategic scheduling and timing of piling activities and provide adequate forewarning of upcoming construction.</li> </ul>
<b>Inequitable distribution of project benefits and exacerbation of social disparities.</b>	<ul style="list-style-type: none"> <li>Previously economically advantaged stakeholders / organisations / community members may disproportionately benefit from PMaxP.</li> <li>Vulnerable or disadvantaged community cohorts fail to have an opportunity to provide feedback regarding potential project impacts resulting in an exacerbation of social disparities.</li> </ul>	<ul style="list-style-type: none"> <li>Engagement to utilise a range of consultation mechanisms to ensure accessibility of information and equal opportunity for community cohorts to understand project impacts and provide feedback.</li> <li>Garner community insights and feedback on potential ways to support and incentivise disadvantaged cohorts (e.g. small business) to participate in project delivery.</li> </ul>
<b>Pressure on health and community services</b>	<ul style="list-style-type: none"> <li>Increased pressure on health and community services due to influx of non-local workforce.</li> <li>Impact on residents accessing services.</li> </ul>	<ul style="list-style-type: none"> <li>Engagement with managers of community facilities in towns closest to the Project regarding timings of potential influx of non-local workers to support service preparedness.</li> <li>Implement worker health and safety measures on site that consider engagement outcomes and opportunities to alleviate pressure on community services.</li> </ul>

<sup>1</sup> Information supplied by MWPA as part of PMaxP Community and Stakeholder Engagement Program kick-off meeting.



Social risk	Description	Mitigation considerations
<b>Loss of coastal amenity</b>	<ul style="list-style-type: none"> <li>Loss of coastal amenities associated with coastal erosion and changes to access and connectivity associated with road infrastructure upgrades.</li> </ul>	<ul style="list-style-type: none"> <li>Work with communities and established organisations to understand how the Project could assist in mitigating impacts and/or working with community on enhancement projects.</li> <li>Potential community partnerships or benefit scheme opportunities to be communicated with community as a demonstration of ongoing commitment to supporting environmental initiatives to address / mitigate coastal erosion.</li> <li>Consistent communication with broader community and environmental groups to share outcomes of monitoring and management activities.</li> <li>Engagement with LGAs and on-going knowledge sharing to support and enable infrastructure planning and development that effectively considers access and connectivity requirements.</li> </ul>
<b>Change in access for fishing boat harbour users.</b>	<ul style="list-style-type: none"> <li>Changes to usage and access to fishing boat harbour with impacts to travel distance for boat users navigating around new tug harbour<sup>1</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>Clear communications to articulate changes to relevant fishing boat harbour user groups.</li> </ul>
<b>Community values</b>	<ul style="list-style-type: none"> <li>Impact on community values relating to the environment due to adverse effects on marine ecosystem associated with dredging and construction activities.</li> </ul>	<ul style="list-style-type: none"> <li>Clear communication with community and environmental group stakeholders to share updates on monitoring and construction activities, in demonstration of ongoing commitment to protecting marine ecosystem.</li> </ul>
<b>Impacts to cultural constructs and traditional knowledge systems</b>	<ul style="list-style-type: none"> <li>Impact of project works and associated environmental and social impacts may affect local cultural constructs and traditional knowledge systems.</li> </ul>	<ul style="list-style-type: none"> <li>Involve traditional owner groups in engagement processes to understand cultural implications of Project.</li> <li>Respect and integrate traditional knowledge into project planning and delivery.</li> </ul>

<sup>1</sup> Information supplied by MWPA as part of PMaxP Community and Stakeholder Engagement Program kick-off meeting.



Social risk	Description	Mitigation considerations
<b>Future development potential.</b>	<ul style="list-style-type: none"> <li>Residential and mixed-use development potential diminished in proximity to foreshore and Port due to changes to amenity, including visual, dust, noise and access and connectivity.</li> <li>Restricted or impacted development in key coastal areas due to diminishing coastal stability.</li> </ul>	<ul style="list-style-type: none"> <li>On-going consultation with LGA and community regarding land-use planning and development, and township-port interface, including opportunities to retain or enhance visual amenity.</li> </ul>



## 5.0 Recommendations and further considerations

In the development of the Project's Community and Stakeholder Engagement Plan, the following recommendations and considerations have been identified:

### **Social risk monitoring**

This assessment provides a baseline understanding of social risk factors, informed by a desktop literature review. With ongoing community and stakeholder engagement, social risks should be monitored and reassessed to ensure that they accurately reflect current sentiment, attitudes, and perceptions.

Further investigation is required to confirm the extent, degree, and likelihood of adverse impacts on Project communities.

### **Integrated engagement approach**

A cohesive engagement approach that extends beyond project specific touchpoints may be beneficial in building strong reputational standing and resilience in the Geraldton and surrounds community. Analysis of community sentiment suggests opportunities to improve MWPA connection within the community, which in turn promotes collaborative relationships with key stakeholder cohorts over time.

Long-term strategies for maintaining positive social performance include:

- Establishment of key relationship owners responsible for stakeholder group interactions as a consistent touchpoint and conduit for stakeholder feedback.
- Creation of consistent schedule of working group meetings throughout the year.
- During specific engagement and communications campaigns, clearly articulate the objectives of the communication/engagement activity and the negotiable and non-negotiable elements of the Project, to manage stakeholder expectations surrounding level of influence over project outcomes.
- Integrate clear feedback loops where MWPA can demonstrate how the information garnered through engagement and relationship-based interaction touch points has been heard and considered.

### **Maintaining strong relationships with First Nations groups**

Early engagement with First Nations communities and representatives is critical to establishing positive relationships. This is essential to meaningfully discuss and understand the impacts of infrastructure on First Nations communities and opportunities for collaboration and meaningful benefit sharing.



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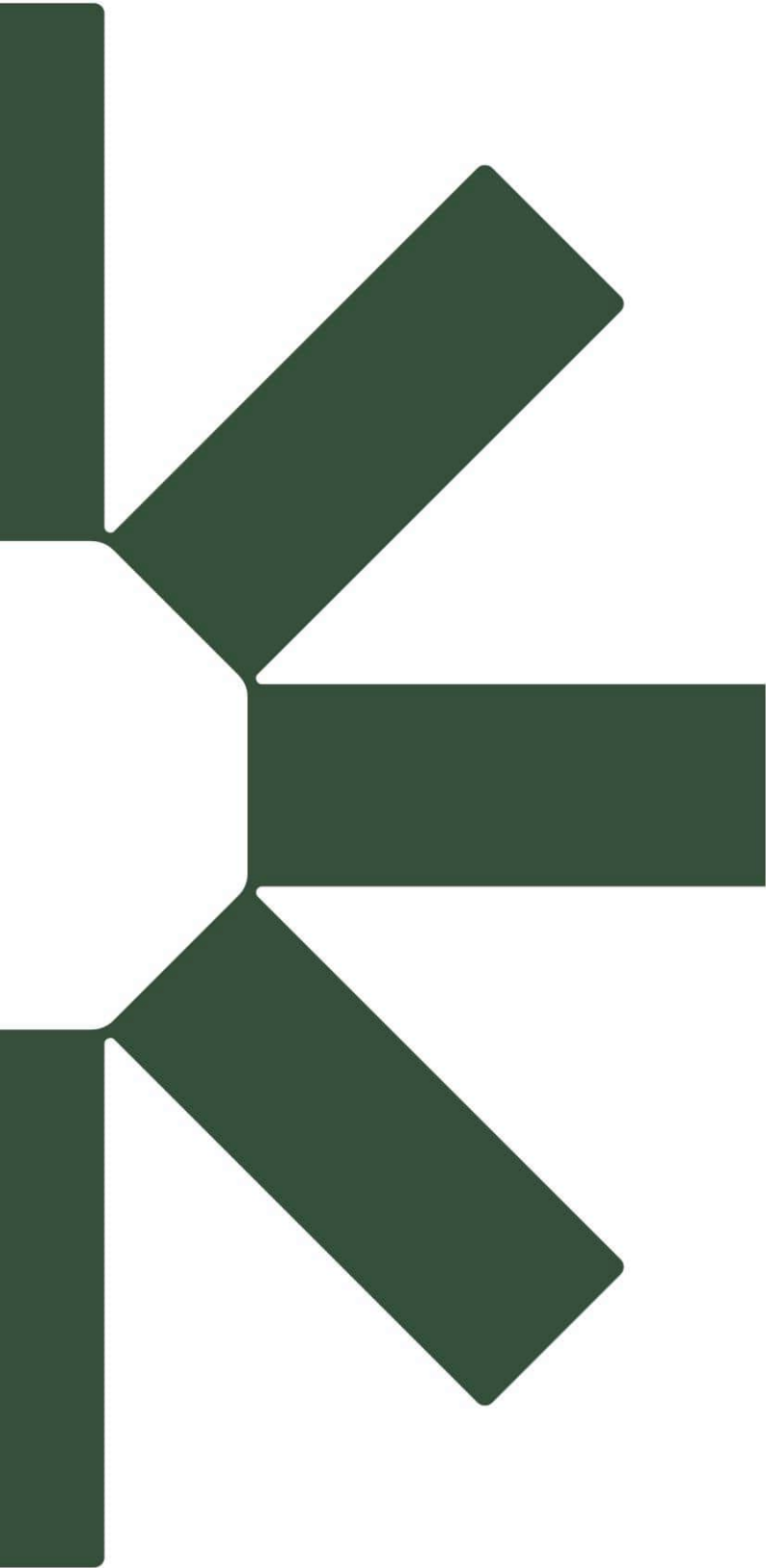
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Making Sustainability Happen



# Appendix B Community Profiles

## **Social Surroundings Study**

**Geraldton Port Maximisation Project**

**Mid West Ports Authority**

SLR Project No.: 675.072500.00003

10 February 2025

Cohorts	West End (WA)	Beachlands	Geraldton	Primary Zone	Greater Geraldton	Mid West Region
People	535	1,400	3,246	5,181	39,489	54,448
AGE Profile						
Preschool (0-4)	2.1%	5.5%	4.4%	4.5%	6.0%	5.6%
School Age (5-14)	4.3%	8.5%	9.7%	8.9%	13.9%	13.2%
Youth (15-24)	9.9%	8.6%	11.4%	10.0%	11.6%	10.7%
Young Workers (25-34)	9.3%	15.0%	10.9%	11.9%	11.9%	11.4%
Workers (35-49)	9.7%	18.7%	16.4%	16.4%	18.9%	18.6%
Older Workers (50-64)	21.8%	22.9%	19.2%	20.6%	20.1%	21.2%
Retirement (65-79)	28.5%	14.8%	16.2%	17.2%	13.3%	15.2%
Elderly (80+)	14.4%	6.1%	11.7%	10.5%	4.3%	4.3%
<b>Total</b>				<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
CULTURE						
Aboriginal and or Torres Strait Islander	3.4%	9.4%	8.2%	8.9%	9.7%	9.3%
Speaks other language and speaks English: Not well/Not at all	0.0%	0.3%	1.2%	0.8%	0.8%	0.6%
Overseas born	16.1%	15.6%	18.5%	17.4%	14.1%	13.3%
HOUSEHOLD MOBILITY AND COMMUNITY STABILITY						
Same Address 1 year Ago	69.8%	74.6%	70.9%	71.2%	76.3%	74.5%
Same Address 5 years Ago	51.0%	50.9%	46.0%	45.7%	53.6%	53.3%
HOUSEHOLD COMPOSITION						
One family household	35.6%	47.2%	51.9%	47.2%	61.7%	57.4%
Multiple family household	0.0%	1.5%	1.5%	1.6%	2.8%	2.5%
Non-Family household	57.2%	40.1%	36.3%	51.1%	26.2%	24.9%
FAMILY COMPOSITION						
Couple family with no children	63.4%	44.0%	48.9%	49.0%	41.7%	45.0%
Couple family with children	18.8%	33.4%	28.9%	29.2%	38.5%	36.9%
One parent family	17.0%	21.1%	19.6%	19.8%	18.2%	16.6%
Other family	0.0%	1.5%	2.7%	2.1%	1.6%	1.5%
Persons with a Qualification						
Postgraduate Degree Level	3.5%	3.9%	4.3%	4.1%	3.1%	3.1%
Graduate Diploma and Graduate Certificate Level	1.9%	3.4%	2.8%	2.9%	2.8%	2.8%



Cohorts	West End (WA)	Beachlands	Geraldton	Primary Zone	Greater Geraldton	Mid West Region
Bachelor Degree Level	15.1%	22.0%	16.5%	17.9%	15.2%	15.2%
Advanced Diploma and Diploma Level	12.0%	13.0%	13.6%	13.3%	13.4%	13.4%
Certificate Level	39.1%	38.4%	34.2%	35.9%	44.3%	44.3%
Not Stated	28.3%	19.2%	27.5%	25.9%	21.3%	25.4%
Students	19.1%	25.7%	28.9%	27.0%	31.3%	31.3%
<b>INDUSTRY OF EMPLOYMENT</b>						
Agriculture, Forestry and Fishing	0.0%	1.2%	3.4%	2.4%	4.3%	8.6%
Mining	6.0%	4.9%	5.2%	5.2%	6.5%	8.0%
Manufacturing	6.0%	2.0%	3.2%	3.1%	2.5%	2.4%
Electricity, Gas, Water and Waste Services	0.0%	0.8%	0.8%	0.8%	1.0%	0.9%
Construction	12.0%	9.6%	8.1%	8.9%	9.1%	8.6%
Wholesale Trade	0.0%	1.2%	2.1%	1.7%	2.6%	2.4%
Retail Trade	14.5%	9.0%	10.7%	10.5%	10.6%	9.5%
Accommodation and Food Services	7.8%	10.5%	8.3%	9.0%	7.0%	7.2%
Transport, Postal and Warehousing	7.8%	5.6%	5.1%	5.5%	6.4%	5.9%
Information Media and Telecommunications	0.0%	0.5%	0.6%	0.5%	0.6%	0.5%
Financial and Insurance Services	0.0%	0.5%	1.8%	1.3%	1.2%	0.9%
Rental, Hiring and Real Estate Services	2.4%	1.4%	0.8%	1.1%	0.9%	0.9%
Professional, Scientific and Technical Services	3.0%	3.8%	4.3%	4.0%	3.7%	3.2%
Administrative and Support Services	3.0%	3.2%	3.1%	3.1%	2.7%	2.6%
Public Administration and Safety	6.0%	5.8%	4.1%	4.8%	6.2%	6.4%
Education and Training	12.0%	15.5%	9.9%	11.8%	10.4%	10.1%
Health Care and Social Assistance	13.9%	18.4%	19.5%	18.7%	15.4%	13.3%
Arts and Recreation Services	3.0%	1.2%	0.8%	1.1%	0.8%	0.7%
Other Services	2.4%	2.7%	5.0%	4.1%	4.3%	3.8%
Inadequately described	0.0%	2.0%	2.2%	2.0%	2.8%	2.7%
Balance	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Not stated	0.0%	0.5%	0.8%	0.6%	0.9%	1.2%
<b>OCCUPATIONS</b>						



Cohorts	West End (WA)	Beachlands	Geraldton	Primary Zone	Greater Geraldton	Mid West Region
Managers	5.9%	10.7%	8.9%	4.8%	10.5%	13.7%
Professionals	19.4%	24.5%	23.2%	24.5%	16.9%	15.3%
Technicians and Trades Workers	17.6%	14.9%	14.3%	15.5%	16.8%	16.2%
Community and Personal Service Workers	15.3%	13.7%	12.1%	13.5%	13.5%	12.3%
Clerical and Administrative Workers	8.8%	8.8%	9.7%	9.8%	11.3%	10.8%
Sales Workers	10.6%	7.3%	9.9%	9.6%	9.0%	8.1%
Machinery Operators and Drivers	9.4%	8.2%	8.0%	8.6%	9.2%	10.1%
Labourers	12.9%	10.0%	12.1%	12.1%	11.4%	11.9%
Inadequately described	0.0%	1.2%	0.9%	1.0%	0.9%	1.0%
Not stated	0.0%	0.6%	0.8%	0.7%	0.6%	0.7%
<b>METHOD OF TRAVEL TO WORK</b>						
Bus	0.0%	0.6%	1.4%	1.0%	1.1%	1.7%
Taxi	0.0%	0.6%	0.0%	0.2%	0.2%	0.1%
Car, as driver	64.4%	66.2%	62.2%	63.6%	69.5%	65.1%
Car, as passenger	6.2%	5.3%	7.4%	6.6%	5.8%	5.4%
Truck	0.0%	1.2%	0.4%	0.6%	0.9%	1.0%
Motorbike/scooter	0.0%	0.0%	0.7%	0.4%	0.5%	0.5%
Bicycle	4.5%	3.4%	1.6%	2.4%	0.9%	0.8%
One Method Other	2.3%	0.8%	1.5%	1.3%	1.2%	1.8%
Walked only	4.5%	3.3%	7.8%	6.2%	2.2%	3.9%
Car and Other (Not Public Transport)	0.0%	0.8%	0.0%	0.2%	0.5%	0.5%
Car and Public Transport	0.0%	0.0%	0.2%	0.1%	0.2%	0.2%
Worked at Home	4.0%	3.6%	4.5%	4.2%	4.4%	6.2%
Did not go to work	14.1%	13.5%	12.3%	12.8%	12.2%	12.0%
Balance	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%
Not stated	0.7%	0.8%	0.0%	0.2%	0.4%	0.7%
<b>DWELLING STRUCTURE</b>						
Separate house	75.0%	83.5%	71.1%	74.5%	88.6%	85.9%
Medium density	10.3%	14.6%	26.6%	21.9%	8.9%	7.8%
High density	0.0%	0.2%	0.2%	0.2%	0.1%	0.1%
Caravan, cabin, houseboat	14.4%	1.1%	1.4%	2.8%	1.9%	4.9%
Other	0.0%	0.2%	0.2%	0.2%	0.1%	0.2%



Cohorts	West End (WA)	Beachlands	Geraldton	Primary Zone	Greater Geraldton	Mid West Region
Not stated	0.3%	0.5%	0.5%	0.5%	0.4%	1.2%
<b>OCCUPIED HOUSING TENURE</b>						
Owned outright	53.3%	19.6%	25.9%	27.5%	25.2%	28.6%
Owned with a mortgage	9.2%	33.0%	23.9%	24.5%	37.2%	32.1%
Being purchased under a rent/buy scheme	0.0%	40.0%	0.0%	0.1%	0.2%	0.2%
Rented	23.6%	34.6%	37.7%	35.4%	27.3%	25.6%
Being occupied rent-free	3.9%	0.9%	2.8%	2.4%	1.2%	2.3%
Being occupied under a life tenure scheme	0.7%	1.8%	0.2%	0.6%	0.3%	0.3%
Other tenure type	0.0%	0.5%	20.0%	0.2%	0.2%	0.4%
Not stated	9.2%	9.3%	9.3%	9.3%	8.4%	10.5%
<b>DISADVANTAGE</b>						
SEIFA Score	975	935	919		965	
Median HH Income PW	\$744.00	\$1,177	\$1,142		\$1,536	\$1,455
Arthritis	18.5%	11.1%	12.4%	9.5%	8.6%	8.8%
Asthma	10.1%	9.4%	9.3%	7.0%	8.7%	8.1%
Cancer (including remission)	6.0%	3.9%	4.1%	3.1%	3.2%	3.1%
Dementia (including Alzheimer's)	2.1%	1.1%	3.9%	2.2%	0.9%	0.8%
Diabetes	8.4%	6.9%	6.8%	5.2%	5.6%	5.7%
Heart disease	6.2%	5.7%	7.7%	5.2%	4.2%	4.3%
Kidney disease	2.4%	2.1%	2.7%	1.9%	1.2%	1.2%
Lung condition	5.4%	2.9%	3.0%	2.4%	2.1%	2.1%
Mental health condition	12.5%	12.4%	13.2%	9.6%	9.1%	8.3%
Stroke	2.4%	1.4%	1.5%	1.2%	0.9%	0.9%
Other long-term health condition	7.6%	8.6%	10.2%	7.1%	7.3%	6.9%
None or Not Stated	52.8%	63.2%	61.2%	45.5%	67.2%	68.5%





# Appendix C PMaxP Engagement Summary Report

## **Social Surroundings Study**

**Geraldton Port Maximisation Project**

**Mid West Ports Authority**

SLR Project No.: 675.072500.00003

10 February 2025



# Engagement Summary Report

## Geraldton Port Maximisation Project

### Mid West Ports Authority

Level 3, 3 Ord Street, West Perth, WA 6005

Prepared by:

**SLR Consulting Australia**

SLR Project No.: 675.072500.00003

30 January 2025

Revision: Final

## Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	13 November 2024	Brody MacLeod	Nikki Angelucci	Alysia Woodward
02	17 December 2024	Brody MacLeod	-	Brody MacLeod
Final	30 January 2025	Brody MacLeod	-	Brody MacLeod

## Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Mid West Ports Authority (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.



