



Abbot Point Future Development

Presentation to Major Project Summit - Bowen

5 May 2011

Brad Fish CEO North Queensland Bulk Ports

Presentation

- NQBP Ports
- X50 Construction Status
- X50 Long Term Lease
- Future Developments
 - T2 and T3
 - T4 to T7
 - Multi Cargo Facility
 - State Development Area
 - Common User Infrastructure

NQBP Port Map

Abbot Point

Coal

Mackay

Sugar, Grain, Petroleum, General Cargo

Hay Point

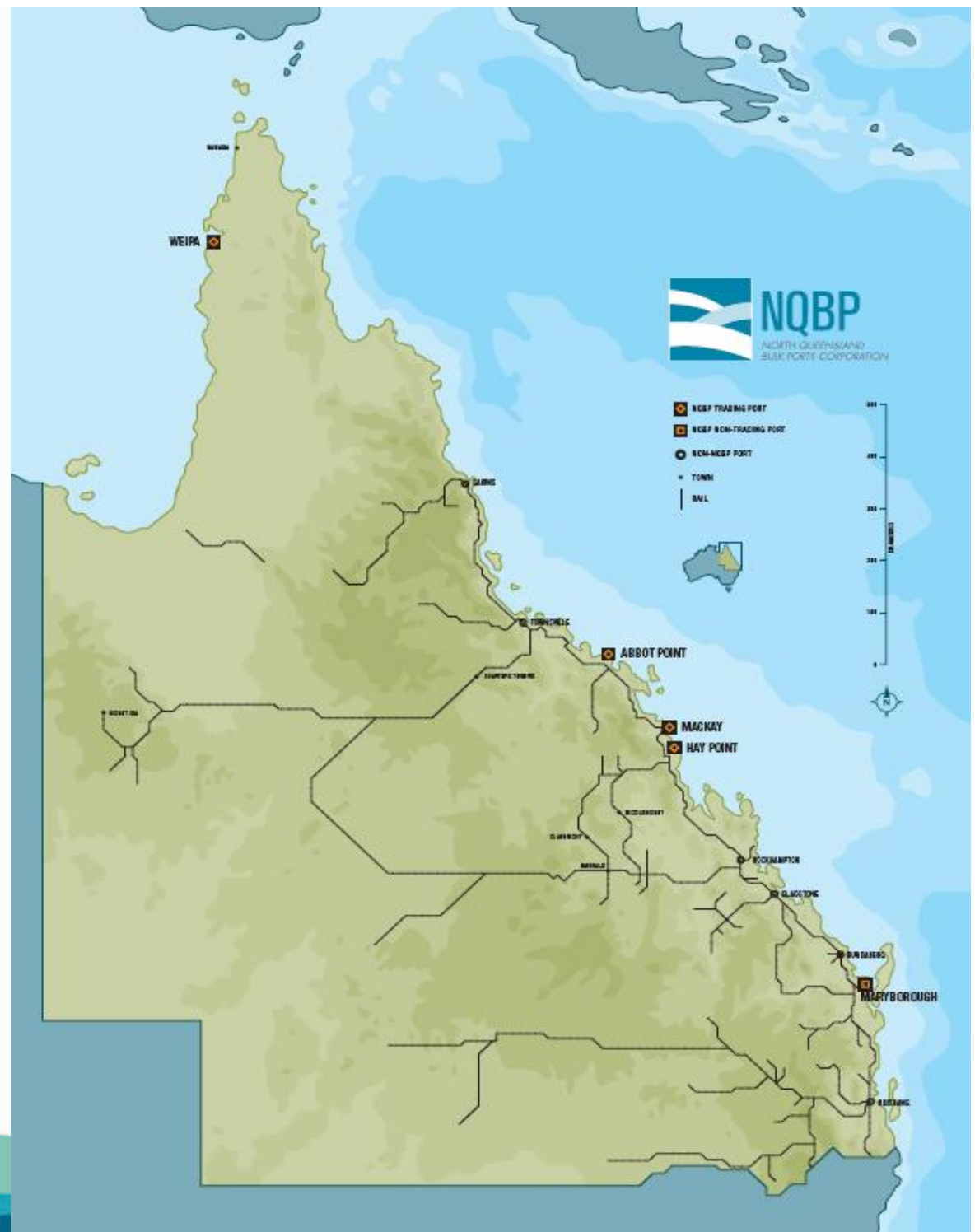
Coal

Weipa

Bauxite, Petroleum, General Cargo

Maryborough

Non-Trading



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.



