

# About PHIC



PHIC works collaboratively with the State Government and the Port Hedland Community to build on the economic value the Port of Port Hedland delivers and ensure the long-term prosperity of Port Hedland.

It is in the interests of government, industry, and the community to work together to ensure the ongoing sustainable prosperity of Port Hedland.

## WORKING TOGETHER FOR PORT HEDLAND

Port Hedland is home to the State's most important economic infrastructure and strategic investments for the future, including critical minerals and clean energy projects.

Ensuring the sustainability of industry and the growth of the port is vital for the ongoing economic wellbeing of the nation, the State, and the Port Hedland community.

Building on the economic value the Port of Port Hedland delivers to the WA economy is a focus of both the Port Hedland Industries Council and the State Government.

PHIC was established in 2009 as a forum to collectively address emerging issues around dust and noise management within the port precinct and Town of Port Hedland. At the same time, then Premier of Western Australia Colin Barnett established the Port Hedland Dust Management Taskforce.

Industry has worked with the State Government since 2018 to implement State Government recommendations on the 2016 Dust Taskforce Report.

PHIC established the Community Industry Forum (CIF) in 2019. It has become a key point of contact between the community, industry and State and local Government agencies.

The CIF is a direct channel for information sharing with the community and a forum for receiving updates from PHIC members, the regulator and other government agencies and the businesses, local organisations and Traditional Owners of the region.

It is this cooperative approach to information sharing that forms the basis for PHIC's operations.

The value of this forum has become increasingly important as plans are implemented to diversify mineral and energy exports, resulting in the growth of the port and its activities and growth of the Port Hedland community.

## 2023 ECONOMIC SNAPSHOT - PORT HEDLAND PORT AND SUPPLY CHAIN

Contributed



**\$2.01 BILLION**  
to the Gross Product

Supported



**8,158 DIRECT AND INDIRECT FTE JOBS**  
74% total employment in the town

**Paid \$1.02 billion in wages**

**AND**

**Supports one in every nine full-time jobs in WA**



Every \$1 of local expenditure generated  
**FLOW-ON EXPENDITURE OF \$2**

## GROWING OUR ECONOMY

The Port Hedland Port Supply Chain contributed an extraordinary \$103 billion to the State and national economies in 2022-23, furthering the reputation of the Pilbara and the Port of Port Hedland as the powerhouses of economic growth.

The 2023 *Economic Significance of the Port of Port Hedland* report compiled by ACIL Allen Consulting for the Port Hedland Industries Council, demonstrates the economic might of the Port of Port Hedland and its supply chain.

The report is an assessment of the 2022-23 financial year and includes projections for the 10 years from 2023-24 to 2032-33. It reveals that apart from contributing billions of dollars in economic benefits, the Port and its supply chain supports one in every nine full time equivalent jobs in WA.

The growth and diversification of commodities and products that go through the Port of Port Hedland will provide new opportunities for port and non-port related business alike as the economy expands.

The report also includes an economic assessment of the Lumsden Point General Cargo Facility, forecasting it to contribute \$22.6 billion to Gross Product and support more than 6000 FTE jobs over the 10 years to 2032-33.



## INDUSTRY PART OF THE COMMUNITY

PHIC members have invested in the Port Hedland community for decades and continue to invest in the future of Port Hedland. This investment includes social investment activities, infrastructure projects and a wide range of on-the-ground community programs and initiatives. These programs and initiatives provide opportunities for Port Hedland's youth and indigenous peoples, major festivals and community events, education and career development traineeships and employment programs, health and wellbeing programs and funding for social infrastructure.

PHIC members support Traditional Owners of the region to grow their businesses, with contracts awarded to Aboriginal business and joint ventures involving Aboriginal businesses.

Industry is also a champion of environmental stewardship, through dedicated environmental and community programs, and employee volunteering and mentoring programs.

## WORKING WITH THE REGULATOR

PHIC members handling or exporting bulk commodities through the Port of Port Hedland operate under individual Part V Environmental Licences issued by the Department of Water and Environmental Regulation (DWER) under the Environmental Protection Act. The licences set out requirements to manage, monitor and report on dust and noise emission levels.