## Executive Summary

An 11-week formal communications and stakeholder engagement (CSE) program was delivered for Mid West Port's Geraldton Port Maximisation Project (PMaxP; the Project) between Friday, 26 July 2024 and Wednesday, 9 October 2024.

The purpose of the CSE program was to build awareness of the PMaxP and support the Project's understanding of actual and perceived social impacts. Information garnered from the engagement program will inform the development of a Social Surroundings Study as part of the Project's overarching environmental impact assessment.

The CSE program encompassed engagement with diverse community and stakeholder groups identified based on their respective levels of interest in, and influence over, various facets of the Project.

A range of activities were undertaken to share information regarding the PMaxP. The purpose was also to encourage participation in consultation forums and gather feedback on potential social risks and mitigation opportunities. Consultation activities included internal townhall sessions with Mid West Ports employees, project briefings with reference groups, stakeholder groups and individual organisations, and community information drop-in sessions.

To ensure stakeholders had a consistent touchpoint with the organisation and to nurture existing stakeholder relationships, Mid West Ports representatives attended and were responsible for the facilitation of all consultation forums, as the public 'face' of the Project.

Various channels including targeted letterbox flyer drops, emails, social media and print media advertising, and attendance at local festivals and events, were used to promote consultation opportunities.

There was limited participation in the program by general community members. Those who did participate through public forums and via Mid West Ports' existing reference groups, indicated no strong sentiment toward the project, nor concerns regarding the proposed upgrades works. There was a general level of curiosity and interest regarding the Project proposal and benefits. Based on the tone of discussions, it may be suggested that the generally neutral to supportive attitude of community and stakeholders is due to a fundamental acknowledgement of the unique connection and interface between the township of Geraldton and the Port's operations.

Key insights garnered from the program include:

- Due to the on-going nature of the relationships between stakeholder groups and Mid West Ports, the PMaxP consultation touchpoints were often used as a platform to discuss broader reaching issues, concerns or opportunities that extended beyond the scope of the PMaxP.
- Protecting and preserving marine habitat and endangered species remains front of mind for general community and community interest groups.
- Community and stakeholders confirmed the significant value placed in the protection and celebration of the local sea lion population.
- There is a desire among community environmental advocates to see Mid West Ports explore proactive, holistic integration of nature-based solutions and enhancement controls within their infrastructure design.



- The potential the PMaxP presents in unlocking future cruise tourism opportunities was widely supported as a key focus area among stakeholder and community cohorts.
- Government and industry stakeholders expressed interest in the potential for the PMaxP to support renewable energy projects through future construction of the proposed Berth 8 / Berth 9 and connection to Oakajee Port.

The purpose of this Engagement Report (the Report) is to provide an overview of the CSE program and discuss key outcomes, insights and themes which have informed the Project's understanding of community and stakeholder interests, concerns and future opportunities.

The report identifies recommendations to support Mid West Ports' future consultation activities. It is recommended that the Project continue to provide regular progress updates through the PMaxP webpage and establish forums for targeted community and stakeholder group input into construction management planning. On-going information sharing and engagement may assist in maintaining relationships, demonstrate Mid West Ports' commitment to transparency and collaboration and allow for the effective integration of local knowledge to enhance Project delivery.



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## Appendices

### Appendix A PMaxP Communications Collateral



## Acronyms and Abbreviations

CGG	City of Greater Geraldton
CSE	Communications and Stakeholder Engagement
CSEP	Communications and Stakeholder Engagement Plan
DWER	Department of Water and Environmental Regulation
EPBC Act	Environmental Protection Biodiversity Conservation Act 1999
EP Act	Environmental Protection Act 1986
IAP2	International Association for Public Participation
Mtpa	Million tonnes per annum
NACC	Northern Agricultural Catchment Council
PMaxP; the Project	Geraldton Port Maximisation Project
The Report	PMaxP Engagement Summary Report



## 1.0 Introduction

### 1.1 Purpose of this document

The purpose of this Engagement Report (the Report) is to provide an overview of the community and stakeholder engagement program undertaken to support the Geraldton Port Maximisation Project's (PMaxP; the Project) environmental approvals. The Report outlines the program's key objectives and approach and summarises communications and engagement activities undertaken, and the associated findings, key themes and insights, and considerations for engagement in future project phases.

### 1.2 Project background and overview

Mid West Ports is progressing strategic upgrade works at Geraldton Port to maximise use of the current harbour. Strategic infrastructure upgrades seek to improve operational efficiency to ensure berth facilities can appropriately meet the requirements of future products and customers and enable greater opportunities for cruise ships and future Port expansion. \$350 million has been committed by the State Government to progress upgrade works over a four-year period.

The Project is currently progressing the necessary statutory approvals under both State and Commonwealth environmental legislation. A program of engagement has been undertaken to build awareness of the PMaxP and support the Project's understanding of actual and perceived social impacts. Information garnered from the engagement program will inform the development of a Social Surroundings Study as part of the Project's overarching environmental impact assessment. Key elements of the PMaxP are outlined in **Figure 1** below.





**Figure 1: Port Maximisation Project key elements**

The engagement program has shared information on, and sought community and stakeholder insight and feedback surrounding, specific PMaxP activities pertaining to the Project's referrals under Part IV of the *Environmental Protection Act 1986* (EP Act) and the *Environmental Protection Biodiversity Conservation Act 1999* (EPBC Act), including:

- Maintenance dredging activities adjacent to Berth 1.
- Tug harbour construction and breakwater extension.
- Capital dredging activities associated with:
  - Berth 1
  - Berth 6
  - Berth 8/9
  - Tug harbour
- Wharf deck construction:
  - Berth 6 wharf deck extension and piling



- Tug harbour piling and jetties
- Berth 8/9 wharf deck and piling
- Berth 1 construction and revetment including associated reclamation area.

The PMaxP will progress in stages and the following Project works, which are not included in the *Part IV* referral, have been excluded from the communications and engagement scope:

- Lease 11 truck unloader construction.
- Berth 5 and 6 fuel line modifications.
- Ocean Street multi-user storage sheds and truck unloaders, including overhead conveyors from Ocean Street sheds to Berth 6.
- Berth 6 new ship loader and gallery conveyor.
- Upgrades to Port West road network.
- Demolition of Berth 2 wharf deck.

While the above items do not form part of the official communications and engagement scope, it is acknowledged that information has been shared, and stakeholder feedback provided, on some of these project elements due to their relevance and interest to specific stakeholder groups.

## 2.0 Communications and stakeholder engagement program

### 2.1 Overview

An 11-week formal communications and stakeholder engagement (CSE) program was delivered between Friday, 26 July 2024 and Wednesday, 9 October 2024. Additional promotional activities related to PMaxP have been carried out outside of the formal consultation period, and will continue as the Project progresses.

A Community Sentiment Analysis and Social Risk Assessment was initially undertaken to establish a baseline understanding of key social issues, risks, and considerations in relation to the PMaxP. Findings from the assessment informed the development and refinement of the Project's Communications and Stakeholder Engagement Plan (CSEP). The CSEP reflected a risk-based approach to address areas of community interest and concern, and actual or perceived potential social risks.

### 2.2 Approach and objectives

The CSEP was delivered in line with national and international best practice principles and guidelines and guided by the core principles of transparency, responsiveness, and accountability. CSE activities sought to support the following key overarching objectives:

- Understand the Project's social impacts, risks, and associated mitigation opportunities.
- Provide clear, consistent, accurate, and timely information regarding the Project.
- Proactively address areas of community interest and concern.
- Build and maintain Social and Cultural Licence with community and stakeholders to facilitate approvals, construction and operation of the Project.



## 2.3 Stakeholder identification

The PMaxP's key stakeholder groups were identified based on their respective levels of interest in, and influence over, various facets of the Project. The International Association for Public Participation (IAP2) spectrum has been applied to assess and determine the appropriate level of engagement with each stakeholder group.

**Table 1** below provides a summary of the key organisations and groups who were invited to engage with Mid West Ports Authority regarding the PMaxP through the CSE program delivery.

**Table 1: PMaxP key stakeholders**

Category	Group	Organisation
<b>Regulatory</b>	Regulatory bodies and agencies	<ul style="list-style-type: none"> <li>Environmental Protection Authority</li> <li>Department of Water and Environmental Regulation</li> <li>Department of Biodiversity, Conservation and Attractions</li> <li>Department of Climate Change, Energy, the Environment and Water</li> </ul>
<b>State and Regional</b>	Non-regulatory state agencies and industry bodies	<ul style="list-style-type: none"> <li>Main Roads WA</li> <li>Department of Transport</li> <li>Department of Jobs, Tourism, Science and Innovation</li> <li>Department of Treasury</li> <li>Department of Fisheries</li> <li>Department of Primary Industries and Regional Development</li> </ul>
	Non regulatory industry bodies	<ul style="list-style-type: none"> <li>Mid West Development Commission</li> <li>Mid West Chamber of Commerce and Industry</li> <li>Northern Agricultural Catchment Council</li> <li>Southern Ports</li> <li>Infrastructure WA</li> </ul>
	Local Members and Ministers	<ul style="list-style-type: none"> <li>Don Punch, Minister for Regional Development</li> <li>David Michael, Minister for Mines and Petroleum; Ports; Road Safety</li> </ul>
<b>Local Government</b>	Local Government Authorities	<ul style="list-style-type: none"> <li>City of Greater Geraldton</li> <li>Shire of Chapman Valley</li> </ul>
<b>Traditional Owner Groups</b>	Native title holders	<ul style="list-style-type: none"> <li>Yamatji Southern Regional Corporation</li> </ul>
<b>MWPA internal</b>	Port users	<ul style="list-style-type: none"> <li>Karara Mining</li> <li>CBH</li> <li>Iluka Resources</li> <li>Australian Vanadium</li> </ul>



Category	Group	Organisation
		<ul style="list-style-type: none"> <li>• Iluka Resources</li> <li>• Batavia Marina</li> <li>• Cube</li> <li>• GMA Garnet</li> <li>• ABRA</li> <li>• QUBE</li> <li>• Batavia Shipping</li> <li>• Lion Town</li> <li>• MWPA shipping agents</li> </ul>
	Employees	<ul style="list-style-type: none"> <li>• MWPA employees and contractors</li> </ul>
<b>Community interest groups and bodies</b>	Aquaculture	<ul style="list-style-type: none"> <li>• Geraldton Fishing Co-operative                             <ul style="list-style-type: none"> <li>○ Geraldton Professional Fisherman's Association</li> </ul> </li> <li>• Geraldton Fishing Boat Harbour representatives</li> <li>• Mission to Seafarers</li> </ul>
	Tourism	<ul style="list-style-type: none"> <li>• Eco Abrolhos</li> <li>• Geraldton Visitor Centre</li> <li>• Tourism WA</li> <li>• Cruise Geraldton Volunteers</li> </ul>
	Environmental, sporting and recreation and volunteering	<ul style="list-style-type: none"> <li>• Geraldton Yacht Club</li> <li>• Champion Bay Surf Lifesaving Club</li> <li>• Geraldton and Districts Offshore Fishing Club</li> <li>• Batavia Coast Dive</li> <li>• Birdlife Midwest-Geraldton</li> <li>• Houtman Abrolhos Conservation Network</li> <li>• Chapman River Friends</li> <li>• Batavia Coastcare Network</li> <li>• Just Raptors Rehabilitation Centre</li> <li>• Geraldton SES</li> <li>• Geraldton Volunteer Marine Rescue Group</li> <li>• Drummond Cove Progress Association</li> <li>• Sunset Beach Community Group</li> </ul>
	Local business	<ul style="list-style-type: none"> <li>• Local suppliers and contractors</li> </ul>
	General community	<ul style="list-style-type: none"> <li>• Geraldton residents</li> <li>• General community members</li> </ul>

## 2.4 Communication and engagement tools and activities

A range of activities were undertaken to share information regarding the PMaxP. The goal was also to encourage participation in consultation forums and gather feedback on potential social risks and mitigation opportunities. To ensure stakeholders had a consistent touchpoint



with the organisation and to nurture existing stakeholder relationships, Mid West Ports representatives attended and were responsible for the facilitation of all consultation forums, as the public ‘face’ of the Project.

Communications and engagement tools and activities used to deliver the CSE program are summarised in **Table 2 and Table 3** below. The key findings and insights garnered through the program are discussed in **Section 3: Communications and stakeholder engagement outcomes**.

**Table 2: Summary of engagement tools and activities**

Tool	Activity description
<b>Townhall events</b>	In-person and online townhall sessions were facilitated for Mid West Ports’ employees and contractors. The sessions provided a platform to update employees on the PMaxP’s progress, address queries and concerns and reinforce pathways for directing external stakeholder questions.
<b>Group project briefings</b>	In-person and online project briefings were conducted to share tailored information regarding the PMaxP to various stakeholder cohorts, based on their specific areas of interest and concern.
<b>Project updates through existing consultation forums</b>	PMaxP updates were regularly provided through existing Mid West Ports reference groups and committees.
<b>One-on-one meetings</b>	Mid West Ports conducted a series of one-on-one meetings with key stakeholders to provide tailored information on the PMaxP. These meetings served as an opportunity to dive deeper into stakeholder feedback and insights and nurture existing relationships.
<b>Port tours</b>	Several Port tours were conducted with media and government representatives through which the PMaxP was discussed. The tours assisted in building awareness of the Port’s current operations and drivers for upgrade and provided an ‘on-the-ground’ visual reference as to the scale of the Project.
<b>Community information sessions</b>	Drop-in community information sessions were undertaken to provide a casual, accessible forum for general community members and local businesses to learn more about the PMaxP, provide feedback, and ask questions of the PMaxP team. The sessions were attended by Project and Mid West Ports staff and were supported by a range of printed materials and collateral.
<b>Event attendance</b>	Mid West Ports leveraged attendance at community events and festivals to promote upcoming PMaxP community information sessions and provide high-level information on the Project.

**Table 3: Summary of communication tools and activities**

Tool	Activity description
<b>PMaxP webpage</b>	A dedicated project webpage was developed and regularly updated as the central source of PMaxP progress updates and information.
<b>Digital noticeboards</b>	PMaxP community information sessions were promoted through Mid West Ports’ digital noticeboard located on the Esplanade.
<b>Social media</b>	PMaxP community information sessions were promoted through Mid West Port’s Facebook page.



Tool	Activity description
<b>Third-party promotion</b>	<p>Information regarding the PMaxP's community information sessions were shared through third-party channels including:</p> <ul style="list-style-type: none"> <li>• Geraldton Community Noticeboard (Facebook)</li> <li>• Mid West Development Commission's email database (local suppliers, contractors and businesses)</li> <li>• WA Business News</li> </ul> <p>These channels assisted in broadening reach within the community, beyond Mid West Port's direct networks.</p>
<b>Project collateral</b>	<p>PMaxP-specific collateral was developed and distributed as part of the CSE program to inform community and stakeholders of the project and opportunities to participate.</p> <p>Key collateral developed included:</p> <ul style="list-style-type: none"> <li>• Project overview brochure</li> <li>• Community information session flyer</li> <li>• FAQ document</li> <li>• Presentation slide deck</li> <li>• Informational posters</li> </ul>
<b>Targeted letterbox flyer campaign</b>	<p>A targeted letterbox campaign was undertaken to promote upcoming community information sessions. The campaign focused on residents and landowners near the Port who may be more significantly impacted by construction works or changes to the Port's operations or infrastructure over time.</p>
<b>Newspaper advertising</b>	<p>Newspaper adverts were created and posted in the following local media sources:</p> <ul style="list-style-type: none"> <li>• Geraldton Guardian</li> <li>• Midwest Times</li> </ul> <p>The purpose of the advertisements was to advise of the Project's impending <i>Part IV</i> environmental impact assessment referral, promote upcoming community information sessions and encourage attendance.</p>

## 3.0 Communications and stakeholder engagement outcomes

### 3.1 Engagement activities

#### 3.1.1 Internal townhalls

Internal townhall sessions served as a forum for Mid West Ports employees and contractors to learn more about the Project and engage in discussions regarding its objectives and potential impacts. Attendees had the opportunity to ask questions, express their opinions and provide feedback on the Project.

A total of 155 people attended five townhall sessions between Friday, 26 July 2024 and Friday, 16 August 2024. Sessions were conducted on various dates and times to accommodate different employee work schedules and availability. Employees were provided the option of attending one of the four sessions in-person or online.



A presentation slide deck was developed to guide each townhall session and ensure consistent messaging. Key questions, insights and feedback gathered from townhall attendees were recorded in dedicated meeting minutes. Key areas of interest that were discussed through the sessions included:

### **Road network upgrades**

- Attendees indicated a desire to see current bottlenecking issues within the Port's existing road network addressed with greater separation between heavy and light vehicles, and systems to prevent access disruption during periods of security gate maintenance.