X50 Project Scope



- Rail dump station and track work
- Two new stockpile rows
- Four stacker/reclaimers
- Duplication of offshore trestle and wharf
- Additional shiploader
- X50 export capacity is fully contracted

Abbot Point Coal Terminal X25 and X50 Projects Green Existing – Red Under Construction



COLOUR	EXPANSION STAGE	CAPACITY (MTPA)
Green	X 21	21
Red	X 50	50

PRELIMINARY

Onshore Works – June 2010



Stacker Reclaimer SR5 Commissioning – Nov 2010



Abbot Point Coal Terminal X25 and X50 Projects

Green Existing – Red Under Construction



Wharf 2 and Shiploader - July 2010



X50 Construction Project

- Since 2006 NQBP has invested more than \$1 billion at Abbot Point
- 25,000 tonnes of fabricated steel installed
- Over 80% of steel fabrication within Australia and majority within Queensland
- Approximately 3 million man hours of employment in on site construction
- Significantly more employment within Queensland and Australia in fabrication and other related services

X50 Long Term Lease

- X50 is fully contracted
- Construction is almost complete
- Announcement this week by the State Government that they have finalised the 99 year lease of the X50 Abbot Point Coal Terminal with Mundra Port Pty Ltd at a price of \$1.829 billion.
- Lease is only for the X50 project and does not involve other assets within the port

