



Whitsunday Business Breakfast July 2011

Presentation by

Mr Matthew Magin

Business and Stakeholder Manager North

Queensland

Presentation



- Introduction
 - NQBP Ports

- Port of Abbot Point
 - X50 Expansion Update
 - T2 and T3 developments
 - T4 to T7 developments
 - Multi Cargo Facility
 - State Development Area

- Port of Hay Point
 - Dudgeon Point

NQBP PORT LOCATIONS

- **Weipa**
Bauxite, Petroleum
- **Abbot Point**
Coal
- **Mackay**
Sugar, Grain, Petroleum, General Cargo
- **Hay Point**
Coal





Abbot Point

Situated midway between Townsville and Mackay development planning is well established that will see Abbot Point become one of Australia's largest ports.

Over the next 10 to 15 years annual investment on port infrastructure at Abbot Point will exceed \$1 billion per year.

This does not include investment on related infrastructure including mines, rail, refineries etc. These developments are likely to increase annual investment in the region to at least \$4 billion per year.

Given their proximity and established industrial bases Townsville and Mackay are perfectly situated to capture a significant proportion of the economic development occurring at Abbot Point

Abbot Point Coal Expansions – Terminal 1

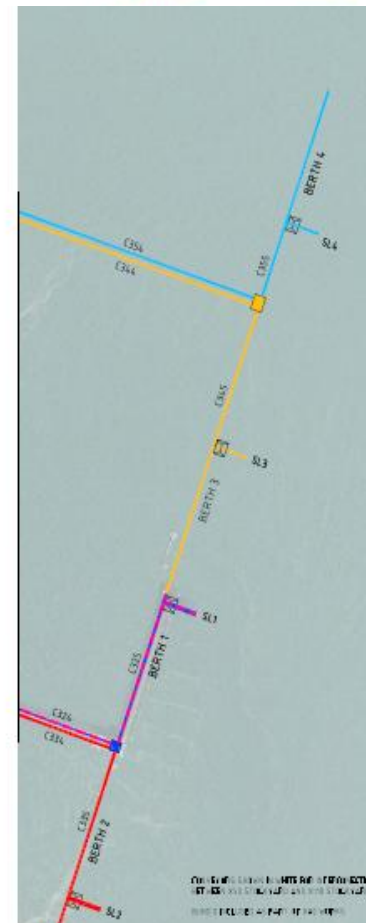
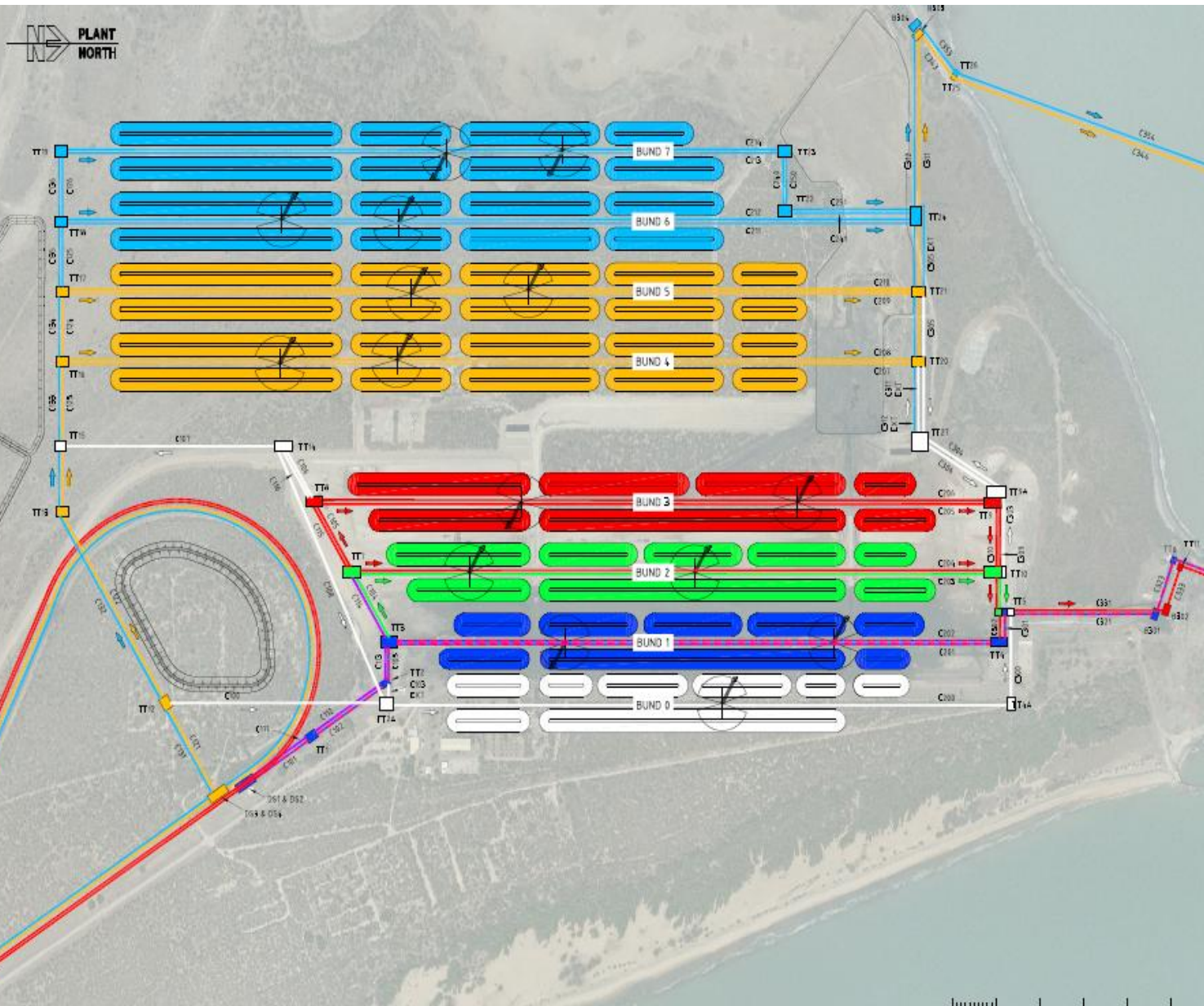
- By the end of July 2011 the X50 Terminal 1 Expansion project is expected to be complete bringing capacity to 50 Mtpa.
- First coal went through on 9 May 2011.
- The total project is valued at close to \$1 billion.
- The X50 Expansion has been supported by long-term commercial agreements with NQBP's coal mining customers.
- This terminal was leased to Mundra Ports Ltd. On 1 June 2011 for \$1.83 billion.