### **Coastal processes**

- The implications of the proposed Project design on surge mitigation, port downtime, the Fishing Boat Harbour and Berth 1 were discussed.
- The potential for sediment build-up on the north-west side of the proposed breakwater extension was noted.
- Potential impacts to town beaches as a result of the breakwater extension was also raised.

### **Construction staging and operations disruptions**

- The townhall session discussions reflected a general interest from Mid West Ports' employees regarding the construction staging and potential disruptions to Port operations while construction works are carried out.

### **Berth 1 maintenance shed**

- A sentimental attachment among some attendees was noted regarding the existing Berth 1 maintenance shed. Queries centred around Mid West Ports' plans for demolishing the shed with consideration of the PMaxP and future planning for an Integrated Operations Centre.

### **Community sensitivities**

- Potential community sensitivity regarding the plume impacts associated with capital dredging was raised in several townhall sessions. It was suggested that given the negative response received from the community during previous dredging undertaken for the 2002 Port Enhancement Project, there was potential for community to raise concerns in relation to dredging for the PMaxP.
- Attendees noted that a small beach may be created due to sediment build up along the northern face of the proposed breakwater extension. It was suggested that the community may wish to utilise this beach and that should access be restricted due to safety requirements, there may be some community opposition.
- Existing local government concerns about PMaxP works being perceived as an 'expansion' of the Port rather than an upgrade were acknowledged. The intention of the PMaxP to improve operational efficiency to maximise use of the current harbour was reinforced.



### 3.1.2 Project briefings and meetings

A total of 24 in-person and online project briefings were conducted with key stakeholders. Some briefings were conducted in a one-on-one meeting format to allow the project team to provide tailored information and deep dive on specific areas of interest and concern. For stakeholder cohorts with similar levels of interest or influence over the Project’s delivery, group sessions were coordinated. Furthermore, the PMaxP was discussed, and general updates provided, through various existing Mid West Ports forums and consultative committees.

A summary of key project briefings and meetings where the PMaxP was discussed in detail, and the stakeholders who participated, is provided in **Table 4** below. Due to the nature of the briefings and the on-going relationships with these stakeholder groups, some discussions extended beyond the PMaxP and covered other areas of Port operations and the Port-community interface. **Table 4** captures key themes and discussion points from each activity pertaining to the PMaxP and related factors only.

**Table 4: Summary of PMaxP project briefings**

Activity	Date	Format	Stakeholder attendees	Key themes / discussion points
One-on-one meeting	10 July 2024	In-person	City of Greater Geraldton (CGG)	<ul style="list-style-type: none"> <li>• Ongoing community concerns in relation to dust, specifically from Fishing Boat Harbour stakeholders. While CGG acknowledge that current dust issues extend beyond the control or responsibility of Mid West Ports, CGG sought reassurance that the PMaxP would not significantly contribute to dust issues.</li> <li>• The potential for the PMaxP to result in increased heavy haulage truck movements.</li> <li>• Request from CGG to present the PMaxP to the CGG Council Concept Forum prior to public consultation commencing.</li> </ul>
Group briefing	9 August 2024	In-person / online	Mid West Ports Community Consultative Committee: <ul style="list-style-type: none"> <li>• City of Greater Geraldton</li> <li>• Shire of Chapman Valley</li> <li>• Cruise Geraldton Volunteers</li> <li>• Iluka resources</li> <li>• CBH</li> </ul>	<ul style="list-style-type: none"> <li>• On-going dust concerns, including:                             <ul style="list-style-type: none"> <li>○ Pitting caused by dust residue on aluminium boats in the Fishing Boat Harbour.</li> <li>○ Dust and spillage on the Port Road network.</li> </ul> </li> <li>• Sentimental attachment to the existing Berth 1 maintenance shed.</li> <li>• Concerns regarding potential impacts from the breakwater extension on the Fishing Boat Harbour.</li> <li>• Requirements for a multi-channel approach to promoting the PMaxP and encouraging participation in consultation forums.</li> </ul>



Activity	Date	Format	Stakeholder attendees	Key themes / discussion points
			<ul style="list-style-type: none"> <li>• Bundi Yamatji Regional Corporation</li> <li>• Mid West Chamber of Commerce and Industry</li> <li>• Australian Vanadium</li> <li>• Mission to Seafarers Geraldton</li> <li>• Northern Agricultural Catchment Council</li> <li>• General community representatives</li> <li>• Agricultural business representative.</li> </ul>	<ul style="list-style-type: none"> <li>• Protection of the sea lions during construction.</li> <li>• A general desire to see an increase in cruise tourism within the township and discussion surrounding current Port constraints in accommodating cruise ships (e.g., vessel size and facility requirements for 'first point of entry').</li> </ul>
Group briefing	14 August 2024	In-person / online	Mid West Ports Berth 5 User Group: <ul style="list-style-type: none"> <li>• Iluka Resources</li> <li>• GMA Garnet</li> <li>• ABRA</li> <li>• QUBE</li> <li>• Batavia Shipping</li> <li>• Lion Town</li> </ul>	<ul style="list-style-type: none"> <li>• PMaxP scope items.</li> <li>• Intended purpose, design and functionality of scope items including Berth 1, Berth 6, sediment ponds and breakwater extension.</li> <li>• Project timeline and detail on construction timings.</li> </ul>
Group briefing	14 August 2024	In-person / online	Government agencies: <ul style="list-style-type: none"> <li>• Department of Treasury</li> <li>• Mid West Development Commission</li> <li>• Department of Transport</li> <li>• Department of Jobs, Tourism, Science and Innovation</li> </ul>	<ul style="list-style-type: none"> <li>• PMaxP scope items.</li> <li>• MWPA insights, feedback and lessons learned applicable to comparable projects regarding capital recovery processes, navigating scope changes and price escalations and funding.</li> <li>• Intended purpose, design and functionality of scope items including Berth 1, sediment ponds and breakwater extension.</li> <li>• MWPA planning for additional storage and staging to accommodate future renewables trade.</li> </ul>



Activity	Date	Format	Stakeholder attendees	Key themes / discussion points
			<ul style="list-style-type: none"> <li>Southern Ports</li> <li>Infrastructure WA</li> <li>Main Roads WA</li> </ul>	
Group briefing	15 August 2024	In-person / online	Fishing Boat Harbour Reference Group	<ul style="list-style-type: none"> <li>Clarity sought regarding the relationship between the PMaxP and the 23 million tonnes per annum (mtpa) licence amendment.</li> <li>Future projects and construction planned by MWPA in addition to the PMaxP.</li> <li>Timeline for progression of the Fishing Boat Harbour Development Plan.</li> <li>Impacts of the breakwater extension on sediment transport and build up.</li> <li>Protection of sea lions during construction and provision of suitable haul out areas.</li> <li>Concerns regarding closure of the Geraldton Fishermen's Cooperative boat yard facility and how services would be provided post mid-2025.</li> </ul>
Group briefing	16 August 2024	In-person / online	Mid West Ports Authority Berth 4 and 6 User Group: <ul style="list-style-type: none"> <li>Batavia Marina</li> <li>Cube</li> <li>ABRA</li> <li>Iluka Resources</li> </ul>	<ul style="list-style-type: none"> <li>The capacity of the Port (post PMaxP upgrade works) to accommodate wind turbines.</li> <li>Proposed use of areas within the Port that will be created as a result of the PMaxP (e.g. berth space created with the demolition of Berth 2 wharf-deck, sediment ponds and Berth 7 and tug harbour reclaim areas).</li> <li>Consideration of swept paths and truck turning requirements to navigate Port Road network with wind turbines.</li> <li>Construction staging and timings.</li> <li>Opportunities for fixed firefighting monitors.</li> </ul>
One-on-one meeting	18 September 2024	In-person	Northern Agricultural Catchment Council (NACC)	<ul style="list-style-type: none"> <li>Impacts of the PMaxP dredging on existing dredge and sand by-passing programs.</li> </ul>



Activity	Date	Format	Stakeholder attendees	Key themes / discussion points
				<ul style="list-style-type: none"> <li>• Impacts of construction works on sea lion behaviours (potential for sea lions to move away from Port area) and the potential for community opposition.</li> <li>• Opportunities for MWPA and NACC collaboration on sea lion monitoring programs.</li> <li>• Community visibility over the PMaxP and ‘theories’ associated with sand movement. NACC reinforced the need for considered community messaging to alleviate concerns and build understanding.</li> </ul>
One-on-one meeting	18 September 2024	In-person	Department of Water and Environmental Regulation (DWER)	<ul style="list-style-type: none"> <li>• The PMaxP approvals pathway including Part IV and EPBC referrals, Part V works approvals, dewatering licence and 23mtpa licence amendment.</li> <li>• PMaxP in scope activities.</li> <li>• Current understanding of environmental considerations and EPA key factors.</li> <li>• Construction timing and staging.</li> <li>• Community consultation approach and DWER lessons learned from previous engagement activities in the Geraldton area.</li> <li>• DWER department restructuring and implications for future approvals.</li> </ul>
One-on-one meeting	19 September 2024	In-person	Department of Biodiversity, Conservation and Attractions (DBCA)	<ul style="list-style-type: none"> <li>• Additional flat rock habitat above high tide line for sea lions.</li> <li>• Concerns regarding pigeon transfer of avian influenza to sea lions.</li> <li>• Sea lion monitoring noting historical monitoring for the Port Enhancement Project through CALM and monitoring via YRSC Rangers to establish baseline during and post-PMaxP.</li> <li>• Fauna monitoring and reporting protocols for PMaxP, including: <ul style="list-style-type: none"> <li>○ Fauna incidents (to be reported to WILDCARE and / or the afterhours duty office for Geraldton).</li> <li>○ Marine oil spill response (DBCA to advise).</li> </ul> </li> </ul>



Activity	Date	Format	Stakeholder attendees	Key themes / discussion points
				<ul style="list-style-type: none"> <li>○ Avian influenza (to be reported via DPIRD hotline).</li> <li>○ Consultation with Marine Science Branch for expert technical advice.</li> </ul>
Group briefing	19 September 2024	In-person	Community interest groups: <ul style="list-style-type: none"> <li>• Birdlife Midwest-Geraldton</li> <li>• Friends of Chapman River</li> <li>• Houtman Abrolhos Conservation Network</li> <li>• Eco Abrolhos</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunities for 'designed in' considerations for nature through project delivery.</li> <li>• Concerns regarding impacts of project and construction on sea lion population.</li> <li>• Observations regarding sea lion behaviours including return of sea lions to Point Moore following restriction of 4WDing in the area.</li> <li>• Concerns regarding protection and enhancement of habitat for Red Capped Plover to support population recovery in the area.</li> <li>• Environmental education within the community.</li> </ul>
One-on-one meeting	19 September 2024	In-person	Geraldton Yacht Club	<ul style="list-style-type: none"> <li>• Geraldton Yacht Club's acceptance of the proposed upgrade design, recognising its criticality for supporting progress within the township and region.</li> <li>• Current identified challenges associated with surge at Town Beach.</li> <li>• Potential wave shadowing associated with the breakwater extension.</li> </ul>
Group briefing	13 November 2024	In-person	Mid West Ports Community Consultative Committee	<ul style="list-style-type: none"> <li>• General PMaxP update, noting:               <ul style="list-style-type: none"> <li>○ Landscape assessment locations.</li> <li>○ Progress status update in relation to fuel line upgrade works, lease 11 truck unloader and remaining PMaxP works.</li> </ul> </li> </ul>



### 3.1.3 Community drop-in sessions

Two community drop-in sessions were held to provide the general public and local businesses an opportunity to learn about the PMaxP and ask questions of the project team.

The sessions were at the Geraldton Yacht Club on the following dates:

- Session one - Thursday, 19 September 2024: 4.30pm – 6.00pm
- Session two - Wednesday, 9 October 2024: 10.00am – 11.30am

The sessions were timed intentionally to avoid the school holiday period and on different weekdays and time slots to maximise attendance.

The space was set-up with information 'stations' managed by PMaxP staff to allow attendees to peruse the information most relevant to their interests.

Attendees were provided multiple channels in the sessions to share insights and comments. Feedback posters were displayed for attendees to provide comment against perceived Project benefits, impacts and considerations. A printed survey form was also made available for those attendees who wished to provide more detailed feedback. Attendees were furthermore encouraged to discuss feedback one-on-one with PMaxP and Mid West Ports team members.

Due to a large number of attendees in session two, a short, facilitated presentation was provided at the commencement of the session to establish a baseline understanding of the PMaxP with the group. Session two attracted a significant number of local business and supplier representatives with specific interests in contract opportunities associated with the PMaxP. After the formal presentation, local business and supplier attendees were separated from general public attendees to allow for more targeted discussions with Mid West Ports and PMaxP staff.

**Figure 2** below is a compilation of photos visualising the room layout and the way in which feedback posters were used to capture attendee feedback at the sessions.



**Figure 2: Community information sessions - room layout and feedback posters**

A total of 48 people attended the two sessions as outlined in **Table 5** below.



**Table 5: Summary of community information session attendees**

Category	Description	Number of attendees
<b>Community</b>	Residents and local businesses	4
	Community interest groups: <ul style="list-style-type: none"> <li>Houtman Abrolhos Conservation Network</li> <li>Friends of Chapman River</li> <li>Birdlife Midwest-Geraldton</li> </ul>	3
<b>Contractors / Suppliers</b>	Representatives from the following contractors / suppliers: <ul style="list-style-type: none"> <li>BLS Construction</li> <li>Centrals</li> <li>Cranecorp Australia</li> <li>Crothers</li> <li>DIAB Engineering</li> <li>Dongara Marine</li> <li>Driftwood HR and Safety</li> <li>FCEWA</li> <li>GBSC</li> <li>GCO Australia</li> <li>GHSWA</li> <li>HLD</li> <li>Horizon Accountants</li> <li>Incite Security</li> <li>Integrated ICT</li> <li>Sea Maritime</li> <li>JMG Group</li> <li>Local Works</li> <li>MGM Alliance</li> <li>Multicom</li> <li>Purmex</li> <li>Red Dust Holdings</li> <li>S&amp;K Electrical Contracting</li> </ul>	36
<b>Industry and government agencies</b>	Representatives from the following bodies: <ul style="list-style-type: none"> <li>Department of Fire and Emergency Services</li> <li>Mid West Development Commission</li> <li>City of Greater Geraldton</li> </ul>	4
<b>Media</b>	WA News	1

Following the sessions, an email was distributed to all contractors and suppliers who attended inviting them to register through Mid West Ports' procurement portal. Individual follow-up correspondence was also carried out with other attendees on a case-by-case basis in response to feedback submissions and to provide additional information as required.



Community interest groups expressed concern and interest regarding a range of environmental factors including water quality, protection of sea lions and enhancement of sea and shore bird habitats. Suggestions were provided as to various initiatives and programs the community wished Mid West Ports to engage with to build community education and awareness of threatened, vulnerable, and local species.

There was limited attendance by general community members. Those in attendance indicated no strong sentiment toward the project, nor concerns regarding the proposed upgrades works. There was a general level of curiosity and interest regarding the PMaxP and benefits based on a fundamental acknowledgement of the unique connection and interface between the township of Geraldton and the Port's operations.

Suppliers, local businesses and contractors were interested in understanding construction staging and timings, work packages and procurement processes. Information was provided on:

- The scope of work included in marine works.
- Details and timings of discreet work packages (for example, dredging, piling, civil earthworks, structural steel fabrication, electrical and mechanical supply, concrete (precast and in situ) and marine plant hire).
- Application process through MWPA procurement portal.

An overview of the general insights, concerns and perceived impacts, and future opportunities that were garnered from the sessions is outlined below.

### **General insights**

- Regeneration of marine ecosystems post dredging: Capital dredging as part of the 2002 Port Enhancement Project was discussed. Environmental community interest groups acknowledged that marina fauna and flora regenerated and 'recolonised' the area in the years post dredging, recognising that many marine species have adapted to new food sources.
- Natural environment and place identity: Discussions reinforced the value and importance of the natural environment to the community and the intrinsic links between nature and Geraldton's identity and sense of place.
- Marine fauna behaviours: Attendees shared anecdotal insights and experiences regarding specific marine fauna, noting the presence of crested terns at Pages Beach and red capped plovers in unused areas of the Fishing Boat Harbour, and reinforcing the curiosity and proximity of sea lions who have been known to interact with fishing activities and swim alongside small vessels within the Port's surrounding waters.

### **Community concerns and perceived impacts**

- Construction disturbance of sea lions and sea lion habitat: Environmental community interest groups raised concerns about the way in which construction activities may disturb the local sea lion population and habitat, and the long-term implications of this disturbance (e.g. changes in behaviours).
- Perceived changes to water clarity: Residents raised that there has been notable deterioration in water clarity along the Geraldton coast over the past 30 years. These changes were not specifically attributed to Mid West Ports' operations; however, it was instead suggested to be indicative of cumulative climate, commercial activity and coastal process impacts.



- Declining marine species populations: It was raised that there has been a reduction in the appearance of some marine species including the Feather Starfish.
- Sea lion haul out locations: Environmental community interest groups reinforced their desire to see Mid West Ports follow through on commitments to create suitable haul out areas as part of the PMaxP breakwater extension.

### Opportunities

- Support of community education programs: Community interest groups expressed a desire to see Mid West Ports participate in and support education initiatives regarding:
  - Threatened/local faun species
  - Seabird/shorebird lifecycles
  - Ecological connection between the Port/mainland and the Abrolhos Islands.
- Federal sea lion research: Potential opportunities for Mid West Ports to partner with federal sea lion research.
- Future engagement: Attendees expressed a desire for Mid West Ports to engage earlier in project development to enable greater integration of community feedback.
- Sustainable development: Environmental community interest groups raised the potential for the development of a world-class wildlife sanctuary integrated within the Port's industrial zone to support threatened species populations.
- Nesting areas: Potential for the creation of dedicated red capped plover and fairy tern sanctuary in proximity to the new breakwater extension.
- Water quality: Further exploration of best practice approaches to maintaining water quality standards to better accommodate 'fussy' filter feeder marine species.

#### 3.1.4 Festival and event attendance

Mid West Ports leveraged attendance at community festivals and events during the CSE program period to share information on the PMaxP and promote upcoming community information sessions.

A summary of events where information regarding the PMaxP was shared is outlined in **Table 6** below.

**Table 6: Summary of festivals and events**

Date	Event	Key discussion points
Sunday, 29 September 2024	Geraldton Greenough Sunshine Festival	<ul style="list-style-type: none"> <li>• Promotion of upcoming PMaxP community information session.</li> </ul>
Sunday, 3 November 2024	Geraldton Blessing of the Fleet Festival	<ul style="list-style-type: none"> <li>• Changes to navigation paths associated with new tug harbour and breakwater extension, and potential challenges.</li> <li>• Support for the new truck unloader design to reduce dust.</li> <li>• Interest surrounding progress and planning for Oakajee deep water port.</li> </ul>



Date	Event	Key discussion points
		<ul style="list-style-type: none"> <li>• PMaxP construction contract opportunities and arrangements.</li> </ul>

The Blessing in the Fleet Festival specifically garnered a range of insights and feedback regarding the PMaxP from marine vessel and local business operators who have strong interactions with the Port. Discussions indicated generally positive sentiment with no significant concerns regarding the proposed upgrade works. There was a general appreciation of how the PMaxP will help to reduce surge and support general industry. Conversations with Svitzer tug operators raised potential challenges with bringing vessels safely into Port with consideration of the new tug harbour and Berth 1. A discussion with a hospitality business owner with visual views of the Port area confirmed no concerns regarding visual amenity in relation to the PMaxP breakwater extension or other Project elements.