T2 and T3 Terminals

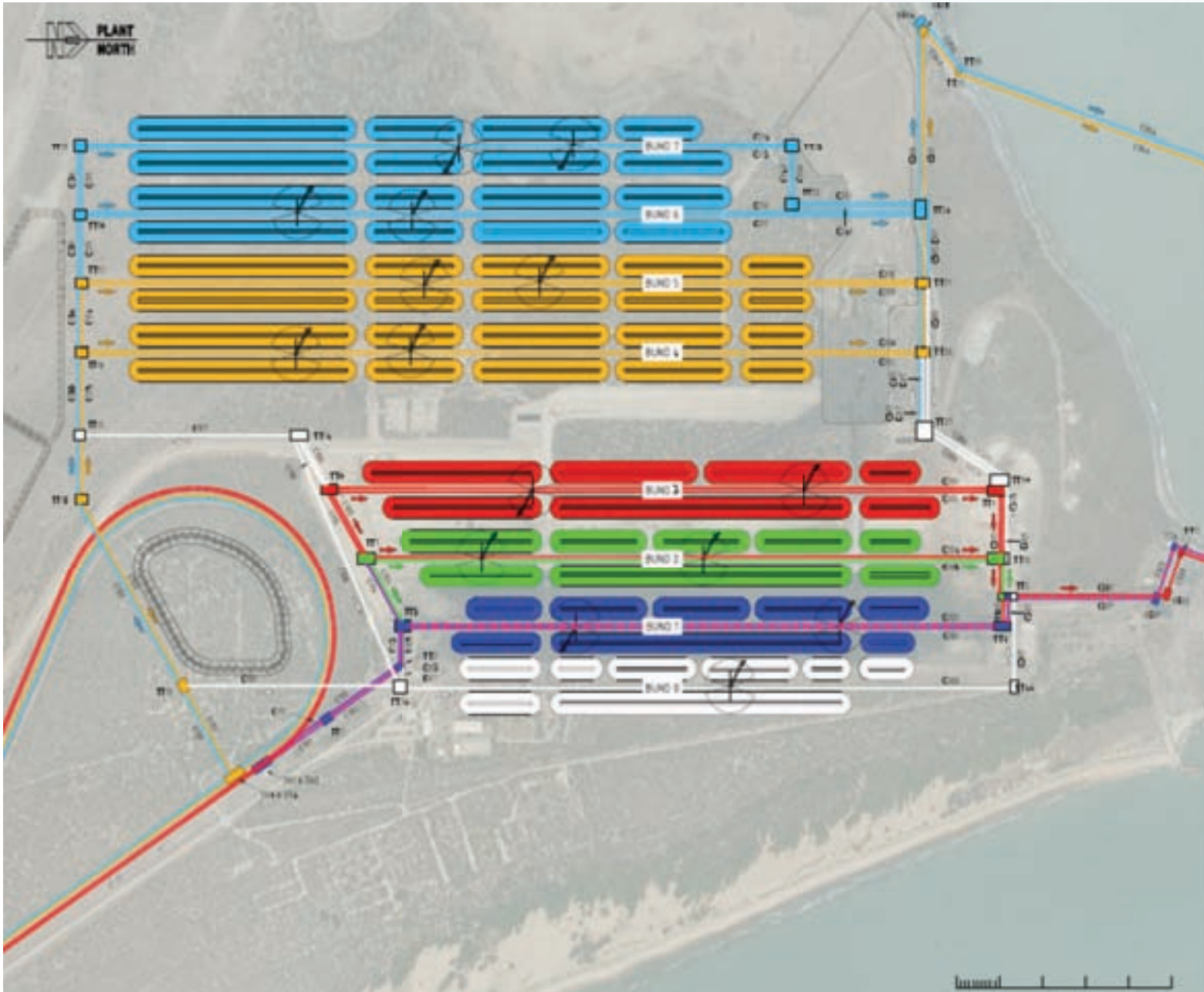


- Expressions of Interest for the right to be Preferred Developer of T2 and T3 Terminals closed 1 February 2010
- In April 2010, Preferred Developer status awarded to:
 - BHP Billiton Limited for the T2 Terminal - plan to export up to 60mtpa
 - Hancock Coal Pty Ltd for the T3 Terminal - plan to export 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

T2 and T3 Terminals

- BHP Billiton Limited connected to narrow gauge rail from Bowen Basin
- Hancock Coal Pty Ltd plan to build a standard gauge rail from the Galilee Basin
- NQBP currently finalising agreements with both parties
- Construction could start as early as end 2011
- BHP Billiton Limited and Hancock Coal Pty Ltd are planning to invest over \$40 billion in mine, port and rail infrastructure.
- Of this, around \$6 billion is planned for Abbot Point port infrastructure

