

# **Kimberley Mineral Sands Traffic Impact Assessment and Management Plan**

## **Focus Group**



# Welcome, Introduction & Housekeeping

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# Acknowledgement of Country

We wish to acknowledge the Traditional Custodians of the land on which we meet today, and pay our respects to their Elders past, present and emerging.



# Who is Creating Communities?

- Founded in 1992, Creating Communities is Australia's largest multi-disciplinary community engagement and community development consultancy.
- We have expertise in the research, design and delivery of engagement projects which ensures the team understand the particular needs and interests of community and stakeholders..
- We are conducting the stakeholder and community engagement to help inform the Traffic Impact Assessment and Management Plan
- The Traffic Impact Assessment and Management Plan will be undertaken by licenced Traffic Engineers commissioned by Kimberley Mineral Sands



# Agenda

<b>1</b>	Welcome, Introduction and Housekeeping
<b>2</b>	Project Background
<b>3</b>	Key background information on Truck Movements
<b>4</b>	Key areas of Investigation
<b>5</b>	Key areas of Investigation: Individual Activity; Interactive Group Discussion and Questions
<b>6</b>	Where to from here?



# How the session will run

- The session goes for up to 2 hours.
- We will be recording the Focus Group today, but your responses will remain anonymous, and no identifying names will be mentioned in the report.
- We ask that you please show respect to the project team and each other - that respect will be shown in return
- We want to hear your views and would like to hear from everyone, so please share the space and help us to give ample time to record your feedback
- We ask that you respect the views and confidentiality of others, and that anything shared by attendees today is not shared with others outside the group.
- There are no right or wrong answers.
- We ask that only one person speak at a time when sharing in a group.
- There is a set time allocated to questions and the team will be available to come around and answer questions outside of that time and we have a question board set up for this.



# Engagement Purpose

This engagement is being undertaken to help inform the completion of a Traffic Impact Assessment and Management Plan.

We are seeking to identify and assess the potential impacts on the community associated with the transportation of mineral sands bulk products from the Kimberley Mineral Sands (KMS) Thunderbird project site to the Port of Broome along Gubinge Road and Port Road.

KMS is proposing the use of Performance Based Standard (PBS) 60m road trains rather than prescriptive road trains up to 53.5m length. The use of Performance Based Standard (PBS) 60m road trains is currently not permitted and requires a Traffic Impact Assessment and Management Plan.

This engagement process includes interviews, focus groups and a survey.

## **In this session we are seeking feedback and input on:**

1. The impacts of the proposed transport of the mineral sands
2. Management strategies and actions to mitigate or limit impacts from the transportation of the mineral sands through Broome



# Engagement Process

The community and stakeholder engagement is being undertaken to help inform the completion of a Traffic Impact Assessment and Management Plan. We are seeking to identify and assess the potential impacts on the community associated with the transportation of mineral sands bulk products from the Kimberley Mineral Sands (KMS) Thunderbird project site to the Port of Broome along Gubinge Road and Port Road.

STEP	1. Communication Materials & Engagement Tools	2. Engagement Activities	3. Engagement Reporting	4. Traffic Impact Assessment & Management Plan
ACTIVITIES	<ul style="list-style-type: none"> <li>• Website</li> <li>• Stakeholder invitations</li> <li>• Community flyers</li> <li>• Newspaper advertisement</li> <li>• Social medial</li> </ul>	<ul style="list-style-type: none"> <li>• Stakeholder Interviews (COMPLETED)</li> <li>• Key Impacted Residents Survey</li> <li>• Focus Groups</li> </ul>	<ul style="list-style-type: none"> <li>• Collation and Analysis of data</li> <li>• Community Engagement Report</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic Impact Assessment and Management Plan</li> </ul>
TIMELINE	COMPLETED	IN PROGRESS	June 2023	July 2023





# Project Background Information

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# KMS Mine Location and Transport Route



- The mine is currently under construction and is located mid-way between Derby & Broome.
- It is mining a large high-grade mineral sand deposit.
- 36-year mine-life.
- On-site processing of ilmenite & zircon.
- Trucked to port for export. (See map)
- Campbells Transport has been appointed as the logistics and transport contractor.