### 3.1.5 Port tours

In-person tours were carried out in October and November 2024 to provide both targeted stakeholder groups and general community members an in-depth view of Mid West Ports' operations and to provide perspective regarding the Port's current challenges and drivers for change, including the PMaxP. The tours sought to strengthen relationships, foster a greater understanding of the Port's role and to build community advocacy. The tours encompassed informal briefings on the PMaxP, as well as updates on Fishing Boat Harbour development plans and Mid West Ports' future planning aligned to the Geraldton Port Master Plan.

The port tours and stakeholder groups in attendance are summarised in **Table 7** below.

**Table 7: Port tours summary**

Date	Stakeholders
Tuesday, 8 October 2025	<ul style="list-style-type: none"> <li>• Minister for Regional Development</li> <li>• Director General, Department of Primary Industries and Regional Development</li> <li>• Gascoyne Development Commission</li> <li>• Goldfields-Esperance Development Commission</li> <li>• Great Southern Development Commission</li> <li>• Kimberley Development Commission</li> <li>• Mid West Development Commission</li> <li>• Peel Development Commission</li> <li>• Pilbara Development Commission</li> <li>• South West Development Commission</li> <li>• Wheatbelt Development Commission</li> </ul>
Friday, 25 October 2024	<ul style="list-style-type: none"> <li>• ABC</li> <li>• Geraldton Guardian</li> <li>• GWN</li> </ul>
Thursday, 14 <sup>th</sup> November 2024 – Sunday 17 <sup>th</sup> November 2024	<p>On-water tours guided by MWPA employees:</p> <ul style="list-style-type: none"> <li>• General community members</li> </ul>



In the on-water tours conducted for general community members between Thursday, 14<sup>th</sup> November 2024 and Sunday, 17<sup>th</sup> November 2024, participants were invited to complete a survey post-tour to provide feedback on the session. Key insights include:

- Attendees noted an interest in PMaxP and a desire for further information.
- The Port was recognised as both a key tourism asset for Geraldton, and of interest to local residents.
- Attendee feedback reflected a general interest and excitement in MWPA’s operations and planning for the future.

## 3.2 Communication activities

### 3.2.1 Resident letterbox drop

4,846 project flyers were distributed to neighbourhoods in proximity to the Geraldton Port as part of a PMaxP residential letterbox flyer campaign. The campaign targeted identified sensitive receptors including residents and landowners who may be specifically affected by factors such as construction disruption or noise/visual amenity impacts.

The objectives of the campaign were to:

- Inform recipients of the impending PMaxP environmental referral.
- Encourage participation in upcoming PMaxP community information sessions.
- Direct recipients to project information sources (website).

An overview of the residential areas targeted in the campaign are outlined in the **Table 8** below.

**Table 8: Residential letterbox drop target areas**

Area	Houses	Units	Total residential addresses
West End	161	72	233
Beachlands	485	81	566
Geraldton	579	191	770
Beresford	420	86	506
Bluff Point	454	177	631
Wonthella	820	100	920
Webborton	280	20	300
Spalding	250	0	250
Waggrakine	669	1	670
<b>Total</b>			<b>4,846</b>

### 3.2.2 Webpage updates

A dedicated project webpage, seen in **Figure 3** below, was established on the Mid West Ports website. It is intended that this webpage will remain live for the duration of the PMaxP’s planning and construction as a central source of information regarding the Project.



In addition to progress updates on key project activities, the webpage links users to Project resources including the PMaxP digital overview brochure and frequently asked questions.

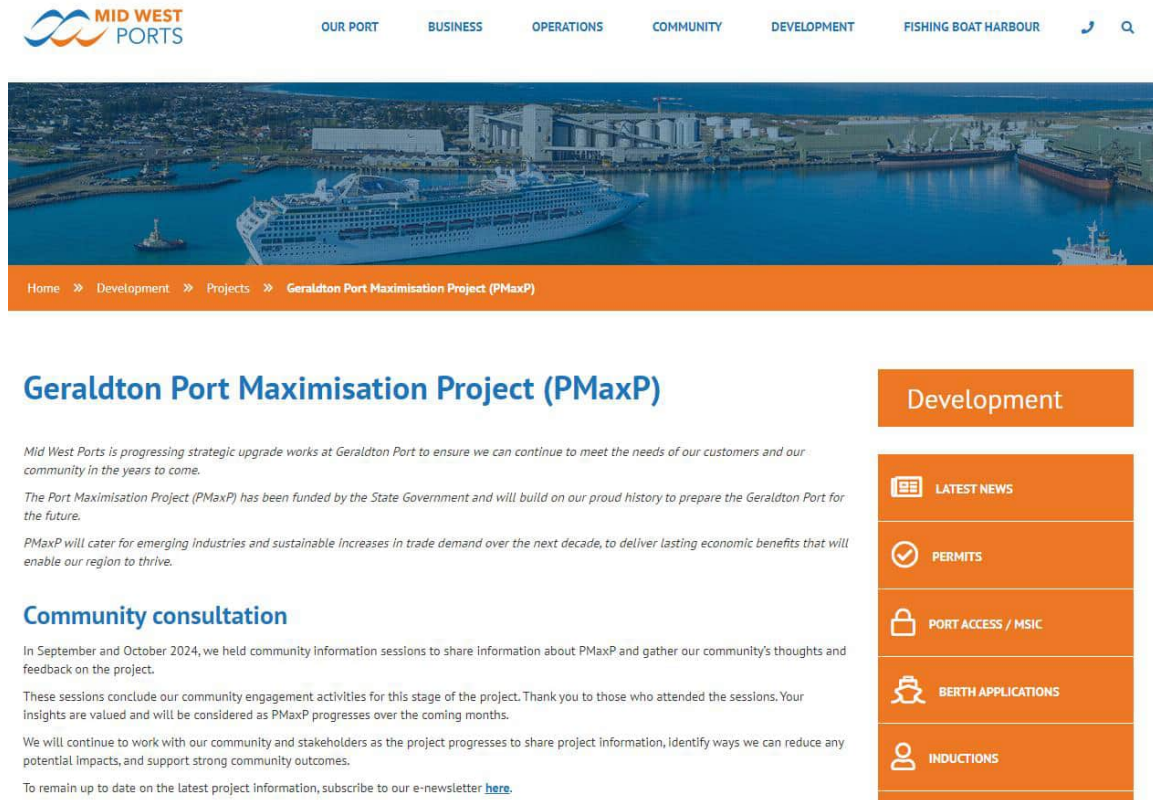


Figure 3: Excerpt of PMaxP webpage

### 3.2.3 Social media

Five posts were issued on the Mid West Ports Facebook and LinkedIn pages over five weeks during the CSE program period. The objective of the posts was to inform the general public of the impending PMaxP *Part IV* environmental impact assessment referral and promote upcoming PMaxP community information sessions. Messaging used in the posts was consistent across all communications channels, including the letter-drop flyer and newspaper adverts.

The number of people reached through each social media post is summarised in **Table 9** below.

Table 9: Social media reach

Post date	Channel reach	
	Facebook	LinkedIn
12/09/2024	475	915
16/09/2024	518	1023
18/09/2024	413	489
01/10/2024	702	673
09/10/2024	372	423



An example of the social media posts can be seen in **Figure 4** below.

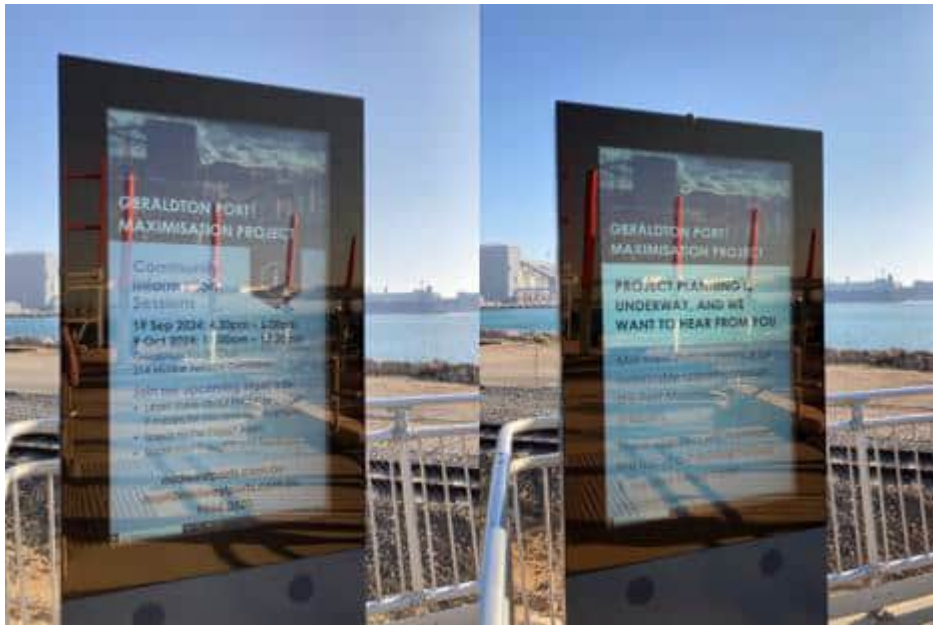


**Figure 4: PMaxP Facebook post**

### 3.2.4 Digital noticeboards

Information on the PMaxP community information sessions was shared in the lead up to each event on Mid West Port's digital noticeboard located on the Esplanade, as highlighted in **Figure 5** below.





**Figure 5: Digital noticeboard advertising**

### 3.2.5 Third-party promotion

In addition to Mid West Ports' developed content, information regarding the PMaxP has been shared through third-party channels. This promotion has allowed the Project to broaden reach of the CSE program beyond Mid West Ports' existing stakeholder network and encourage wider participation in consultation forums.

The focus of communications through third party channels is outlined in the Error! Reference source not found. below.

**Table 10: Third-party Project communications**

Channel	Focus of communications
<b>Geraldton Community Noticeboard</b> Facebook page	<ul style="list-style-type: none"> <li>Promotion of PMaxP community information session</li> </ul>
<b>Mid West Development Commission</b> Email database	<ul style="list-style-type: none"> <li>Promotion of PMaxP community information session</li> </ul>
<b>WA Business News</b> Editorial article	<ul style="list-style-type: none"> <li>Overview of PMaxP and opportunities to support renewable development within the region.</li> </ul>

### 3.2.6 Newspaper advertising

The PMaxP's impending PMaxP *Part IV* environmental impact assessment referral and upcoming community information sessions were promoted through quarter page adverts posted in the Geraldton Guardian and Mid West Times newspapers on Friday, 30<sup>th</sup> August 2024 and Wednesday, 4<sup>th</sup> September 2024 respectively. Newspaper advertising sought to extend the reach of upcoming engagement opportunities to a broader community audience,



while ensuring the public were aware of the environmental referral prior to referral documentation being released on the EPA website. The advert design can be seen in **Figure 6** below.



**PROJECT PLANNING IS UNDERWAY,  
AND WE WANT TO HEAR FROM YOU**

Mid West Ports is planning for sustainable upgrades at Geraldton Port through the Port Maximisation Project (PMaxP).

PMaxP will provide safe, reliable, and efficient infrastructure upgrades to maximise the use of our existing harbour and support our future trade requirements.

In Q3 2024, key elements of the project will be referred to the relevant regulatory authorities as the first step of the environmental approvals process.

**Community Information Sessions**

**19 Sep 2024: 4.30pm – 6.00pm**  
**9 Oct 2024: 11.00am – 12.30pm**  
Geraldton Yacht Club  
214 Marine Terrace Geraldton

**Join our upcoming session to:**

- Learn more about PMaxP and what it means for you and our community.
- Speak to the PMaxP Team.
- Share your thoughts and feedback.

midwestports.com.au | mail@midwestports.com.au | (08) 9964 0520

**Figure 6: PMaxP newspaper advert design**

### 3.2.7 Communication materials

A range of collateral and communication materials were developed to support the CSE program delivery. Physical and digital collateral was developed to aid consultation activities and support clear, consistent messaging regarding the Project.

PDFs of collateral developed is attached in **Appendix A**.

Collateral was printed for in-person events and uploaded onto the PMaxP webpage for on-going public reference.

## 4.0 Summary of key insights and themes

A thematic summary of key insights garnered from the CSE program, across stakeholder groups, is provided below. These insights have informed the Project team’s understanding of community and stakeholder values, areas of interest and concern, and future opportunities for engagement.



## **General sentiment**

Consultation across all stakeholder and community cohorts indicates that participants are generally supportive of Mid West Ports and their projects.

Consultation forums generally yielded minimal discussion, questions or strong sentiment toward the Project suggesting a certain level of neutrality among stakeholders. The general tone of discussions suggested this neutrality may be due to a fundamental familiarity and acceptance of the role of the Port within the community and the drivers for the PMaxP.

Due to the on-going nature of the relationships between stakeholder groups and Mid West Ports, the PMaxP consultation touchpoints were often used as a platform to discuss broader reaching issues, concerns or opportunities that extended beyond the scope of the PMaxP.

## **Cumulative impacts**

A number of existing areas of interest and concern were raised in consultation forums with stakeholders seeking confirmation that the PMaxP would not contribute to, or exacerbate, identified issues.

Dust is an example of an ongoing community concern raised in several forums. It was acknowledged that dust issues extend beyond the control or responsibility of Mid West Ports, but that the PMaxP would not result in increased dust volumes.

Stakeholders expressed interest in understanding how PMaxP elements would contribute to changes to coastal processes including erosion of town beaches and sediment transport within the Port channels.

There is a requirement for Mid West Ports to remain cognisant of public discourse surrounding broader challenges and issues, particularly in relation to dust and sediment transport, as community sentiment regarding these topics is a factor in the overarching perceived benefits and impacts of the PMaxP and other port-related projects.

## **Perceived versus actual community concerns and sensitivities**

Several stakeholder groups, including Mid West Ports employees and the Northern Agricultural Catchment Council (NACC), raised that the community may be particularly sensitive to impacts of sediment plumes associated with capital dredging activities. It was suggested that these sensitivities may originate from the community's previous experience with capital dredging during the 2002 Port Enhancement Project. However, there was no evidence of concern from the community regarding the proposed capital dredging methodology from consultation undertaken for the PMaxP.

Protecting and preserving marine habitat and endangered species remains front of mind for general community and community interest groups. Understanding the extent of impacts, mitigation strategies and opportunities for ongoing protection and enhancement of marine ecosystems was discussed widely.

Given the proposed extension of the breakwater into Champion Bay, the Project team anticipated concerns or queries to be raised in relation to visual amenity. This factor was specifically tested with key stakeholders with direct views of the Port including hospitality business operators with coastal views and the Geraldton Yacht Club. No concerns regarding visual changes to the bay or coastal outlook were noted.

## **Protection of the sea lion population**

Community and stakeholders confirmed the significant value placed in the protection and celebration of the local sea lion population. This value was evident in the number of insights,



experiences and information shared regarding interactions with sea lions and level of interest expressed in understanding how the Project would be managing potential impacts to this endangered species.

Environmental community interest groups reinforced their desire to see Mid West Ports follow through on commitments to create suitable haul out areas as part of the PMaxP breakwater extension. The proximity of haul out areas (e.g., Seal Rocks) to commercial and recreational activities such as jet skis, fireworks and Port operations was noted as a key disturbance factor for the species. NACC furthermore suggested the potential for community opposition to Port activities or upgrades which may result in sea lions moving away from the area due to disturbances to their habitat.

Articulating Mid West Ports' commitment to protecting sea lions, the specific controls and procedures that will be implemented during the Project, and the various initiatives, programs and design modifications that have been undertaken to preserve, enhance and/or extend sea lion habitat is critical to community acceptance of the PMaxP's impacts on the environment.

### **Fauna-sensitive design**

Environmental community groups such as Houtman Abrolhos Conservation Network and Birdlife Midwest-Geraldton expressed particular interest in understanding the opportunities for integrating dedicated nesting areas for bird species, including red-capped plovers and fairy terns, within the PMaxP design.

Furthermore, there was a more strategic desire noted to see Mid West Ports explore proactive integration of nature-based solutions and enhancement controls within their infrastructure design, referencing international case studies from global cities that are championing wildlife sanctuary within industrial zones.

A formal proposal regarding integration of a wildlife sanctuary within the Port's industrial zone was submitted to Mid West Ports and the City of Greater Geraldton by HACN and Birdlife Midwest-Geraldton. Mid West Ports have provided formal response to the submission reinforcing their commitment to integrating fauna-sensitive design elements into the PMaxP where practicable.

### **Scientific research partnerships and collaboration**

A desire and expectation to see Mid West Ports continue to participate in research and conservation initiatives was evident and stakeholders and community groups provided numerous suggestions of potential scientific research and education partnerships for Mid West Ports to explore in the future.

It may be suggested that this expectation is underpinned by a general acknowledgement of Mid West Port's unique connection to the Geraldton community and coastal ecosystems and its corporate social responsibility to actively protect, preserve and enhance the land and waters in which it operates. These partnerships may include funding of:

- Community education programs promoting local biodiversity and marine conservation.
- Formal marine fauna monitoring programs, particularly in relation to sea lion and osprey species. Monitoring programs may draw on collaborations with federal research initiatives, the NACC, and local environmental groups.



## **Unlocking future regional opportunities through cruise tourism and renewable energy**

The potential for the PMaxP to unlock opportunities for future cruise tourism was widely supported as a key focus area among stakeholder and community cohorts.

Stakeholders considered the PMaxP within a broader development context seeking to understand the relationship between the PMaxP and other Mid West Ports upgrade projects, such as the future Oakajee Port development.

Government and industry stakeholders expressed interest in the potential for the PMaxP to support renewable energy projects through future construction of the proposed Berth 8 / Berth 9 and connection to Oakajee Port.

## **5.0 Recommendations and future considerations**

Effective engagement and communication strategies are essential for the ongoing success of the Project. Future engagement programs should continue to actively listen to community feedback, acknowledge concerns, and incorporate stakeholder input into project planning and decision-making processes, where appropriate. Through the delivery of the CSEP and insights gathered to date, the following recommendations and future considerations have been identified.

### **Targeted consultation opportunities to support construction planning and delivery.**

Some stakeholders highlighted a desire for consultation opportunities to be provided earlier in Project planning to enable meaningful stakeholder input into Project delivery.