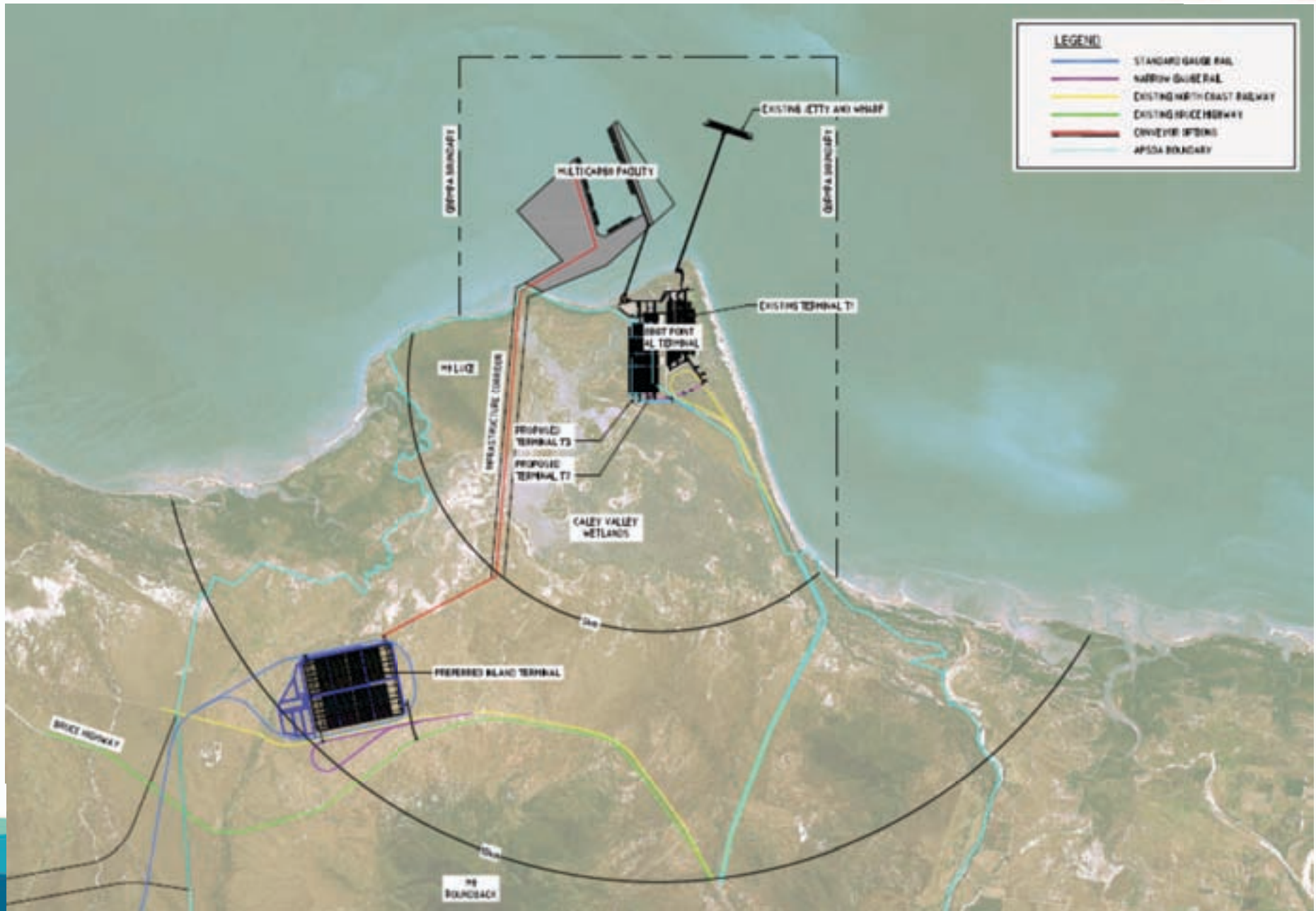
APCT X80 (T2) / X110 (T3) Project



Further Capacity – T4-7

- NQBP has been working with Department of Employment, Economic Development and Innovation (DEEDI) on plans for a new nominal 120mtpa coal terminal in the Abbot Point State Development Area (APSDA)
- New 120mtpa Terminal originally termed X230 Terminal is now Terminals 4-7 (T4-7) with the potential for 4 individual coal terminals within the development
- NQBP engaged Aurecon Hatch to evaluate 3 terminal site options in the APSDA proposed by DEEDI
- The T4-7 master plan was completed in August 2010
- NQBP plan to seek Preferred Developers for T4-7 in mid 2011 through an EOI invitation similar to that run for the T2 and T3 Terminals

Recommended T4-7 Location in Abbot Point SDA



Abbot Point Tonnage – Expected Ramp Up

2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2020	2025
18mt	25mt	33mt	45mt	60mt	70mt	95mt	150mt	200mt

Average annual growth of over 15% per annum

Above numbers are predicated on the opening of the Galilee Basin from around 2015

Expected Port Investment

At 150 mtpa port would include:

- 8 berths
 - 8 shiploaders
 - 20 stacker reclaimers
 - 55 kms of conveyors
 - 8 rail loops and dumpstations
-
- Total coal related investment in port would be in excess of \$10billion or over \$1billion per year
 - In addition, a range of other projects are likely to occur at Abbot Point greatly increasing this investment

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 cargoes – 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

The MCF Project

- The MCF will be connected to the State Development Area including new coal stockpile areas by a 270 m wide corridor
- Will be constructed in stages
- 8 Km Seawall
- Dredged material (22 million cubic metres) used to reclaim land
- Up to 320ha reclamation with 4km Quay line
- Development of 2 or more berths within MCF lower cost than comparable offshore berths