# Approvals

In August 2018, the WA Minister for Environment issued an environmental approval (MS1080) that allowed Thunderbird mine to be developed and included the approval of bulk mineral sand products to be shipped from the Port of Derby and packaged products to be shipped from the Port of Broome.

KMS subsequently applied for an amendment to Ministerial Statement 1080 with the WA EPA to allow bulk export of mineral sands products from the Port of Broome, as well as via the Port of Derby. Approval of the amendment to the proposal to ship via Broome Port was granted under section 45C(1)(a) of the Environmental Protection Act 1986 (WA) in November 2022.

This approval permits heavy vehicle road trains - up to 53.5m in length (inclusive of triples and quads) to travel to the Port of Broome via the main heavy haulage transport route of Gubinge Road and Port Drive.

Gubinge Road and Port Drive are rated by Mains Roads as being RAV 10, enabling road trains of up to 53.5m to travel on the road without a permit.



# KMS Transporting the Mineral Sands

KMS is proposing the use of Performance Based Standard (PBS) 60m road trains rather than prescriptive road trains up to 53.5m length.

The use of Performance Based Standard (PBS) 60m road trains requires a permit from Main Roads. The completion of a Traffic Impact Assessment and Management Plan are part of the process to seek approval to use Performance Based Standard (PBS) 60m road trains.



# What Materials are Being Transported?

**Mineral Sands are being transported.**

**They are non-toxic minerals with every-day domestic and industrial applications**

## **Zircon**

- Hard, durable, chemically unreactive
- Mostly used in ceramics in everyday life - tiles, porcelain, tableware
- Also used for precision casting (eg. jet engine blades), TV screens, resistive coatings

## **Ilmenite – Titanium Minerals**

- Unreactive, white and opaque when finely ground
- Used for pigment in paints, plastics, paper, medicine, cosmetics, sunscreen; leucosene for welding rods
- Titanium metal: medical (hips, pins, plates), aircraft, sporting goods



# Use of Rotainers

- It is proposed that the mineral sands will be transported in sealed rotainers that will be stored close to the Port of Broome prior to shipping.
- It is anticipated the rotainers of mineral sands would be transported in the following stages:
  - From the mine site to Broome via Great Northern Highway and Broome Road and then through Broome via Gubinge Road and Port Drive to a storage area near to Broome Port
  - Transport from the storage area near Broome Port to the Broome Port wharf, for loading onto ships two or three times per month.



# Key Background Information on Truck Movements

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# KMS - Proposed Truck Movements

- KMS has approval for less than 50 round trips per day from the mine site to the Port storage area.
- Initial trucking will commence during commissioning activities at the end of 2023 or early 2024
- It is estimated that there will be 26 round trips per day for stage 1 (which is the subject of this permit).
- Two or three times a month there would be approximately 160 double road train round trips per day between the storage area (located close to the Port of Broome) and the Port when ships are to be loaded.
- It is expected that ship loading will take between four and six days depending on the size of the ship.





# KMS Rationale for Seeking to Use Performance Based Standard (PBS) 60m road trains

## 1. Less truck movements

- Can take a greater payload

## 2. Additional safety features

- Main Roads WA states that “... Performance Based Standard vehicles ... are considered a safer alternative to prescriptive 53.5m road trains.” (See PBS 60m Road Trains Fact Sheet for more information).
- A much lower risk of rollover
- A better braking performance and less rear trailer sway.
- Restricted to 90 km/h
- Mandatorily fitted with Antilock Braking Systems (ABS) or Electronic Braking Systems (EBS), and trailers must be fitted with Trailer Electronic Braking Systems (TEBS) with Rollover Stability Controls (RSC).
- They are required to be fitted with special signage on the rear, to ensure other road users are aware of the additional length
- They are all fitted with in-vehicle telematics systems that are monitored by a third-party service provider Main Roads administers an audit regime on PBS 60m road trains to ensure they are appropriately maintained and continue to perform to a high standard.