As the project progresses to construction, it is recommended that Mid West Ports considers targeted opportunities with key stakeholder groups regarding construction planning and execution. This may include early engagement with potential local businesses, suppliers and contractors to support local business capacity development and preparedness for participation in construction activities.

It is critical that engagement surrounding construction be directed toward factors that stakeholders can realistically contribute to or influence, to manage expectations and enable productive discussions.

### **On-going communications, aligned to Project milestones.**

It is recommended that a consistent program of content and communications be established to share timely updates and information regarding the PMaxP's progress. The PMaxP webpage provides a centralised platform for information to be communicated. Furthermore, establishment, promotion and utilisation of a PMaxP email subscriber list will allow community and stakeholder groups to easily 'opt-in' to receiving information over time.

### **Clearly articulate how environmental impacts will be managed and mitigated.**

The potential project-specific and cumulative impacts of development along the coastline on marine fauna and flora and coastal processes is front of mind for the community. It is critical that Mid West Ports clearly articulate how environmental impacts will be managed and/or mitigated throughout construction. On-going information should be shared during construction to build awareness and understanding of construction management and methodologies and proactively address community concerns as they arise. Simple, considered messaging that focuses on building awareness and understanding of key construction concepts (and associated environmental factors) will assist in limiting the spread of misinformation or broader community resistance.



### **Share Mid West Ports' participation in community and environmental programs and initiatives.**

Consultation highlighted a clear desire from community environmental advocates and interest groups, and industry stakeholders such as Northern Agricultural Catchment Council, for Mid West Ports to participate in and support scientific research and environmental conservation initiatives.

A range of opportunities for public awareness and education campaigns and around preservation of bird and sea lion habitat has been identified. It is recognised Mid West Ports actively contributed to a range of programs; communicating Mid West Ports involvement and exploring opportunities to proactively engage with and partner with community interest groups, demonstrate Mid West Port's understanding of community and environmental values.



# Appendix A PMaxP Communications Collateral

## Engagement Summary Report

Geraldton Port Maximisation Project

Mid West Ports Authority







SLR Project No.: 675.072500.00003

30 January 2025



# UNDERSTANDING PMAXP

PMaxP infrastructure upgrades will focus on maximising the use of our current harbour through the creation of operational efficiencies and ensuring the Port's berth facilities can meet our future needs.

-  Safe, reliable, efficient infrastructure.
-  Reduce Port downtime.
-  Remove unused legacy assets.
-  Unlock opportunities for cruise ships.
-  Optimise throughput.
-  Diversify trade.





# GERALDTON PORT MAXIMISATION PROJECT

For more than 150 years, Geraldton Port has been serving the Mid West community, enabling mining, agriculture and fishing sectors through its critical supply chain infrastructure.

Geraldton Port is one of Australia's most diverse commodity ports. It provides a vital gateway for trade and tourism and connects the region's thriving industries to national and international markets.

Mid West Ports is progressing strategic upgrade works at Geraldton Port to ensure we can continue to meet the needs of our customers and our community in the years to come.

The Port Maximisation Project (PMaxP) will build on our proud history and prepare Geraldton Port for the future. PMaxP will cater for emerging industries and sustainable increases in trade demand over the next decade to deliver lasting economic benefits that will enable our region to thrive.

**BUILDING ON THE STRENGTHS AND DIVERSITY OF GERALDTON PORT  
TO MAXIMISE OUR POTENTIAL AND PREPARE FOR THE FUTURE.**

# Understanding PMaxP

The Geraldton Port Maximisation Project (PMaxP) is a major infrastructure project that will modernise and improve the Geraldton Port.

The \$350 million State Government funded project will be designed and constructed by Mid West Ports over a four-year period.

Geraldton Port will play an important role in enabling emerging industries, new customers with a diverse product mix, and significant

growth forecasted within the Mid West region, over the next decade.

Through PMaxP, we are building a community asset that will proudly support our region for years to come. PMaxP features sustainable infrastructure upgrades designed to maximise the use of our current harbour. PMaxP will improve operational efficiency, ensure our berth facilities meet the needs of new products and customers, and create greater opportunities for cruise ships and future Port expansion.

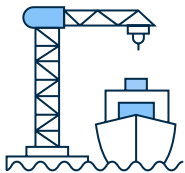


## KEY ELEMENTS OF PMAXP INCLUDE:

- 1 Lease 11 truck unloader** to deliver unloading efficiencies and improved emissions controls. Regulatory approvals are in place, with construction expected in Q4 2024.
- 2 Construction of a new Berth 1** for cruise and cargo vessels.
- 3 Construction of a new tug facility and breakwater extension** designed to reduce downtime within the port due to weather through enhanced surge mitigation.
- 4 Future modifications and upgrades to the existing Berth 6** to cater for larger vessels.
- 5 Port West road upgrades** to improve existing traffic flow and accommodate future vehicle movement requirements.
- 6 Demolition of the existing Berth 2 wharf deck** which no longer meets modern operating requirements.
- 7 Environmental considerations** for a future Berth 8 / Berth 9.

## Delivering Local and Regional Benefits

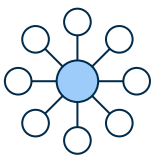
PMaxP will deliver sustainable port solutions for our customers, support regional trade diversification and deliver a range of economic benefits for our community.



**Reliable, safe and efficient infrastructure** to maximise the use of our current harbour.



**Greater opportunities** for cruise ships, benefiting our local cruise tourism and retail industries.



**Supporting regional economic growth and trade diversification**, leading to improved community resilience and success.



**Boosting local job and business opportunities** through PMaxP construction.

## Project Approvals and Timings

**i**

PMaxP will progress in stages, aligned with required environmental investigations and approvals. The environmental approvals process is underway for PMaxP upgrade works for Berth 1, the new tug facility, and Berth 6.

While not a part of the PMaxP scope, environmental approvals will also assess the opportunities for future construction of Berth 8 / Berth 9, to support future renewable energy projects.

Throughout the life of the project, Mid West Ports will keep our community and stakeholders up to date about the construction stages, and how we'll be working to ensure any potential impacts are minimised.

## PROJECT TIMELINE

### 2022

- Preliminary project planning** – design concept development.
- Design concept validation with community and stakeholder input.
- Baseline surveys, investigations and modelling commences.

### 2023

- Project development** – detailed design development.

### 2024

- Detailed environment and marine investigations commence.

### WE ARE HERE

Community and stakeholder engagement to support understanding of project impacts.

- Referral of the project to the relevant regulatory authorities.

- Project environmental impact assessment.

### 2025

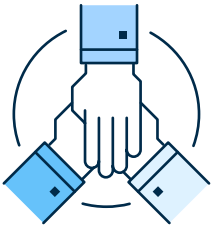
- Project refinement in response to environmental impact assessment outcomes.

- Project approvals** – Project will not proceed until relevant regulatory approvals have been obtained.

### 2026

- Construction** – staged construction works commence.

# Working with our community



Throughout the delivery of PMaxP over the next four years, we'll share project information, updates, identify ways we can reduce any

potential impacts, and support strong community outcomes.

**We value your input and encourage you to share your feedback** through our project website, via email and at our upcoming community information sessions.

Scan the QR code to learn more about PMaxP, future information sessions and to sign up to our e-newsletter for project updates.



## OUR COMMITMENT TO A SUSTAINABLE FUTURE

PMaxP will be delivered in line with Mid West Port's three pillars of sustainability. These pillars reflect our commitment to providing enduring supply chain infrastructure that balances the economic, social and environmental opportunities in our region:

→  
**PEOPLE:** Investing in and engaging with the community and leaving a positive legacy for future generations.

→  
**PLANET:** Operating in balance with our environment and ensuring ecological values are protected.

→  
**PROSPERITY:** Building the long-term resilience of the Port and enhancing economic prosperity for the region and the State.



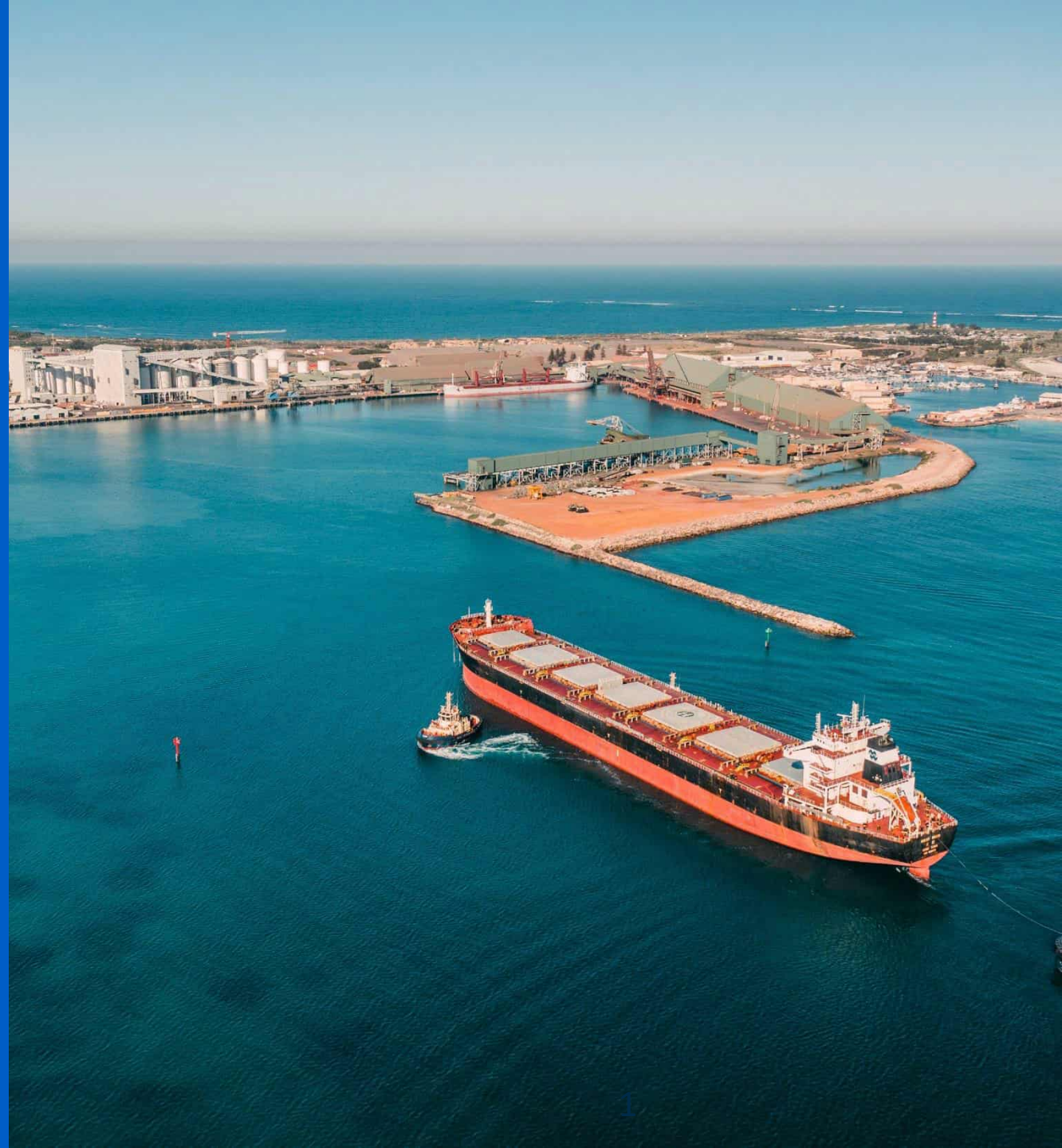
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SEPTEMBER 2024

# Geraldton Port Maximisation Project **FAQs**





# Contents



*Click on a section  
to see related FAQs*

01

Project  
Overview

02

Planning and  
approvals



01



*Click on a question  
to read the response*

# Project overview

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1. [What is PMaxP?](#)
2. [Why is the project needed?](#)
3. [What funding has been committed for the project?](#)
4. [What are the benefits of the project?](#)
5. [What enabling works need to be undertaken to deliver the project?](#)



1

## What is PMaxP?

The Geraldton Port Maximisation Project (PMaxP) is a major infrastructure project that will modernise and improve Geraldton Port. The \$350 million State Government funded project will be designed and constructed by Mid West Ports.

PMaxP features sustainable infrastructure upgrades designed to maximise the use of our current harbour. PMaxP will improve operational efficiency, ensure our berth facilities meet the needs of new products and customers, and create greater opportunities for cruise ships and future Port expansion.



### Key elements of PMaxP include:

- 1. Lease 11 truck unloader** to deliver unloading efficiencies and improved emissions controls. Regulatory approvals are in place, with construction expected in Q4 2024.
- 2. Construction of a new Berth 1** for passenger and cargo vessels.
- 3. Construction of a new tug facility and breakwater extension** designed to reduce downtime within the port due to weather through enhanced surge mitigation.
- 4. Future modifications and upgrades to the existing Berth 6** to cater for larger vessels.
- 5. Port West road upgrades** to improve existing traffic flow and accommodate future vehicle movement requirements.
- 6. Demolition of the existing Berth 2 wharf deck** which no longer meets modern operating requirements.
- 7. Environmental considerations** for a future Berth 8 / Berth 9.



2

## Why is the project needed?

For more than 150 years, Geraldton Port has been serving the Mid West community, enabling mining, agriculture and fishing sectors through its critical supply chain infrastructure. Geraldton Port is one of Australia's most diverse commodity ports. It provides a vital gateway for trade and tourism and connects the region's thriving industries to national and international markets.

In 2020, we developed the [Geraldton Port Master Plan](#) outlining the Port's future purpose, opportunities, and requirements to support regional trade diversification and growth.

Over the next ten years, the Port will play an important role in enabling emerging industries, new customers with a diverse product mix, and significant growth forecasted within the Mid West region.

The Port Maximisation Project (PMaxP) will build on our proud history and prepare Geraldton Port for the future. PMaxP will help the Port to cater for emerging industries and sustainable increases in trade demand within the region over the next decade and deliver lasting economic benefits that will enable our region to thrive.

3

## What funding has been committed for the project?

The State Government has approved a total of \$350 million in funding for PMaxP.

This includes \$18 million initially approved to undertake design development, and an additional \$332 million to deliver the infrastructure upgrades.



4

## What are the benefits of the project?

PMaxP will deliver sustainable port solutions for our customers, support regional trade diversification and deliver a range of economic benefits for our community.



**Reliable, safe and efficient infrastructure** to maximise the use of our current harbour.



**Greater opportunities** for cruise ships, benefiting our local cruise tourism and retail industries.



**Supporting regional economic growth and trade diversification**, leading to improved community resilience and success.



**Boosting local job and business opportunities** through PMaxP construction.



## What enabling works need to be undertaken to deliver the project?

A range of construction activities will be completed to deliver PMaxP. To support these works, Mid West Ports is undertaking detailed investigations and will develop rigorous management plans to understand, manage, and minimise potential impacts and disruptions. Key activities to support upgrade works include:

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### Dredging

Just like roads and rail, underwater port infrastructure requires maintenance, and at times upgrading, to ensure vessels can safely enter and manoeuvre into port.

Dredging is conducted to either remove natural sediment build up to maintain existing channel and berth depths (maintenance dredging) or to expand the existing depth or width of a channel or berth (capital dredging).

Dredging activities to manage marine sediment in ports are highly regulated and

must undergo regulatory approvals processes under Commonwealth and State legislation.

Maintenance and capital dredging activities that will be undertaken to deliver PMaxP, include:

- **Berth 1:** Maintenance and capital dredging.
- **Berth 6:** Capital dredging, including land-based excavation.
- **Tug harbour inner walls:** Capital dredging.
- **Berth 8/9:** Capital dredging (works to be completed outside of the PMaxP construction scope).

A Trailer Suction Hopper Dredge will be used to complete maintenance dredging at Berth 1 to remove existing sediment from a previously dredged pocket. This is similar equipment to what is currently used at the Port to complete maintenance dredging in the harbour. A comparable process will also be adopted for the capital dredging at the Tug Harbour as

there is no need to remove consolidated rock to achieve the design depth.

The last capital dredging at the Port was completed in 2002 as part of the Port Enhancement Project (PEP). Based on key learnings from the PEP dredge campaign, PMaxP will adopt a different methodology. This will involve rock conditioning using a hydro-hammer (to break the consolidated rock underlying the seabed into large pieces that will be used in land reclamation) and excavation via backhoe into a split hopper barge .

There will be no sea dumping of dredge spoil; all material will be used at either the new Berth 1 reclamation area or in the construction of the Tug Harbour, depending on the assessment of material quality.

**To learn more about the different types of dredging activities, view our dredging information pack [here](#).**

## What enabling works need to be undertaken to deliver the project?

### Land reclamation and seawall construction

Creation of the Berth 1 rock revetment, causeway and reclamation area will be land-based using standard earthmoving equipment including dump trucks, loaders, excavators and rollers. The causeway will be created using commercially sourced quarry products. Land will be reclaimed at Berth 1 using a combination of imported fill and dredge materials.

The Tug Harbour breakwater will be created from land by gradually creating a land formation from north of the existing Berth 7 reclamation area extending northwards into Champion Bay. Rock armour is then placed along the outside of the formation to create the breakwater and to provide additional reinforcement and protection. Important not to use the term “clean fill” as it has a definition in the guidance

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### Piling works

Marine piling is the process of setting deep foundations into the bedrock below sea level to support nearshore and offshore based structures.

For PMaxP, most of the piling required will be marine based, for Berth 1, Berth 6, the Tug Harbour and the future Berth 8 / Berth 9. Piling works will involve the installation of tubular piles to form the foundations of the wharf decks. This is achieved using a combination of vibratory and impact piling hammers operated from either a piling barge or a land-based piling rig.

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### Berth 2 wharf deck removal

The original Berth 2 wharf deck was constructed in 1930 and no longer meets modern operating requirements. The removal

of the Berth 2 wharf deck will be progressed as a construction activity. Construction cutting saws will be used to separate the deck into manageable segments. Each segment will be lifted out using a crane excavator and disposed of or recycled. Once the deck is removed, the piles will remain in place.

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### Port West Road upgrades

The Port West Roads upgrades will improve safety and connectivity for traffic through the Port road network. The upgrades will allow for greater road drainage and serviceability through dedicated service corridors, separate vehicle movements and enhance Port security through a consolidated security gate access point.



02



*Click on a question  
to read the response*

## Planning and approvals

1. What are the key milestones that the project must meet to proceed to construction?
2. What is the EPA?
3. What elements of the project will be assessed as part of the environmental impact assessment?
4. What surveys and investigations will be undertaken to support the environmental impact assessment?
5. How is the data from studies and investigations used?
6. When will you share the outcomes from the environmental and marine investigations?
7. What opportunities will the community have to learn about the project and provide feedback?



1

## What are the key milestones that the project must meet to proceed to construction?

Infrastructure projects such as PMaxP must comply with stringent regulations, with thorough consideration of environmental, social and heritage impacts. PMaxP will pass through several project phases between preliminary project planning through to construction and must meet specific approvals milestones to proceed.