T2 and T3 Terminals



- Expressions of Interest for the right to be Preferred Developer of T2 and T3 Terminals closed 1 February 2010
- In April 2010, Preferred Developer status awarded to:
 - BHP Billiton Limited for the T2 Terminal - plan to export up to 60mtpa
 - Hancock Coal Pty Ltd for the T3 Terminal - plan to export up to 60mtpa
- These will be separate terminals independent of the X50 Terminal
- BHP Billiton Limited and Hancock Coal Pty Ltd responsible for building and operating the coal terminal.
- NQBP plan to build the 'Multi Cargo Facility' to accommodate the offshore berths

APCT - Terminals 2 and 3



COLOUR	EXPANSION STAGE	CAPACITY (MTPA)
Blue	X15	15
Green	X21	21
Purple	X25 NEW	25
Red dashed	X25 UPGRADE 6000 TPH	
Red	X 50	50
Yellow	X 80	80
Cyan	X 110	110

Hancock Coal/BHP Projects

- Collectively Hancock and BHP Billiton combined coal projects to 120mtpa will :
 - Invest in excess of A\$37 billion in mine, rail and port comprising:
 - Employ a construction workforce of over 5000 personnel during peak construction periods (Hancock inclusive of Port, Rail & Mine, BHP Port and Mine construction workforce only)
 - Annual royalties of \$1.5 billion per year (conservative estimate)