# Economic Impacts

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# Local Economic Impact

## Local & Aboriginal Spend to May 2023

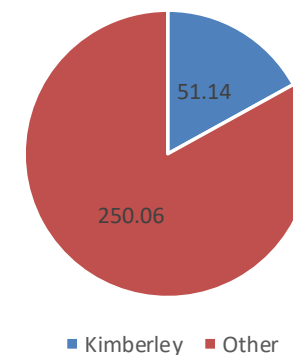
A breakdown of regional spend is shown below:

Region	No of Business	FY22 YTD Total	Project to Date Jul 21 - May 23	
		\$	\$	%
Broome	45	\$ 27,584,388.31	\$ 46,189,624.22	15.3%
Derby	8	\$ 1,241,735.11	\$ 4,904,405.87	1.6%
Other Kimberley Regions	1	\$ 6,270.00	\$ 43,230.00	0.0%
Non-Kimberley	90	\$ 198,952,066.65	\$ 250,058,135.98	83.0%
	144	\$ 227,784,460.07	\$ 301,195,396.07	

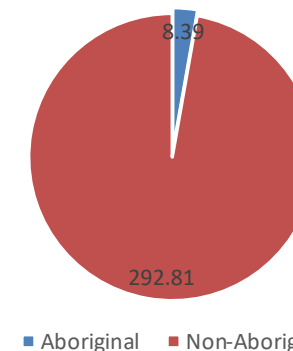
A breakdown of spend in Aboriginal and non-Aboriginal business is shown below:

Ownership	No of Business	FY22 YTD Total	Project to Date Jul 21 - May 23	
		\$	\$	%
Aboriginal	11	\$ 6,637,438.13	\$ 8,389,226.40	2.8%
Non-Aboriginal	133	\$ 221,147,021.94	\$ 292,806,169.67	97.2%
	144	\$ 227,784,460.07	\$ 301,195,396.07	

Regional Spend Project to Date Jul 21 - May 23 (\$M)