### PROJECT TIMELINE

● 2022

- Preliminary project planning – design concept development.
- Design concept validation with community and stakeholder input.
- Baseline surveys, investigations and modelling commences.

● 2023

- Project development – detailed design development.

● 2024

- Detailed environment and marine investigations commence.

● WE ARE HERE 

Community and stakeholder engagement to support understanding of project impacts.

- Referral of the project to the relevant regulatory bodies.

- Project environmental impact assessment.

● 2025

- Project refinement in response to environmental impact assessment outcomes.

- ★ Project approvals – Project will not proceed until relevant regulatory approvals have been obtained.

● 2026

- Construction – staged construction works commence.

## ...Continued

### Preliminary project planning (2022 – 2023)

Preliminary project planning involved the development of the project design concept informed by vessel and mooring simulations, wave modelling, and consultation with community and key stakeholder groups. Baseline surveys and investigations commenced during this phase to establish an understanding of the existing environment.



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### Project development (2023-2024) \*Current phase

The project is currently within the project development phase.

During project development, a range of planning works are undertaken to build the project's understanding of potential impacts, refine the design of project infrastructure and determine environmental approval requirements.

In August 2024, Mid West Ports referred key elements of the project to the relevant regulatory authorities. This is the first step of the environmental approvals process. Preliminary project information and baseline environmental survey data will be reviewed to determine the level of environmental assessment required for the project.

A range of detailed terrestrial and marine investigations are currently underway to support our understanding of potential impacts. This ensures there is a comprehensive understanding of how the project will impact the environment and the best way to avoid, minimise or manage these impacts.

A range of engagement activities will also be undertaken during project development to share project information and gather insights and feedback from the community and key stakeholders.

---

### Environmental and planning approvals (2024-2025)

Following PMaxP's referral to the Department of Water and Environmental Regulation (DWER) in August 2024, a detailed Environmental Impact Assessment (EIA) is currently being prepared for the project. The EIA will summarise the outcomes of the terrestrial and marine investigations and information gathered through community and stakeholder consultation.

The EIA will also outline how identified project impacts will be avoided, minimised or managed, adopting best practice approaches.

Later this year, the EIA will be submitted to DWER for assessment under the *Environmental Protection Act 1986*.

The environmental approvals process is expected to take 12-18 months to complete.

An aerial photograph of a coastal port area. The water is a vibrant turquoise color. In the foreground, there's a large construction site with various structures and equipment. To the left, a marina is filled with numerous small boats. Further back, there are several large industrial buildings and a paved area. The coastline is visible, with a mix of developed areas and natural beachfronts. The sky is blue with scattered white clouds.

1

## ...Continued

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### Construction (2026-2028)

Rigorous management plans will be developed and approved as part of the environmental approvals process to manage staged construction activities and avoid, minimise or manage potential impacts.

Throughout the life of the project, Mid West Ports will keep our community and stakeholders up to date about the construction stages, and how we'll be working to ensure any potential impacts are minimised.

Construction of Berth 1, Berth 6 and the Tug Harbour facility works are expected to commence in 2026.



2

## What is the EPA?

The Environmental Protection Authority (EPA) comprises five members and operates completely independently from Government. This means, the EPA does not take direction from the Minister and its advice to Government is made public record. The EPA's operations are governed by the *Environmental Protection Act 1986 (EP Act 1986)*.

The key functions of the EPA are to conduct environmental impact assessments, prepare statutory policies and guidelines for environmental protection and provide strategic advice to the Minister for Environment.

The Department of Water and Environmental Regulation (DWER) will complete the assessment for PMaxP under the *Environmental Protection Act 1986*. DWER will provide recommendations to the EPA to inform the project's environmental approvals. At the completion of the assessment the EPA prepares a report and recommendations for the Minister of Environment.

3

## What elements of the project will be assessed as part of the Environmental Impact Assessment?

PMaxP will progress in stages, aligned with required environmental investigations and approvals. The environmental approvals process is underway for PMaxP upgrade works for Berth 1, the new Tug Harbour facility, and Berth 6.

While the construction is not a part of the PMaxP scope, potential environmental impacts will be considered as part of the approvals process for future construction of Berth 8 / Berth 9, to support future renewable energy projects.

The environmental impact assessment will assess the following key activities:

- **Berth 1, 8/9:** Dredging, piling, land reclamation and wharf deck construction.
- **Berth 6:** Dredging and wharf deck extension.
- **Tug Harbour:** Breakwater extension, dredging, land reclamation, piling and jetty construction.



4

## What surveys and investigations will be undertaken to support the project's environmental impact submission?

Initial terrestrial and marine environmental surveys commenced in 2022 to establish a baseline understanding of the existing environment. Further detailed environmental, social, heritage, and engineering surveys and investigations are currently underway to inform our understanding of potential project impacts.

There are several key factors that the project must consider, including:

- Marine environmental quality.
- Benthic communities and habitats.
- Marina fauna.
- Coastal processes.
- Social surroundings.





4

## ...Continued

A range of data and information is being gathered through detailed investigations and studies to understand how the project may affect these factors and ensure appropriate measures are in place to avoid, minimise or manage impacts. Current investigations include:

- Coastal processes - wave and sediment transport modelling.
- Optimisation study for the tug harbour footprint and outer breakwater orientation.
- Dredge impacts: Hydrodynamic and plume dispersion modelling.
- Benthic communities and habitats survey.
- Sediment quality sampling.
- Marine water quality monitoring.

- Underwater noise modelling - in relation to impacts to marine fauna.
- Noise modelling (air and land-based noise) - in relation to social surroundings.
- Greenhouse gas emissions assessment.
- Landscape and visual impact assessment.
- Social impact assessment.

5

## How is the data from studies and investigations used?

Our investigations allow us to understand how the environment may change as a result of the project and determine best-practice ways to manage identified impacts.

Information gathered in our preliminary project planning and project development phases will inform the preparation of the Environmental Impact Assessment (EIA) document for assessment by the Department of Water and Environmental Regulation (DWER).



6

## When will you share the outcomes from the environmental and marine investigations?

Detailed terrestrial and marine investigations are currently underway to support the project's Environmental Impact Assessment (EIA) submission to DWER for assessment.

All investigation outcomes will be included in the EIA provided to DWER as part of the assessment process. The EIA will be available on the Environmental Protection Authority's website for public reference at this time.

7

## What opportunities will the community have to learn about the project and provide feedback?

Throughout the delivery of PMaxP, we will work with our community and stakeholders to share project information, identify ways we can reduce any potential impacts, and support strong community outcomes.

We value your input and encourage you to share your feedback through our project website, via email, and at our upcoming community information sessions.

To learn more about PMaxP, future information sessions and to sign up to our e-newsletter for project updates, visit our webpage [here](#).

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Please reach out to the PMaxP Team  
today for questions or further  
information.

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# GERALDTON PORT MAXIMISATION PROJECT

## PROJECT PLANNING IS UNDERWAY, AND WE WANT TO HEAR FROM YOU

Mid West Ports is planning for sustainable upgrades at Geraldton Port through the Port Maximisation Project (PMaxP).

PMaxP will provide safe, reliable, and efficient infrastructure upgrades to maximise the use of our existing harbour and support our future trade requirements.

In Q3 2024, key elements of the project will be referred to the relevant regulatory authorities as the first step of the environmental approvals process.

### Community Information Sessions



**19 Sep 2024: 4.30pm – 6.00pm**  
**9 Oct 2024: 11.00am – 12.30pm**  
Geraldton Yacht Club  
214 Marine Terrace Geraldton

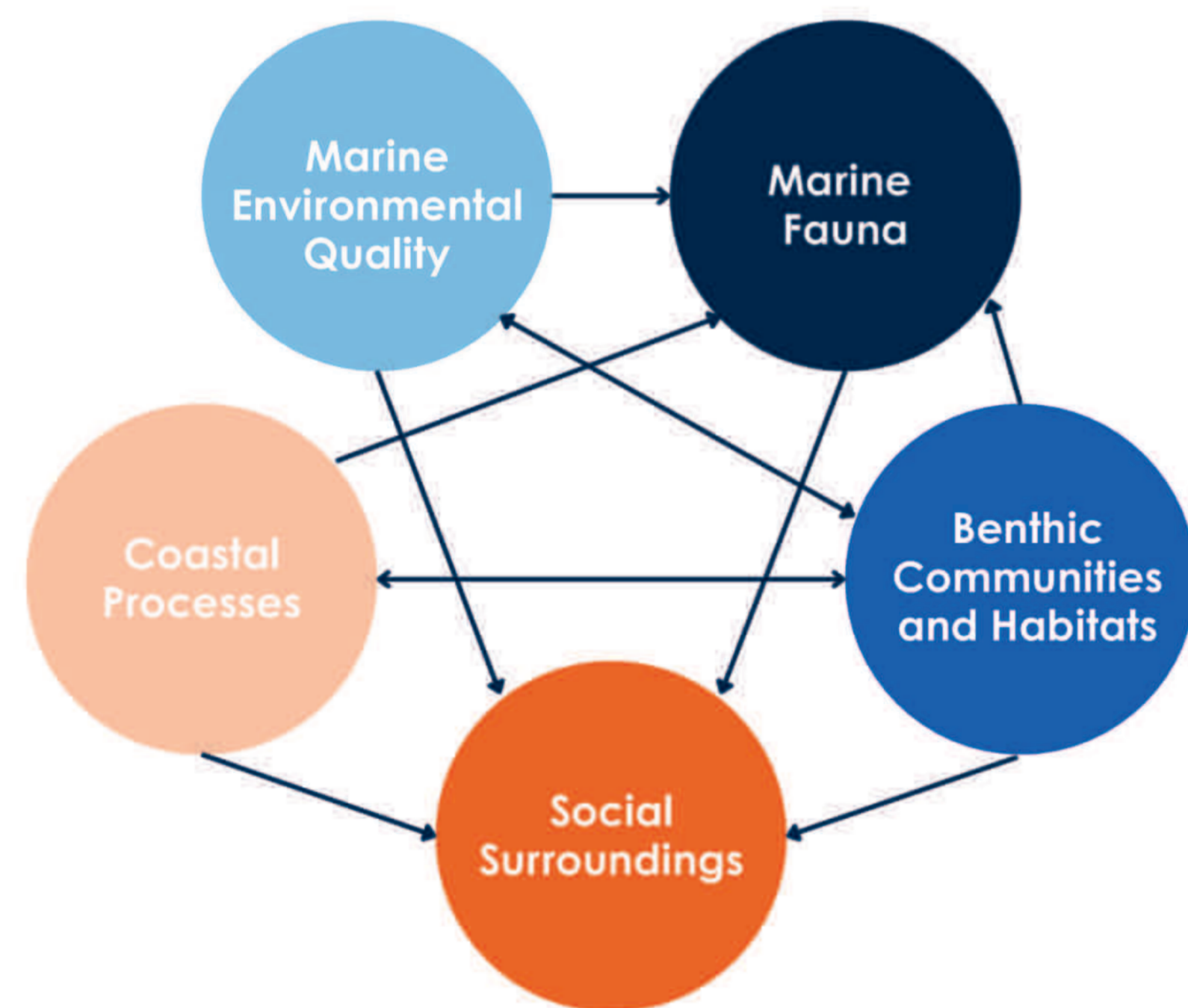
#### Join our upcoming session to:

- Learn more about PMaxP and what it means for you and our community.
- Speak to the PMaxP Team.
- Share your thoughts and feedback.



# PMAXP ENVIRONMENTAL CONSIDERATIONS

There are several key environmental factors that will be considered as part of the Part IV Environmental Impact Assessment.



A range of data and information is being gathered through detailed investigations and studies to understand how the project may affect these factors and ensure appropriate mitigation measures are in place to avoid, minimise or manage impacts.



## BENTHIC COMMUNITIES AND HABITATS

### INVESTIGATIONS

- Detailed and broad scale benthic habitat mapping.

### MITIGATIONS

- Targeted design to minimise disturbance to higher-value habitats (dense seagrass).
- Minimise disturbance of benthic habitat within tug harbour as far as practicable.



## MARINE FAUNA

### INVESTIGATIONS

- Underwater noise modelling.

### MITIGATIONS

- Implementation of a Marine Fauna Management Plan, detailing management procedures including soft-start procedures and exclusion zones for dredging and piling activities.



## MARINE ENVIRONMENTAL QUALITY

### INVESTIGATIONS

- Ongoing water quality monitoring.
- Sediment quality assessments.
- Geotechnical investigations.
- Plume dispersion and sediment transport modelling.

### MITIGATIONS

- Mechanical rock breaker and backhoe for capital dredging.
- Trailing suction hopper dredge for Tug Harbour and Berth 1 soft sediments.
- Water quality triggers, thresholds and actions in a Dredge and Reclamation Environmental Management Plan.



## COASTAL PROCESSES

### INVESTIGATIONS

- Wave and sediment transport modelling.
- Optimisation study for Tug Harbour and outer breakwater.

### MITIGATIONS

- Optimised design minimises harbour and shipping channel sedimentation.
- Continued sand bypassing program.
- Ongoing sustainable sediment management strategies employed in maintenance dredging program.
- Implementation of approved Northern Beaches Stabilisation Plan (NBSP).



## SOCIAL SURROUNDINGS

### INVESTIGATIONS

- Air quality (noise, dust and greenhouse gas emissions) modelling.
- Landscape visual impact assessment
- Social impact assessment.

### MITIGATIONS

- Consideration of visual landscape.
- Ongoing consultation with key stakeholders.
- Continued implementation of Northern Beaches Stabilisation Plan (NBSP).

# GERALDTON PORT MAXIMISATION PROJECT

**BUILDING ON THE STRENGTHS AND DIVERSITY  
OF GERALDTON PORT TO MAXIMISE OUR  
POTENTIAL AND PREPARE FOR THE FUTURE.**

The Geraldton Port Maximisation Project (PMaxP) is a major infrastructure project that will modernise and improve the Geraldton Port.

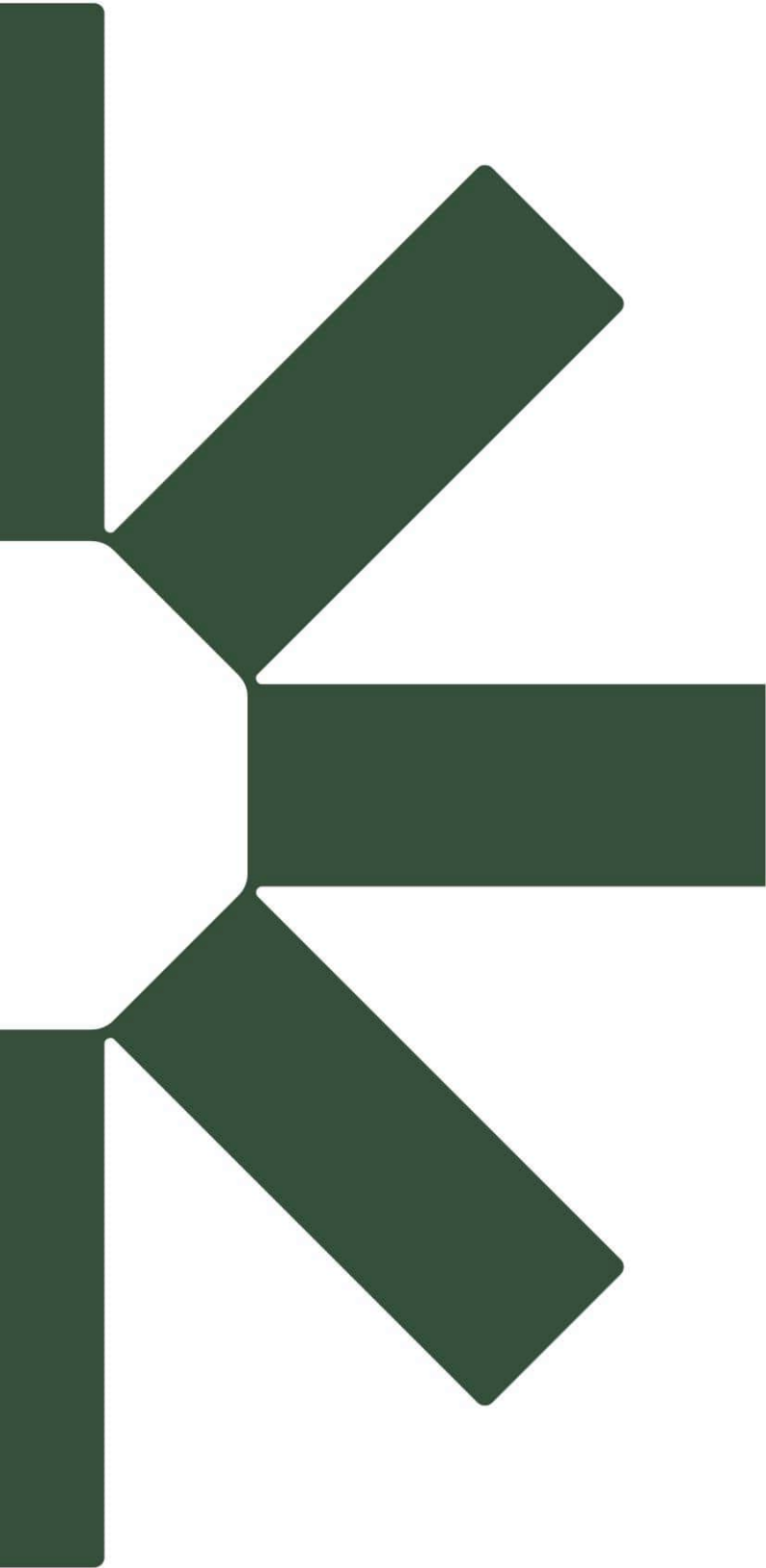
PMaxP features sustainable infrastructure upgrades designed to maximise the use of our current harbour.

PMaxP will improve operational efficiency, ensure our berth facilities meet the needs of new products and customers, and create greater opportunities for cruise ships and future Port expansion.



## KEY ELEMENTS OF PMAXP INCLUDE:

- 1 Lease 11 truck unloader** to deliver unloading efficiencies and improved emissions controls. Regulatory approvals are in place, with construction expected in Q4 2024.
- 2 Construction of a new Berth 1** for cruise and cargo vessels.
- 3 Construction of a new tug facility and breakwater extension** designed to reduce downtime within the port due to weather through enhanced surge mitigation.
- 4 Future modifications and upgrades to the existing Berth 6** to cater for larger vessels.
- 5 Port West road upgrades** to improve existing traffic flow and accommodate future vehicle movement requirements.
- 6 Demolition of the existing Berth 2 wharf deck** which no longer meets modern operating requirements.
- 7 Environmental considerations** for a future Berth 8 / Berth 9.