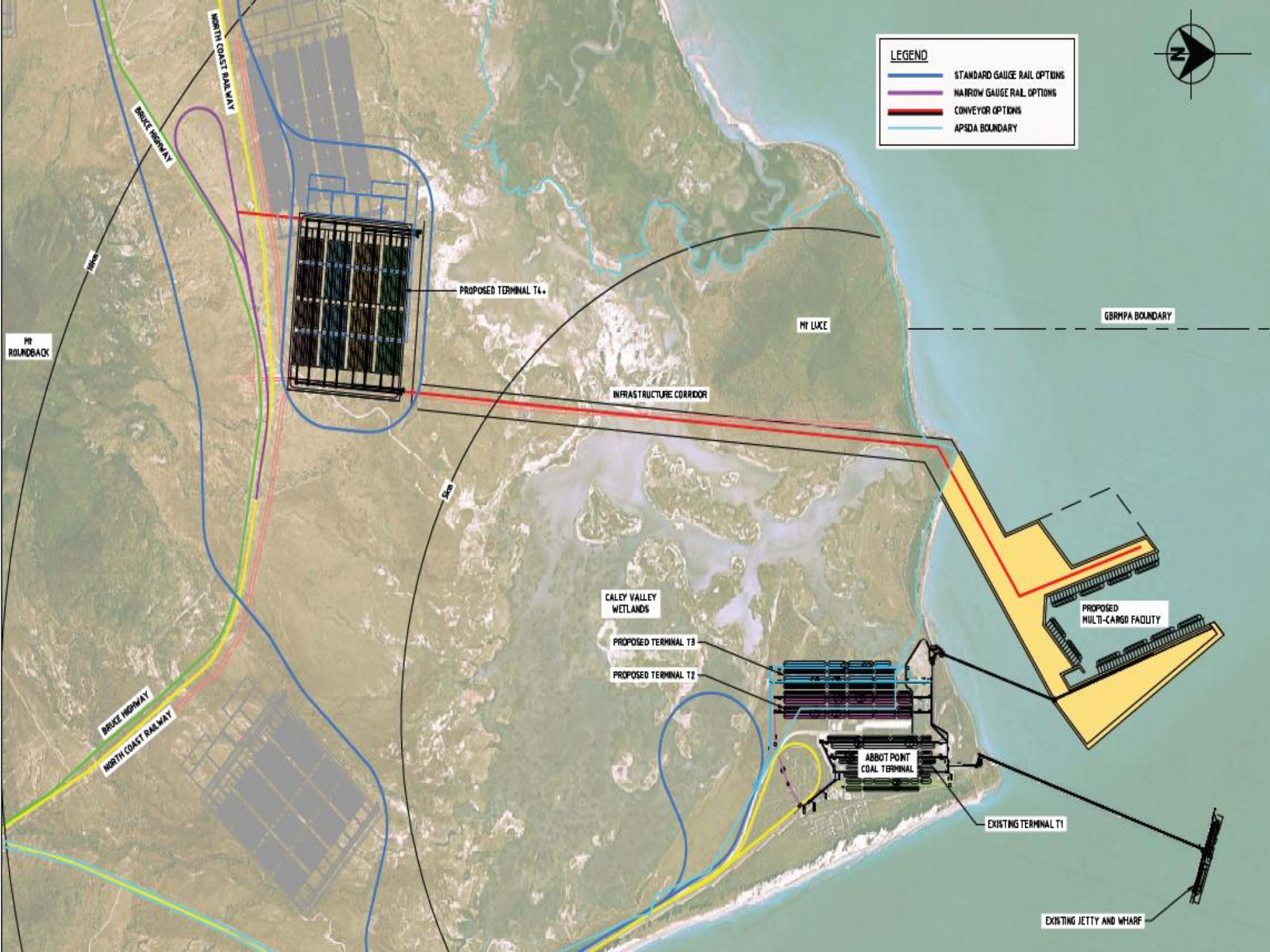
Further Capacity – T4-7

- New 120 mtpa (possibly up to 200 mtpa) development of 4 new Terminals 4-7 (T4-7)
- The T4-7 master plan has been completed
- NQBP has called for Expressions of Interest for Preferred Developers for T4-7 – closes August 2011
- Subject to demand construction of new terminals could commence in 2014 with first coal by 2016.
- Terminals will be funded by private sector
- If fully developed total cost of port infrastructure at least \$8 billion