Abbot Point Coal Terminal T2 / T3 to MCF Options

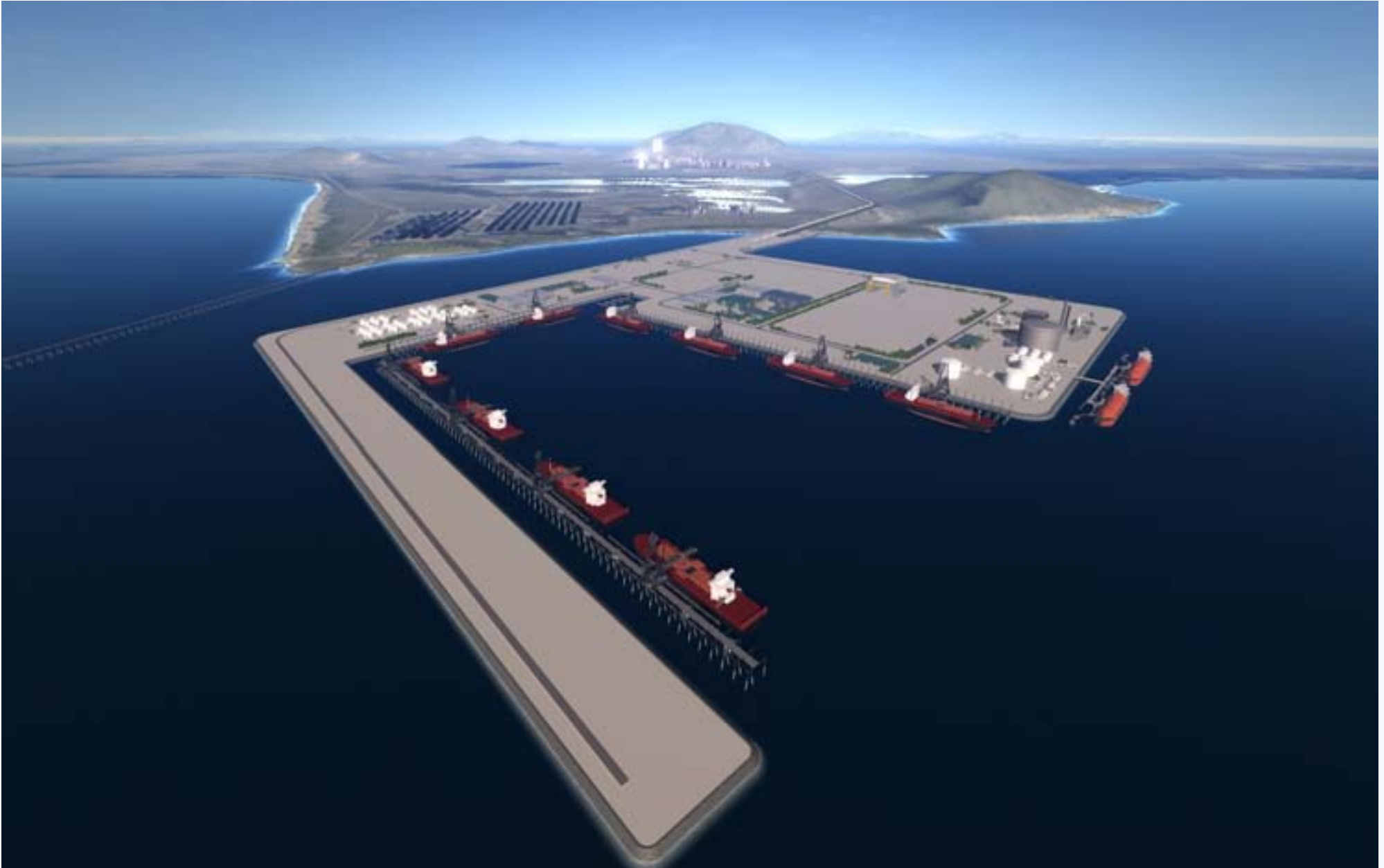


MCF Planning Progress



- Concept planning, ship simulation and environmental studies complete
- MCF declared a controlled action under the Commonwealth EPBC Act. Comments on draft EIS closed 10 July 2010. Final EIS lodged November 2010
- State Government and GOCs working on other infrastructure needs – power, water, rail
- T2 and T3 Terminals to be the anchor tenants for the MCF
- 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