Making Sustainability Happen



# Appendix D Activity Notice and YSRC Response

## **Social Surroundings Study**

**Geraldton Port Maximisation Project**

**Mid West Ports Authority**

SLR Project No.: 675.072500.00003

10 February 2025

**Our Reference: #K/107 PmaxP**  
**Your Reference: A2172773**

31<sup>st</sup> August 2024

Mid West Ports  
William Jones  
Level 3, 3 Ord St  
West Perth, WA 6000

By Email: [William.jones@midwestports](mailto:William.jones@midwestports)

Dear William

**ACTIVITY NOTICE – #K/107 PmaxP**

We refer to the Activity Notice the Yamatji Southern Regional Corporation (YSRC) received on 10<sup>th</sup> October 2024

**Activity Notice Response under clause 8.3 of the Yamatji Standard Heritage Agreement.**

CLAUSE	KEY STATEMENTS	YSRC ASSESSMENT
8.3 (a)	Requirement for Survey	No
8.3 (a) (i)	Extent of Activity Program	Significant Disturbance
8.3 (a) (ii)	Subject to previous Aboriginal Heritage Surveys	Yes
8.3 (b)	Other Relevant Considerations	Works being conducted entirely on either reclaimed or pre disturbed lands
	Requested Monitoring	No, noting 8.3 considerations above.

YSRC has recommended that work can proceed without the need for a survey or the presence of monitors.

Please ensure a site discovery procedure is adopted and communicated to all site staff and contractors in the case of sub-surface material, Aboriginal sites, objects or ancestral remains.

This assessment may be relied upon for Clause 8.3(b) of the YSHA.

Should you wish to discuss any aspect of the matter, please do not hesitate to contact me at [heritagemailbox@ysrc.com.au](mailto:heritagemailbox@ysrc.com.au) or 0403 960 102.

Yours sincerely,

Signature



**YAMATJI**  
SOUTHERN REGIONAL  
CORPORATION

**Brooke O'Donnell**  
Heritage Manager  
Yamatji Southern Regional Corporation



## POTENTIAL SITE DISCOVERY PROCEDURE

Potential Aboriginal Feature Identified During Clearing

**DO NOT REMOVE ANYTHING FROM THIS SITE**

Activities may continue away from this site



Inform Site Manager of Discovery



Site Manager informs heritage expert (internal or external)

Heritage expert informs relevant Aboriginal Group contact potential discovery



**INSPECTION:** Site Manager, Heritage Expert and Relevant Aboriginal representative



Feature Confirmed to be Aboriginal Feature

**\*IF HUMAN SKLETAL REMAINS ENCOUNTERED, CONTACT WA POLICE AND REGISTER OF ABORIGINAL SITES\***



Feature **CAN** be avoided during construction activities



Works continue with management measures implemented to avoid impact to feature



HISF submitted to DPLH with consent of relevant Aboriginal representative



Feature Confirmed to NOT be an Aboriginal Feature



Works Continue at Location



Feature **CANNOT** be avoided during construction activities

Proponent may need to apply for S18/Reg 10. Approval or CHMP to impact the feature should no other option present

# Issued pursuant to Clause 8.2 of the Yamatji Government Standard Heritage Agreement

By: Mid West Ports Authority (MWPA)

For: The Port of Geraldton Port Maximisation  
Project (PMaxP)

Issued on: 08 October 2024

Reference: A2172773

DRAFT

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## 1 Primary Contents of Activity Notice

### 1.1 BASIC INFORMATION

This Activity Notice is issued under the Yamatji Government Standard Heritage Agreement (YGSHA) (in accordance with clause 22.4 of the Yamatji Nation Indigenous Land Use Agreement) agreed between Mid West Ports Authority (MWPA, the **Proponent**) and the Yamatji Southern Regional Corporation (YSRC) on [TBC].

Proponent's address for service: Level 3, 3 Ord Street, West Perth, WA, 6530

Primary contact for Proponent: Name: William Jones  
Title: Environmental Approvals Lead  
Department/Section: Environmental  
Telephone: (08) 6228 6415 / 0415 517 674  
Fax: N/A  
Email: William.jones@midwestports

### 1.2 BACKGROUND AND PURPOSE

This Activity Notice relates to the Geraldton Port Maximisation Project (PMaxP, **the Activity**). The Port Maximisation PMaxP is an infrastructure project aimed at modernising and optimising the capacity of the Port of Geraldton (the Port) through the upgrade of existing facilities and construction of both new and replacement facilities. The PMaxP involves dredging, land reclamation, construction of new breakwaters, and installation of new marine infrastructure.

The purpose of this Activity Notice is to provide adequate information to assist YSRC to make an assessment as to whether a Survey is required in relation to the Activity and, if so, whether a Site Identification Survey or a Site Avoidance Survey is required, and, if a Survey is required, to provide information relevant to the conduct of a Survey. The inclusion of details at (c) to (f) below does not prejudice the statement at (b) below that the Proponent considers that a Survey is not required.

### 1.3 KEY STATEMENTS AND NOMINATIONS UNDER CLAUSE 8.2(C)(II) AND PART 1 CLAUSE 1.2 SCHEDULE 4 YGSHA

- (a) The Activity Program does not consist of Low Ground Disturbance Activity.
- (b) The Proponent considers that a Survey may be required. However, MWPA have been in direct contact with the YSRC Heritage Manager (B. O'Donnell) via email dated 17 September 2024, who indicated that there may be sufficient survey coverage in a previous work scope undertaken for the Batavia Marina to avoid the need for further consultation or survey. The proponent therefore requests consideration from YSRC as to whether a survey will be required.
- (c) The Proponent's preferred Survey Methodology is a **Site Avoidance Model**.

- (d) The Government Proponent requires any Survey (if required by YSRC) to be conducted in respect of a broader area or areas, encompassing the Activities and surrounding land as described and mapped in this Activity Notice (commonly known as a 'work area clearance' survey).
- (e) The proposed Survey fieldwork start date is nominally 14 November 2024.
- (f) The Proponent requires:
  - i. Preliminary Advice (see clause 12.1(a) YGSHA, and;
  - ii. a Draft Survey report (see clause 12.1(b) YGSHA);

Where any of these key statements are omitted, *Part 3 of Schedule 4 YGSHA* provides default provisions.

## **1.4 THIS ACTIVITY NOTICE ALSO INCLUDES:**

In accordance with clause 8 of this YGSHA, the purpose of the information provided in and with the Activity Notice is to determine whether a Survey is required and if so, its nature and extent. In order to facilitate this objective, an Activity Notice must contain the following additional details where applicable:

- Attachment 1: Map showing the area and digital spatial data the subject of the Activity Notice in accordance with YGSHA Clause 8.2(c)(iii) and Part 2 Schedule 4
- Attachment 2: Aerial photographs (if available) or smaller maps showing the area subject of the Activity Notice in accordance with YGSHA Clause 8.2(c)(iii) and Part 2 Schedule 4
- Attachment 3: Activity Notice Program information in accordance with YGSHA Clause 8.2(c)(iii) and Part 2 (d) through (j) Schedule 4

## ATTACHMENT 1

**MAP SHOWING THE AREA THE SUBJECT OF THE ACTIVITY NOTICE IN ACCORDANCE WITH YGSHA CLAUSE 8.2(C)(III) AND PART 2 SCHEDULE 4**

Refer to Deposited Plan 410027, Sheet 2 of 2, PT 503 DP57801 (attached).

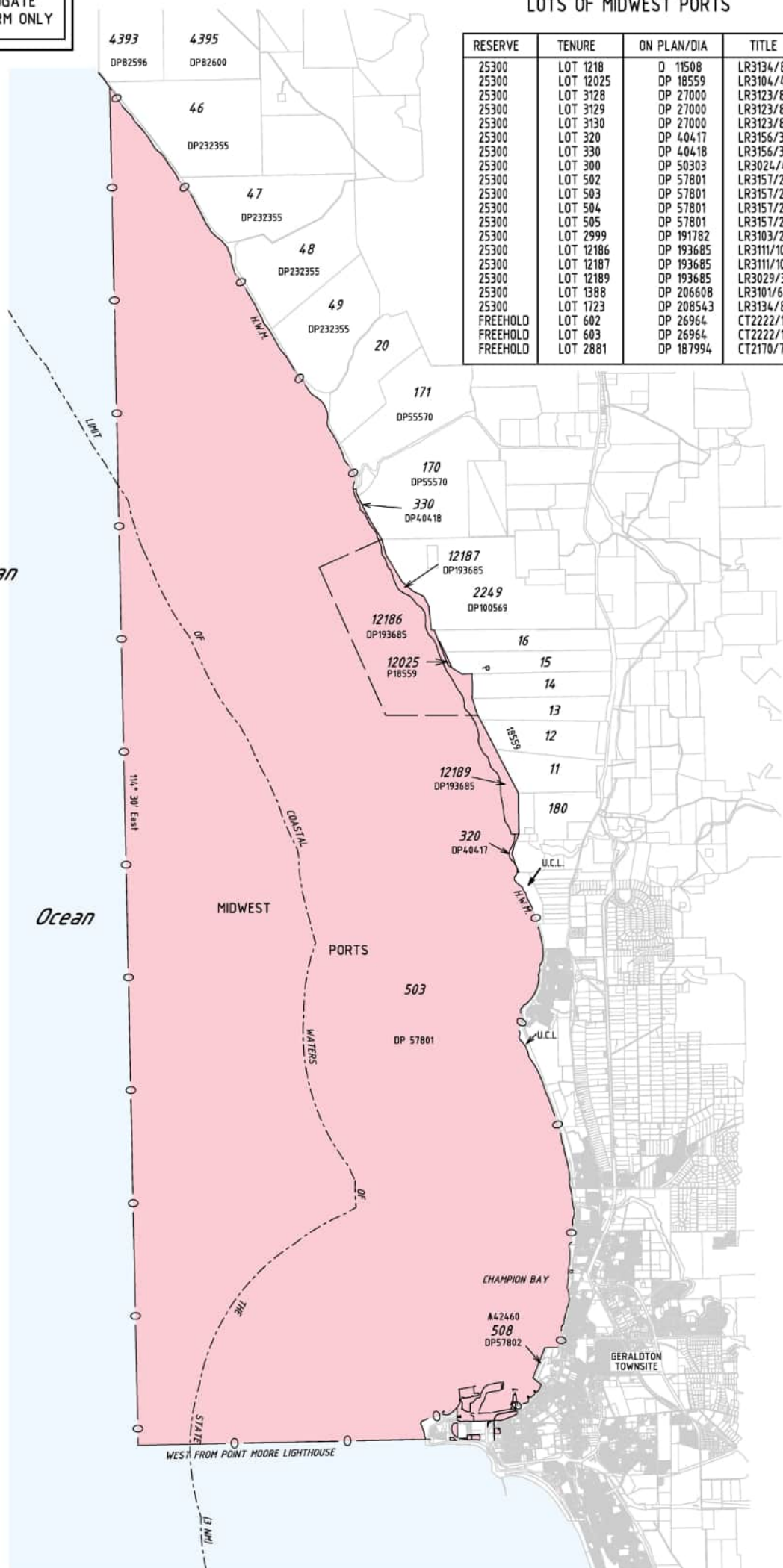
Further details of the activity area are provided in Attachment 2.

DRAFT

HELD BY LANDGATE  
IN DIGITAL FORM ONLY

LAND DESCRIPTION FOR  
LOTS OF MIDWEST PORTS

RESERVE	TENURE	ON PLAN/DIA	TITLE
25300	LOT 1218	D 11508	LR3134/822
25300	LOT 12025	DP 18559	LR3104/498
25300	LOT 3128	DP 27000	LR3123/838
25300	LOT 3129	DP 27000	LR3123/839
25300	LOT 3130	DP 27000	LR3123/840
25300	LOT 320	DP 40417	LR3156/335
25300	LOT 330	DP 40418	LR3156/336
25300	LOT 300	DP 50303	LR3024/482
25300	LOT 502	DP 57801	LR3157/231
25300	LOT 503	DP 57801	LR3157/232
25300	LOT 504	DP 57801	LR3157/233
25300	LOT 505	DP 57801	LR3157/234
25300	LOT 2999	DP 191782	LR3103/22
25300	LOT 12186	DP 193685	LR3111/108
25300	LOT 12187	DP 193685	LR3111/109
25300	LOT 12189	DP 193685	LR3029/392
25300	LOT 1388	DP 206608	LR3101/635
25300	LOT 1723	DP 208543	LR3134/823
FREEHOLD	LOT 602	DP 26964	CT2222/120
FREEHOLD	LOT 603	DP 26964	CT2222/119
FREEHOLD	LOT 2881	DP 187994	CT2170/740



Landgate  
DEPOSITED PLAN  
**410027**  
SHEET 1 OF 2 VERSION 2

LEGEND

- Port Area
- Land Area
- Water Area

SUBJECT TO SURVEY  
NOT FOR ALIENATION PURPOSES

LOGGED: DATE: N/A  
FEE PAID: N/A  
TYPE OF VALIDATION: FULL ADJUT. LEGAL CERTIFIED CORRECT  
ASSESS NO.: N/A

Landgate Surveyors  
Lester Baker  
Land Legislation Specialist

SCALE: 1:75000  
ALL DISTANCES ARE IN METRES

SURVEY FOR: LANDGATE - REBAKER  
DATE: 1-11-2016

LEGISLATION  
GOVERNMENT ORDERS  
23-JUN-2009 page 2009  
MANAGEMENT ORDERS  
DOC: H240224  
DOC: H240224  
DOC: H323448

FORMER TENURE  
DP31269

REFERENCE  
FILE: 3045-1990  
& 00418-2002/01

TYPE PURPOSE  
CROWN STATUTORY  
MIDWEST PORTS

PLAN OF  
MIDWEST PORTS

DISTRICT: VICTORIA  
TOWN SITE  
TRIM FILE: 05381-2015  
LOCAL AUTHORITY: MIDWEST PORT AUTHORITY

VER	AMENDMENT	AUTHORISED BY	DATE



## ATTACHMENT 2

**AERIAL PHOTOGRAPHS (IF AVAILABLE) OR SMALLER MAPS SHOWING THE AREA SUBJECT OF THE ACTIVITY NOTICE IN ACCORDANCE WITH YGSHA CLAUSE 8.2(C)(III) AND PART 2 SCHEDULE 4**

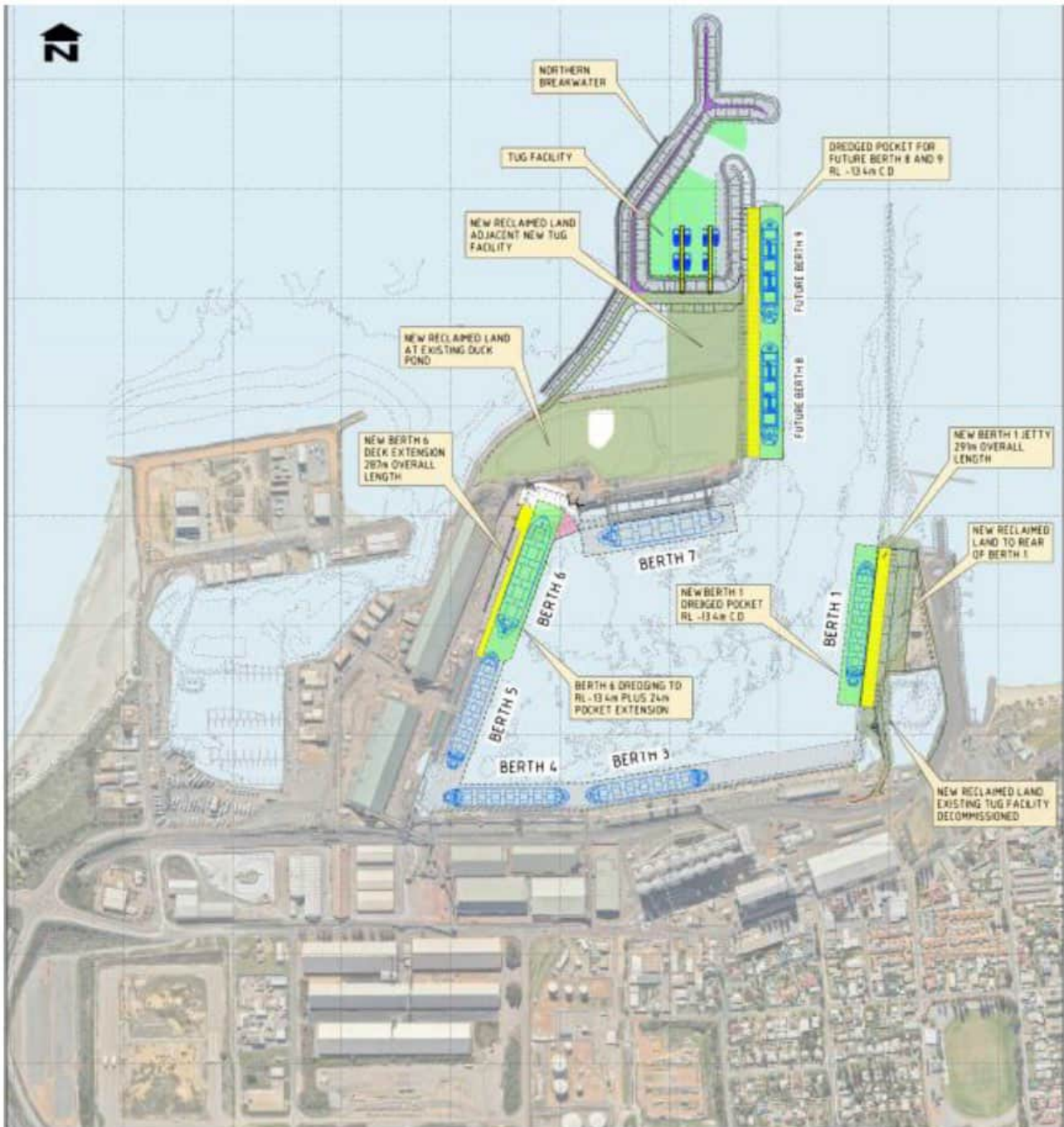


Figure 1 (above) outlines the key aspects of the PMaxP.