LEGEND

- STANDARD GAUGE RAIL OPTIONS
- NARROW GAUGE RAIL OPTIONS
- CONVEYOR OPTIONS
- APSDA BOUNDARY



PROPOSED TERMINAL T4+

INFRAStructure CORRIDOR

CALEY VALLEY WETLANDS

PROPOSED TERMINAL T3

PROPOSED TERMINAL T2

ABBOT POINT COAL TERMINAL

EXISTING TERMINAL T1

EXISTING JETTY AND WHARF

PROPOSED MULTI-CARGO FACILITY

MT LUKE

GBRMPA BOUNDARY

NORTH COAST RAILWAY

BRUCE HIGHWAY

BRUCE HIGHWAY

NORTH COAST RAILWAY

MT ROLDSBACK

1900s

200s

Abbot Point Multi Cargo Facility (MCF)

- North Queensland Bulk Ports believes the MCF provides the best environmental and commercial outcomes for new port development in North Queensland.
- The MCF provides port capacity for the mid to long term at an existing port location with the entire development outside the Great Barrier Reef Marine Park area.
- Will provide long-term transport solutions and provide a seaport to allow development to continue in the State and for resource and industrial opportunities to be maximised.
- While the initial customers will be coal companies, it will allow for the opening up of the Galilee Basin and development of the North West Minerals Province, as well as establishment of other industry.

The MCF Project



- The Multi Cargo Facility (MCF) involves construction of a protected harbour on land reclaimed from the sea
- Suitable for a range of cargos – not just coal exports
- Ideal port infrastructure for industrial development planned for the Abbot Point State Development Area (APSDA)
- Land area of about 320ha created and up to 12 cape size berths
- MCF will include a tug harbour, dredged access channel, swing basin and berth pockets
- Enables more berths than traditional offshore construction outside of the Great Barrier Reef Marine Park

MCF Planning Progress



- MCF declared a controlled action under the Commonwealth EPBC Act. Comments on draft EIS closed 10 July 2010. Final EIS lodged November 2010. Awaiting final approval.
- NQBP working with range of entities on other infrastructure needs – power, water, rail
- EOI to prepare Design & Construct (D&C) tender called November 2010
- In March 2011 NQBP Board approved 2 short-listed consortia to prepare D&C tenders on an “Early Contractor Involvement” (ECI) basis. Bids expected November 2011.
- Subject to finalisation of commercial arrangements with customers construction is expected to commence first half 2012.

Abbot Point Coal Terminal T2 / T3 to MCF Options



TRANSLATION OF MCF GD494 CO-ORDINATES TO AGD44
ZONE 55 ESTIMATED ONLY AND SHOULD NOT BE SCALED.

NOTES:

1. MCF LAYOUT DESIGNED AND DRAFTED BY NQBP JUNE 2010.



GBMPA BOUNDARY

GBMPA BOUNDARY

PROPOSED CONVEYORS FROM
INLAND TERMINALS T4+

PROPOSED CONVEYORS FROM
PORT TERMINALS T2 AND T3

EXISTING JETTY

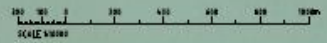
EXISTING WHARF
BERTH 1 (EX)
BERTH 2 (EX)