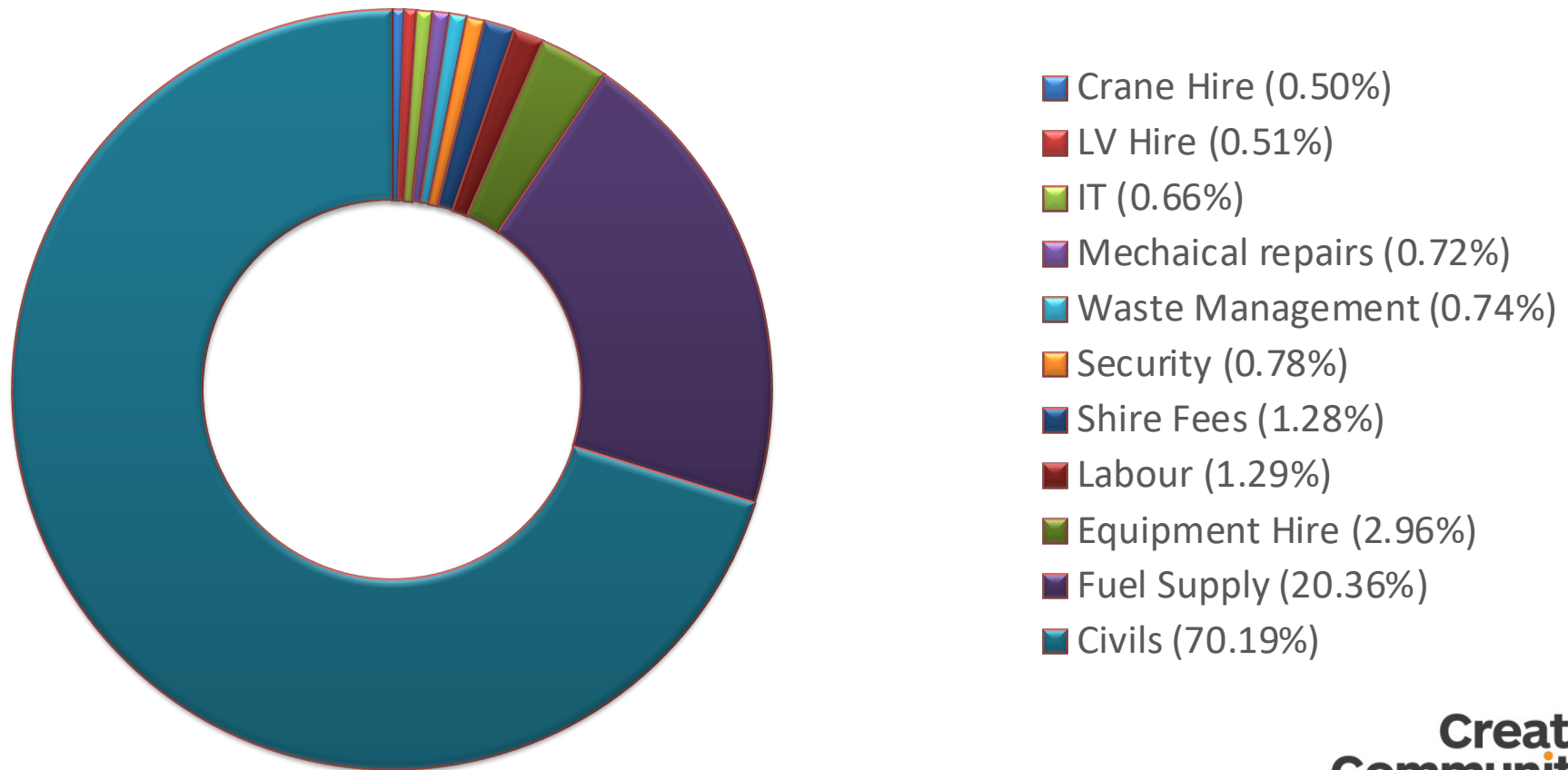


Project to Date Jul 21 - May 23 (\$M)



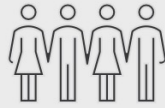
# Local Economic Impact

A breakdown of regional spend in sector is shown below:



# Current Workforce Details – May 2023

## Workforce



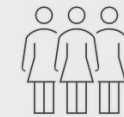
**81**

Total KMS Workforce



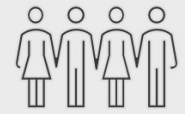
**16%**

Identify as Aboriginal



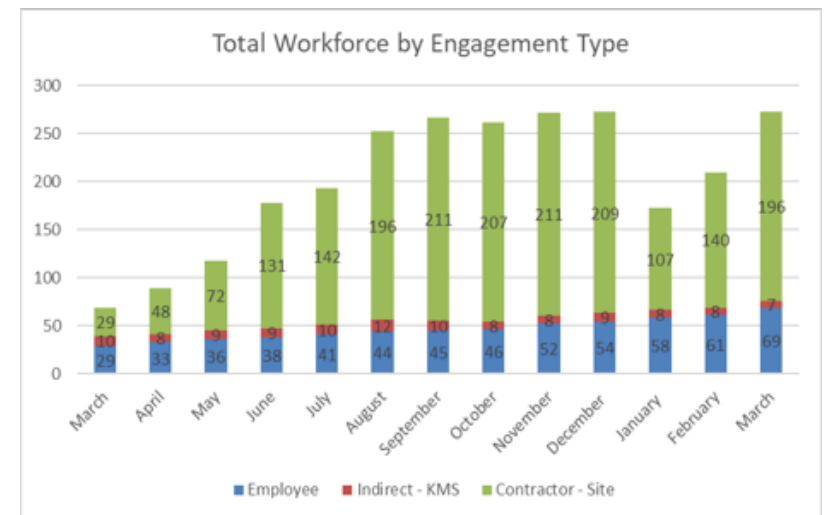
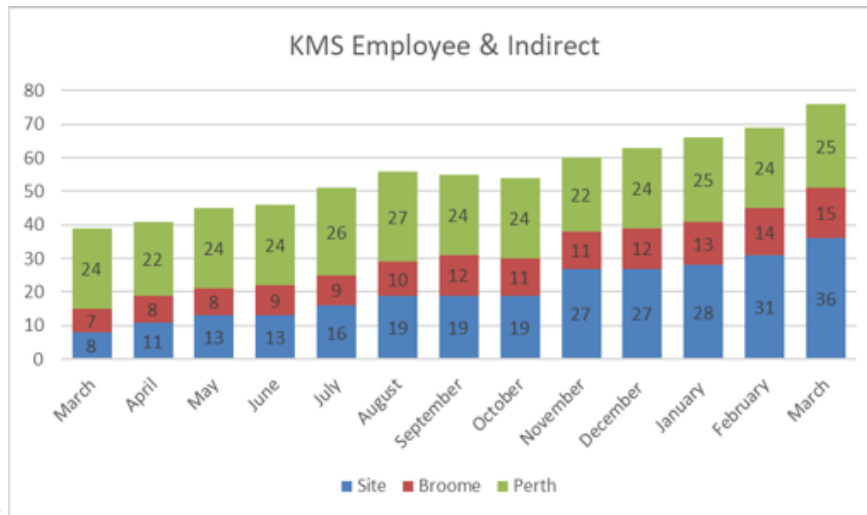
**33%**

Female Employees



**42%**

Kimberley Residents



# Key Areas of Investigation

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# Key Areas of Investigation



Health, Livability & Wellbeing

This area considers the potential impacts that mineral sands transport through Broome, using PBS 60m road trains rather than 53.5m road trains, **may have on residents', business owners' and visitors' lives and their ability to maintain their physical health, mental health and wellbeing.**



# Key Areas of Investigation



## Road Safety

This area considers the potential impacts that mineral sands transport through Broome, using PBS 60m road trains rather than 53.5m road trains, **may have on the safety of users of Gubinge Road and adjacent roads, such as drivers, cyclists, e-scooter users, pedestrians, school buses and tourists/recreational users unfamiliar with local conditions.**





# Key Areas of Investigation



## Economic Impacts

This area considers the potential impacts that mineral sands transport through Broome, using PBS 60m road trains rather than 53.5m road trains, **may have on local businesses, industry and individuals engages in the local economy.**



# Questions

Any questions not already answered

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# Key Areas of Investigation

## Individual & Interactive

## Group Discussion

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# Individual & Interactive Group Discussion 1

## Health; Liveability and Wellbeing

### Key Areas of Investigation

Individually list on your sheet:

1. What you believe to be the specific health, liveability and wellbeing impacts and issues that need to be addressed
2. What actions need to be taken to manage or mitigate health, liveability and wellbeing impacts
3. Report back to the group and list the common themes on the group feedback sheet.



# Individual & Interactive Group Discussion 2

## Road Safety Impacts

### Key Areas of Investigation

Individually list on your sheet:

1. What you believe to be the Road Safety impacts and issues that need to be addressed
2. What actions need to be taken to manage or mitigate Road Safety impacts
3. Report back to the group and list the common themes on the group feedback sheet.



# Individual & Interactive Group Discussion 3

## Economic Impacts

### Key Areas of Investigation

Individually list on your sheet:

1. What you believe to be the Economic impacts and issues that need to be addressed
2. What actions need to be taken to manage or mitigate Economic impacts
3. Report back to the group and list the common themes on the group feedback sheet.



# Where to from here?

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# Where to from here?

- Feedback will be collated into a consultation report which will inform the Traffic Impact Assessment and Management Plan.





# Thank you.

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