Abbot Point MCF Development Visualisation

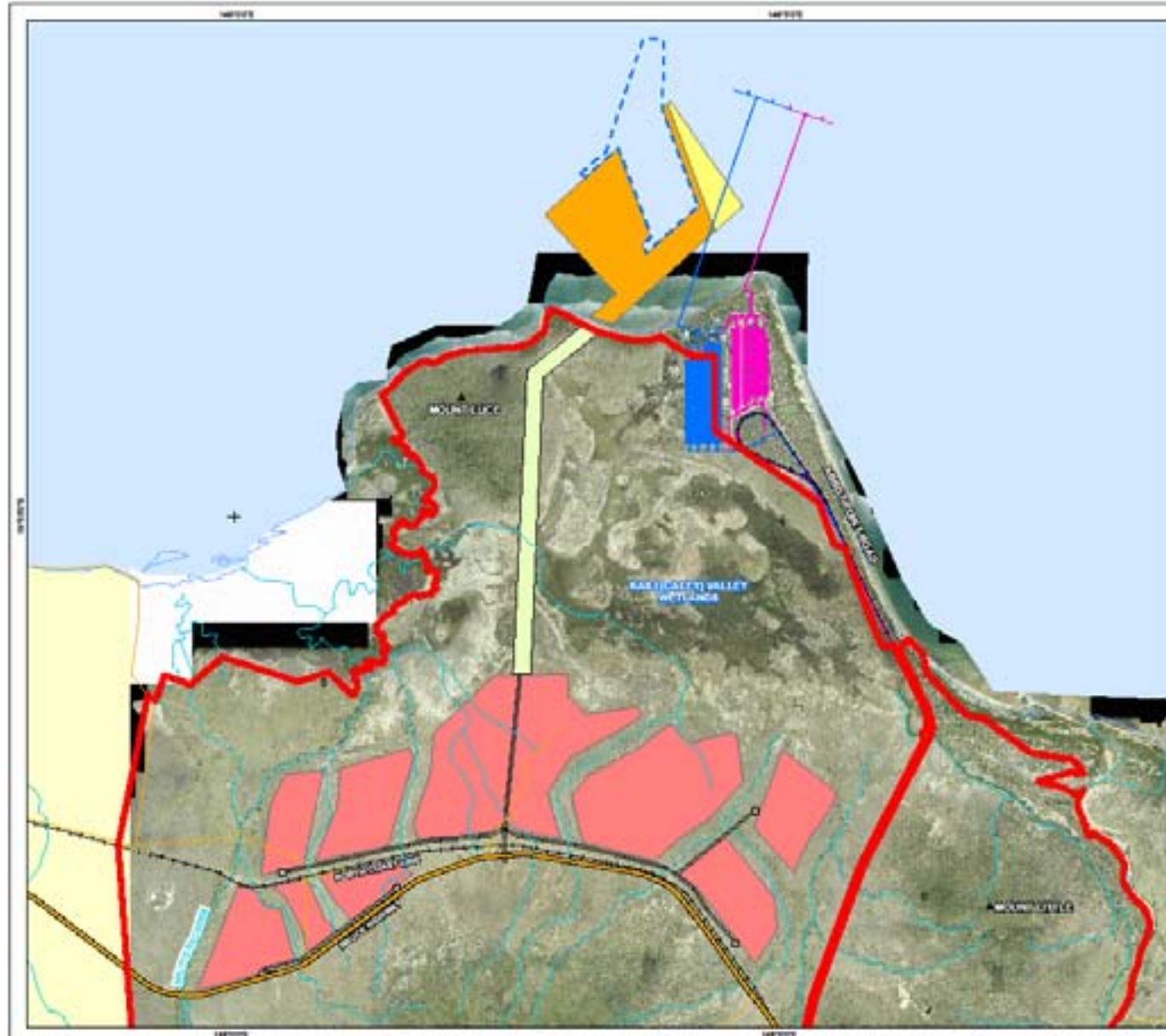


Abbot Point MCF Development Visualisation



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**
- ▭ APSCA boundary
 - ▬ Highway
 - ▬ Secondary Road
 - ▬ Minor Road
 - ▬ Local Streets
 - ▬ Railway
 - ▬ Major Watercourse
 - ▬ Minor Watercourse
 - ▭ Existing Port Facilities (up to X10 Expansion)
 - ▭ Proposed Port Facilities (X30 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 APSCA



NOTES
 See also Schedule 15
 Image provided by QPS

DISCLAIMER
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CLIENT: DEPARTMENT OF INFRASTRUCTURE AND PLANNING
PROJECT: SUSTAINABILITY ASSESSMENT FOR LNG AT ABBOT POINT
TITLE: FIGURE 4 - OVERVIEW OF POSSIBLE DEVELOPMENT AT ABBOT POINT
DATE: OCTOBER 2016

Common User Infrastructure

- The T2 to T7 coal terminals will underwrite the development of not only the MCF but also a significant level of associated support infrastructure. This includes:
 - Upgraded power connections
 - Provision of water
 - Improved road and rail access

This will greatly assist the development of the Abbot Point State Development Area for other industries.

Common User Infrastructure

- NQBP will be providing significant investment in a wide range of port related common user infrastructure including:
 - Tug harbour and associated berthing facilities
 - Office accommodation for service providers including pilots, customs etc
 - Quarantine waste facilities
 - Improved communication services
 - Internal roads