T2 BERTHS

T1 BERTHS

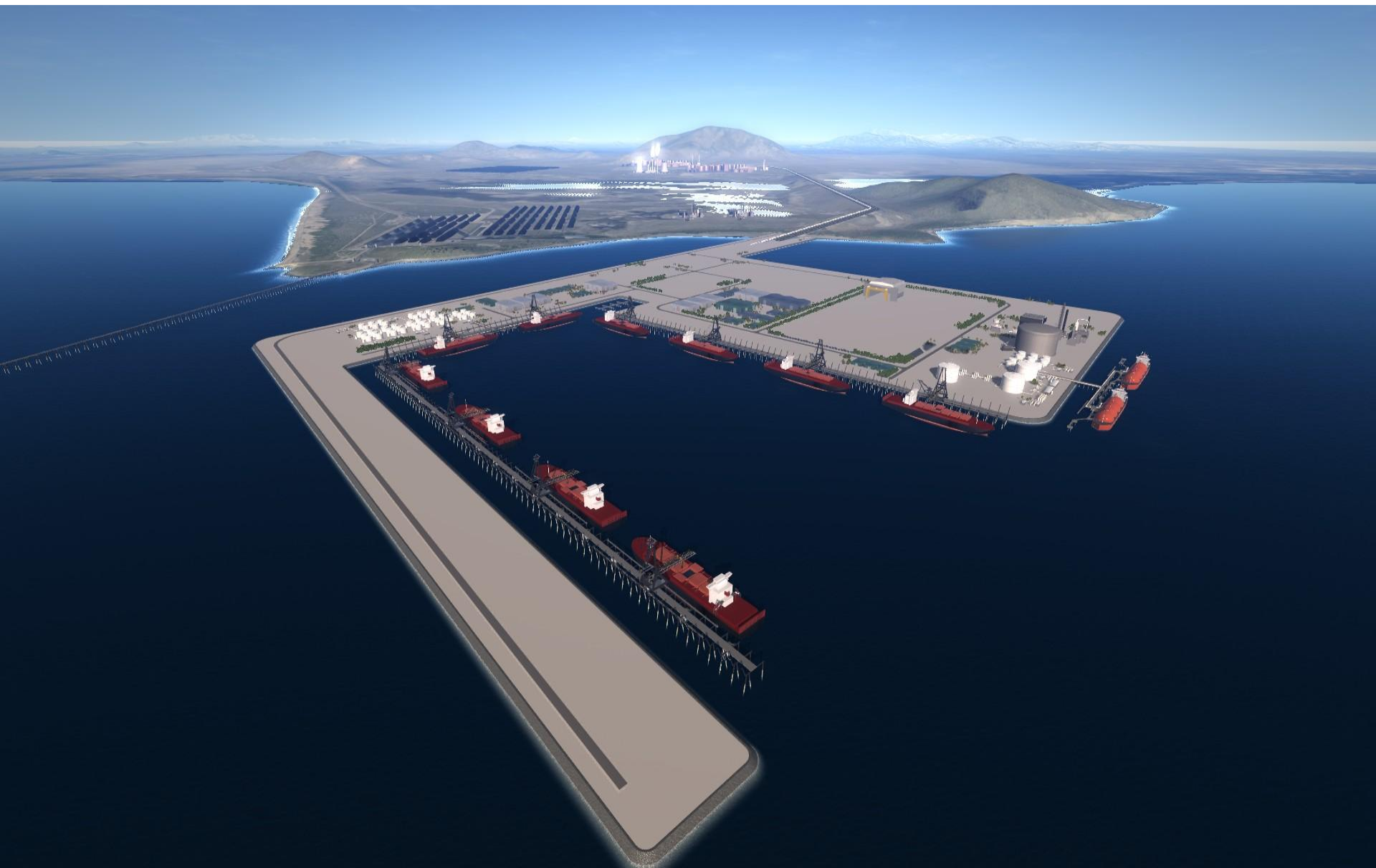
PROPOSED BERTHS FOR TERMINAL 4
B1
B2
B3
B4