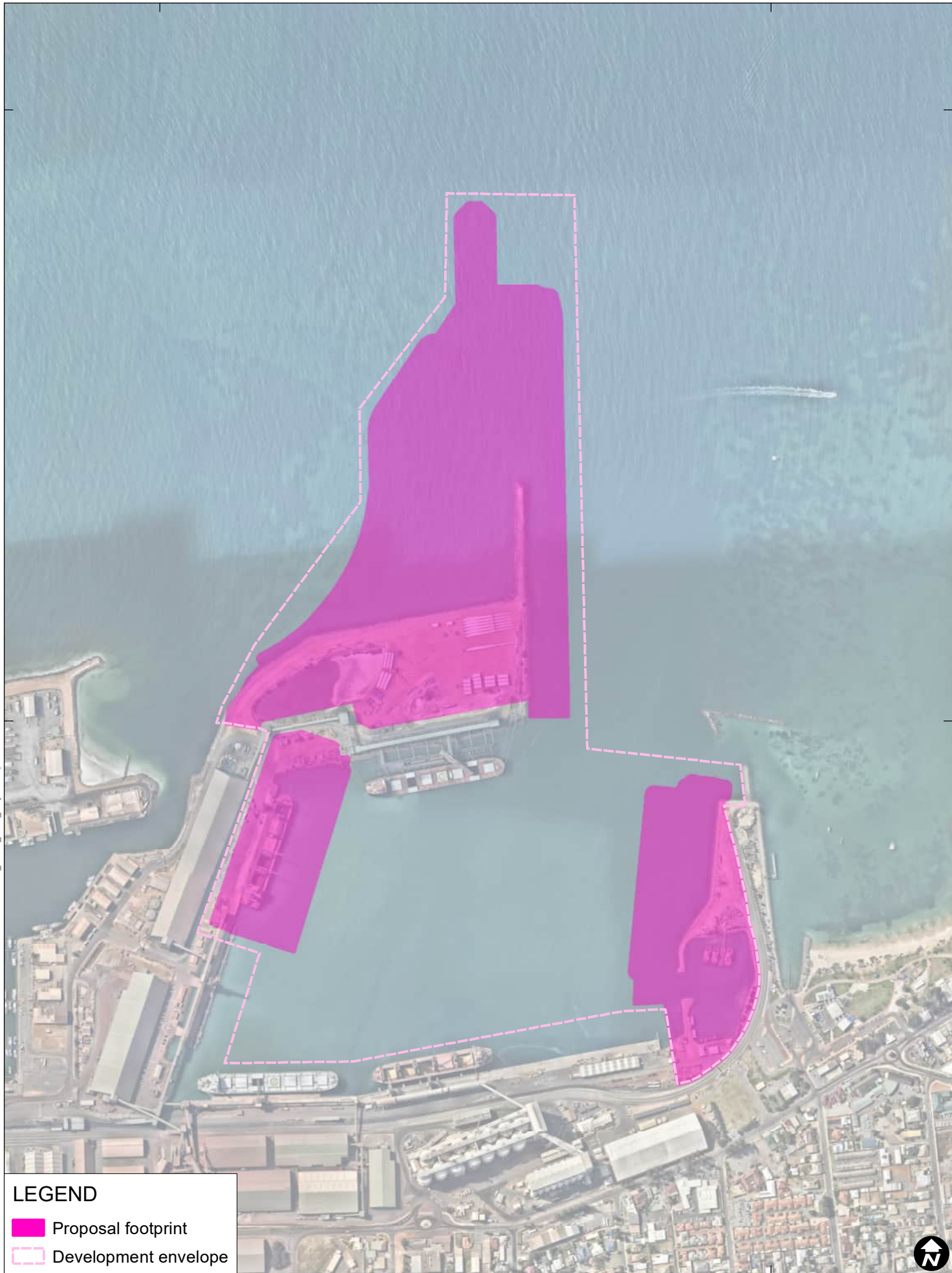
Extracted from: [Environmental Referral Supporting Information \(epa.wa.gov.au\)](http://epa.wa.gov.au).

Refer also to (attached):

- FIGURE A-1: PMAXP PROPOSAL FOOTPRINT AND DEVELOPMENT ENVELOPE
- FIGURE A-2: PMAXP PROPOSAL DETAIL
- FIGURE 7: BCH DISTRIBUTION IN THE PMAXP DEVELOPMENT ENVELOPE

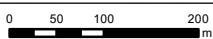
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I:\AU\_SLR\_Local\Corporate\Projects-SLR\675-PER\675-PER\675-PER\675-072500\_00001\_MWPA\_PMAXP-Marine\06\_SLR\_Data\01\_CAD\GIS\GIS\640\_30470\_F016\_ProjectFootprint.mxd



**LEGEND**

- Proposal footprint
- Development envelope



Scale: 1:8,000 at A4  
 Coordinate System: GDA2020 MGA Zone 50

Date Drawn: 23-Aug-2024  
 Project Number: 675.072500



Data Source:  
 Nearmap, 23 February 2024



**PMAXP PROPOSAL FOOTPRINT AND  
 DEVELOPMENT ENVELOPE**

**FIGURE A-1**



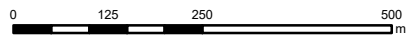
265000

266000



### LEGEND

- Development envelope
- Proposal footprint
- Shipping channel (O2 Marine, 2021)
- Macroalgae
- Seagrass



Scale: 1:10,000 at A4  
 Coordinate System: GDA2020 MGA Zone 50



Date Drawn: 23-Aug-2024  
 Project Number: 675.072500

Data Source:  
 Esri, Maxar, Earthstar Geographics, and the GIS User Community



## BCH DISTRIBUTION IN THE PMAXP DEVELOPMENT ENVELOPE

FIGURE 7

## ATTACHMENT 3

### **ACTIVITY NOTICE PROGRAM IN ACCORDANCE WITH YGSHA CLAUSE 8.2 (C) (III) AND PART 2 (D) THROUGH (J) SCHEDULE 4**

**Where applicable, identifying numbers (or other identifying information) of each tenure to which the Activity Notice relates:**

- PT503, DP57801 as shown on Deposited Plan 410027 sheet 2 (see Attachment 1).

#### **All known vehicular access routes to the area the subject of the Activity Notice:**

The Port of Geraldton is well serviced by sealed roads being:

- Ian Bogle Road
- Reg Clarke Road
- Graham Road
- Gillam Road

Access within the Port Secure Zone is via security gate 1. An approved escort is required for all visitors and contractors without an approved Maritime Security Identification Card (MSIC) and up to date Mid West Ports Authority Induction.

#### **Any ground disturbing Activities that the Government Proponent intends to undertake:**

The PMaxP includes the following ground disturbing activities which extend beyond the existing disturbance footprint of the Port:

- Construction of the New Tug Harbour Sea Wall
- Construction of the New Tug Harbour Reclamation Area
- Capital dredging of the New Tug Harbour (soft mobile sediments only, no hard rock dredging).

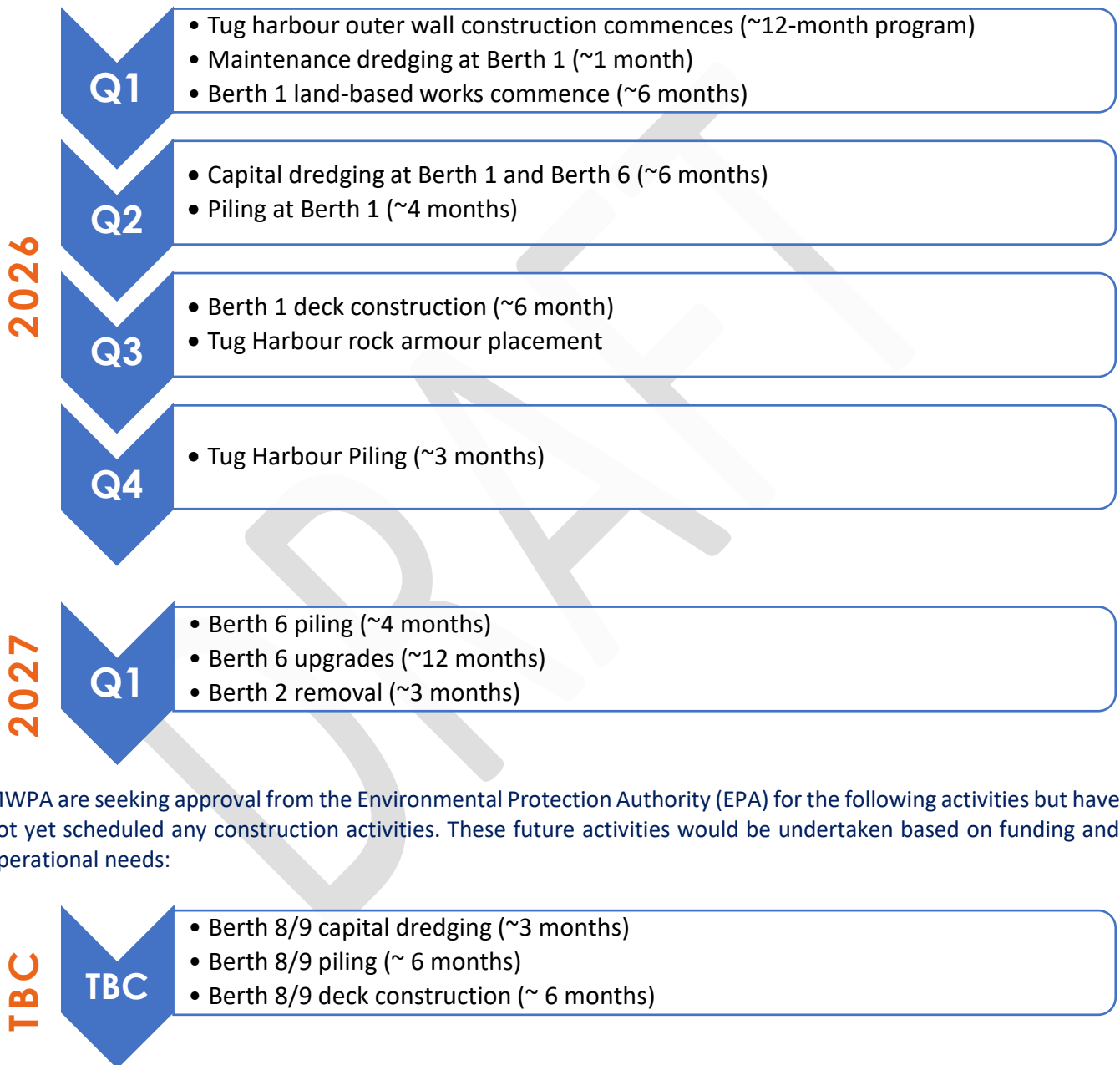
#### **The total area of new activity that extends beyond the existing Port disturbance footprint is ~14 ha.**

In addition to the new disturbance the following activities are planned within the existing Port disturbance footprint:

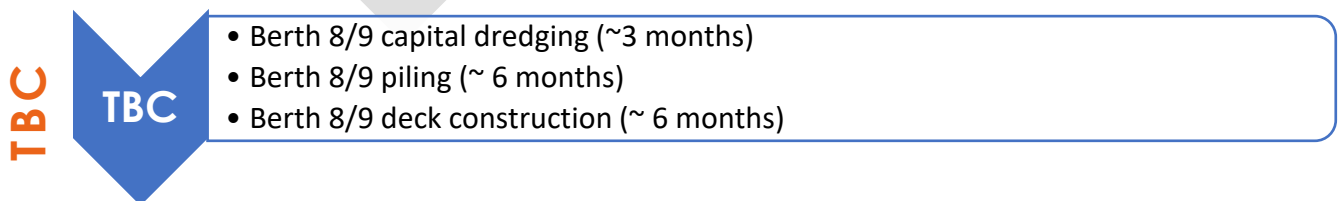
- Widening of the existing Eastern Breakwater to the west (into the existing Commercial Harbour) including rock revetment construction, land reclamation and closing of the existing tug harbour to create a new reclamation cell
- Construction of new Berth 1 (within existing Commercial Harbour) including dredging, piling and deck construction
- Extension and deepening of existing Berth 6 (within existing Commercial Harbour)
- Construction of new Berth 8 & 9 (west of existing rock wall and within existing Shipping Channel) including dredging, piling and deck construction
- Removal of existing Berth 2 (unused, at end of life).

**Details of any Activity Program, and the area and level of potential Activity, on the area the subject of the Activity Notice:**

The PMaxP is a marine construction project and will involve a high degree of disturbance within the construction area. The indicative works program is provided below. These dates are indicative only and may be subject to change based on regulatory and operational considerations:



MWPA are seeking approval from the Environmental Protection Authority (EPA) for the following activities but have not yet scheduled any construction activities. These future activities would be undertaken based on funding and operational needs:



**The techniques and types of infrastructure, items of equipment and vehicles to be used in relation to any proposed Activity:**

Works Phase	Anticipated equipment
Maintenance dredging	<ul style="list-style-type: none"> <li>• 1x Trailing Suction Hopper Dredge (TSHD)</li> </ul>
Capital dredging	<ul style="list-style-type: none"> <li>• 1x Backhoe dredge (BHD) (2000kW excavator or similar)</li> <li>• 1x Hydraulic hammer (attachment for above)</li> <li>• 2x Split hopper barge</li> <li>• 2x 14 tonne bollard pull tugs</li> <li>• 1x Survey vessel class 1C</li> <li>• 2x Articulated dump truck (ADT)</li> <li>• 1x 45 tonne excavator</li> <li>• 1x WA 500 front end loader (FEL)</li> <li>• 1x D10 bulldozer</li> </ul>
Tug harbour seawall & reclamation area	<ul style="list-style-type: none"> <li>• 3x ADT</li> <li>• 1x 140 tonne excavator</li> <li>• 2x 45 tonne excavator</li> <li>• 1x 30 tonne excavator with rock breaker</li> <li>• 1x WA 500 FEL</li> <li>• 1x D10 bulldozer</li> <li>• 1x Grader</li> <li>• 1x 20 tonne telehandler / Franna crane</li> <li>• 1x 5 tonne roller</li> <li>• 1x 8-wheeler dump truck</li> </ul>
Civils / earthworks	<ul style="list-style-type: none"> <li>• 3x ADT</li> <li>• 1x 140 tonne excavator</li> <li>• 1x 100 tonne excavator</li> <li>• 1x 45 tonne excavator</li> <li>• 1x 30 tonne excavator with rock breaker</li> <li>• 1x WA 500 front end loader</li> <li>• 1x D10 bulldozer</li> <li>• 1x Grader</li> <li>• 1x 5 tonne roller</li> <li>• 1x Plate compactor</li> </ul>
Piling works	<ul style="list-style-type: none"> <li>• 1x 200 tonne mobile crane</li> <li>• 1x IHC piling hammer</li> <li>• ABI 13/16 Sheet piling rig</li> </ul>

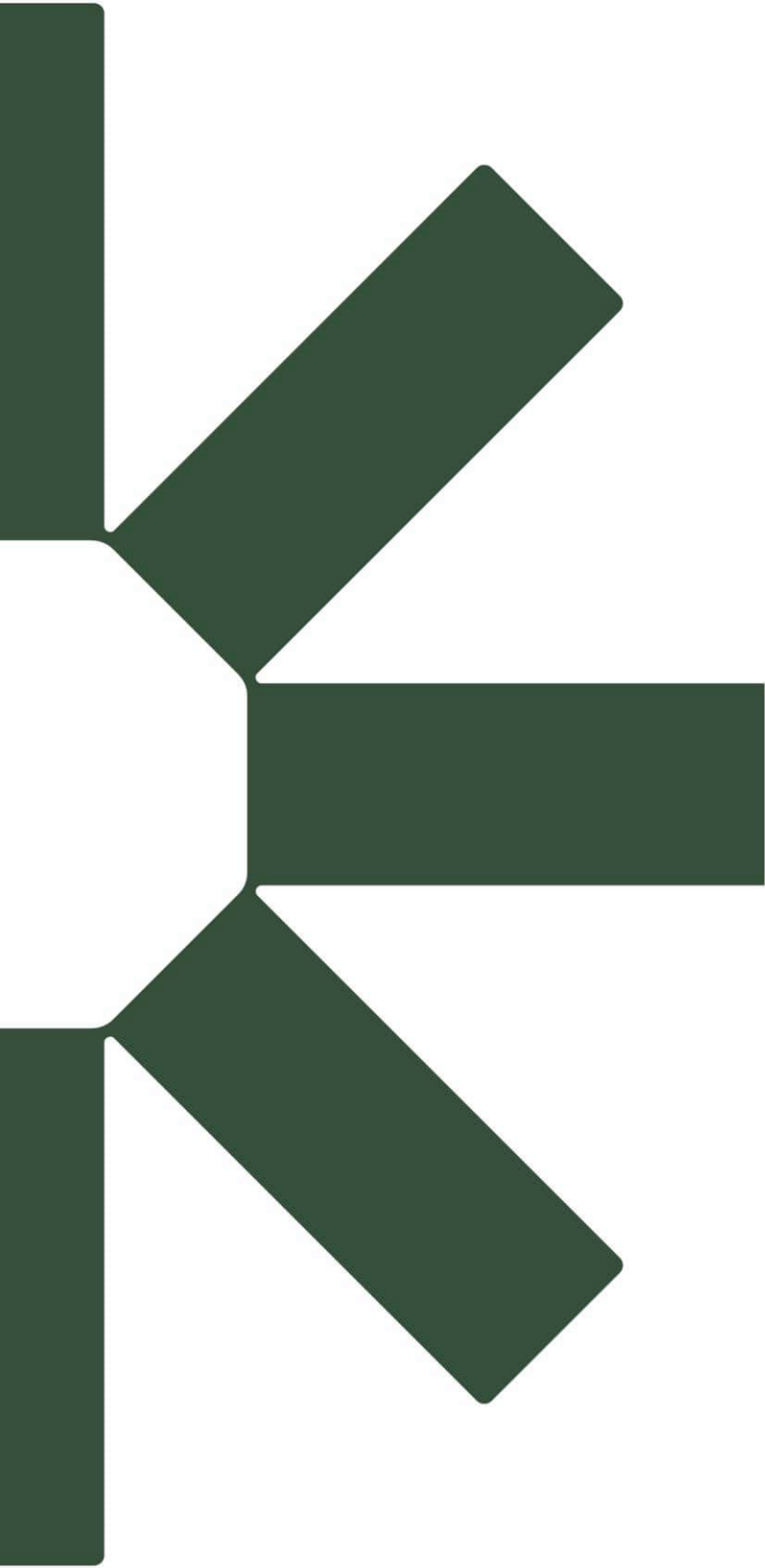
Works Phase	Anticipated equipment
Structural works	<ul style="list-style-type: none"> <li>• 1x Concrete delivery truck</li> <li>• 1x concrete pump</li> <li>• 1x 20 tonne FEL</li> <li>• 1x 200 tonne mobile crane</li> <li>• 1x 300 tonne mobile crane</li> <li>• 1x 20 tonne telehandler</li> <li>• 1x 40 tonne Franna crane</li> <li>• 3x elevated work platforms</li> <li>• 1x Plate compactor</li> <li>• 4x Lincoln Welding Generators</li> </ul>
Berth 2 Demolition	<ul style="list-style-type: none"> <li>• 1x 30 tonne excavator with rock breaker</li> <li>• 1x 200 tonne mobile crane</li> <li>• 2x 8-wheeler dump truck</li> <li>• 2x 1500mm construction saws</li> </ul>

**The approximate number of personnel who will be involved in any proposed Activity:**

Total employees anticipated for the PMaxP construction phase are in the order of 80 – 90 pax.

**Any water, biological or other materials or resources proposed to be obtained from the area the subject of the Activity Notice, in relation to any proposed Activity:**

All dredge material will be reclaimed within the new construction (see Figure 1 and Figure A-2 for details of the land reclamation areas).



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