MULTI-USE BERTHS



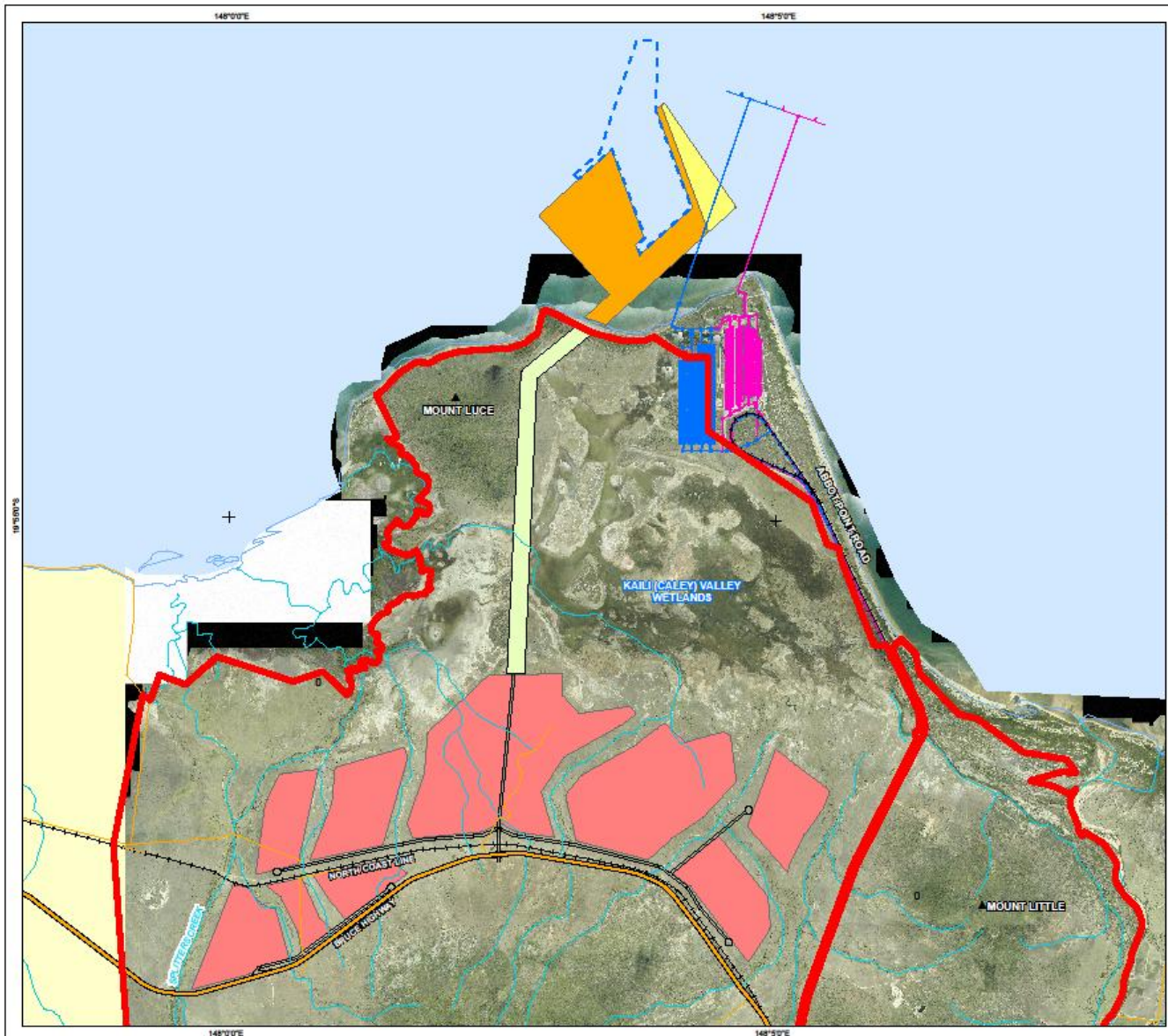
PRELIMINARY

Abbot Point MCF Development Visualisation



Emergence of Abbot Point as New Industrial Zone

- State needs new options for future industrial development.
- Existing port with access to main highway and rail links.
- Remote from urban development – Bowen is 25km to the south east.
- Large areas of land suitable for development.
- A range of other cargoes are possible through the MCF including:
LNG and Mineral Processing.



Legend

- APSDA Boundary
- Highway
- Secondary Road
- Minor Road
- Local Streets
- Railway
- Major Watercourse
- Minor Watercourse

- Existing Port Facilities (Up to X50 Expansion)
- Proposed Port Facilities (X80 and X110 Expansion)
- Proposed Dredging Channel and Berth
- Proposed Multi Cargo Facility
- Proposed Maintenance Dredge Pond
- Proposed Road Network
- Proposed Multi-User Infrastructure Corridor
- Proposed development parcel configuration for central part of APSDA



NOTE:
 Bas data: Geodata V3
 Image provided by DP

DISCLAIMER:
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CLIENT DEPARTMENT OF INFRASTRUCTURE AND PLANNING
PROJECT SUITABILITY ASSESSMENT FOR LNG AT ABBOT POINT
TITLE FIGURE 4 - OVERVIEW OF POSSIBLE DEVELOPMENT AT ABBOT POINT
DATE OCTOBER 2010



Port of Hay Point – Dudgeon Point



Port of Hay Point – Dudgeon Point Option