PHIC has worked with the regulator on several key initiatives as part of the implementation of the Government's response to the 2018 Port Hedland Dust Management Taskforce Report including:

- Transfer of the Port Hedland Ambient Air Quality monitoring network to DWER
- Development of the Port Hedland Regulatory Strategy including dust management and reporting methodologies
- Undertaking Cumulative Noise Modelling to assist in:
  - Land use planning
  - One of many data points for DWER to consider when developing a regulatory strategy for noise emissions in Port Hedland.

## Dust Monitoring

DWER manages the ambient air quality monitoring network in Port Hedland. PHIC transferred management of the network to DWER in January 2022. PHIC continues to fund the network, which is operated by a third-party dust specialist with oversight from DWER.

In addition to DWER monitoring and individual industry monitoring as part of regulatory requirements, PHIC undertakes a wide range of air quality monitoring activities including:

- Data verification
- LiDAR trials
- Hi-vol monitoring
- Wind Analysis
- Fire analysis

## Controlling Dust

Port users have long recognised community concerns around dust and industry has consistently invested heavily in the implementation of leading dust mitigation practices at port operations.

PHIC has worked with the State Government to balance the interests of residents, businesses and the export industries that are vital to the town, the State and the nation.

Collectively, PHIC advances investment in new technology and innovations and proactively shares information, experience and knowledge on dust management.

## Noise

PHIC's strategic noise goals are divided into facility noise goals, rail noise goals and road noise goals. These goals are designed to ensure that overall noise levels in the community remain the same or reduce over time. The principals adopted align closely with an Environmental Protection Regulation 17 approach.

The relevant Regulations and Policies applicable to noise levels in Port Hedland include:

**Facility Noise:** Environmental Protection (Noise) Regulations 1997.

**Road and Rail Noise:** State Planning Policy 5.4 Road and Rail Noise.



The 2023 Port Hedland Cumulative Environmental Noise Model (CENM) is intended to forecast the maximum overall noise levels due to the facility, rail, and road operations of PHIC members and tenants, under scenarios that represent current and future operations.

## PLANNING FOR THE FUTURE

PHIC has always supported the intent of the Port Hedland Voluntary Buyback Scheme (PHVBS).

Providing greater separation between industrial port activities and permanent residential areas not only brings Port Hedland in line with what has been accepted as best planning practice for many years, it is crucial to the future development of Port Hedland and the long-term prosperity of industry, the community, and the State and national economies.

The PHVBS was established to assist in the implementation of the Government's response to the 2018 Port Hedland Dust Management Taskforce Report and enables the State Government to purchase residential properties to reduce land use conflicts with port users.

The Government response to the Taskforce Report also led to the establishment of the Port Hedland West End Improvement Scheme No 1 where permanent residential use is considered a non-conforming land use.

The PHVBS was due to be completed by December 2023. In October 2023, the State Government announced the scheme's extension for two years to 31 December 2025.

The extension of the PHVBS is a trigger to consider other related issues, including planning and development oversight, the most appropriate agency for delivering the desired outcomes, and the contributors to and nature of the levy imposed to fund the buyback program.

Industry has supported the redevelopment of the precinct that provides for commercial, leisure, tourism, cultural, training, educational and other land uses.

The development of the Port Hedland West End Structure plan is being managed by the Department of Planning, Lands and Heritage (DPLH).

The various studies recommended as part of the structure planning process

will help to determine best land uses, which will inform required land consolidation activities and zonings.

PHIC supports an inter-agency approach to development of the West End, and industry looks forward to working with the State Government, local government, and technical specialists to ensure the sustainable development of the West End of Port Hedland.

## ENVIRONMENTAL MANAGEMENT

PHIC plays a key role in facilitating industry partnerships and provides a platform for relevant parties to meaningfully engage through information and resource sharing.

PHIC's primary collaborative environmental projects are:

- The State-Wide Array Surveillance System (SWASP), an award-winning early warning system for introduced marine pests.
- The Greater Port Hedland Vertebrate Pest Management Program.

## Protecting the Marine Environment

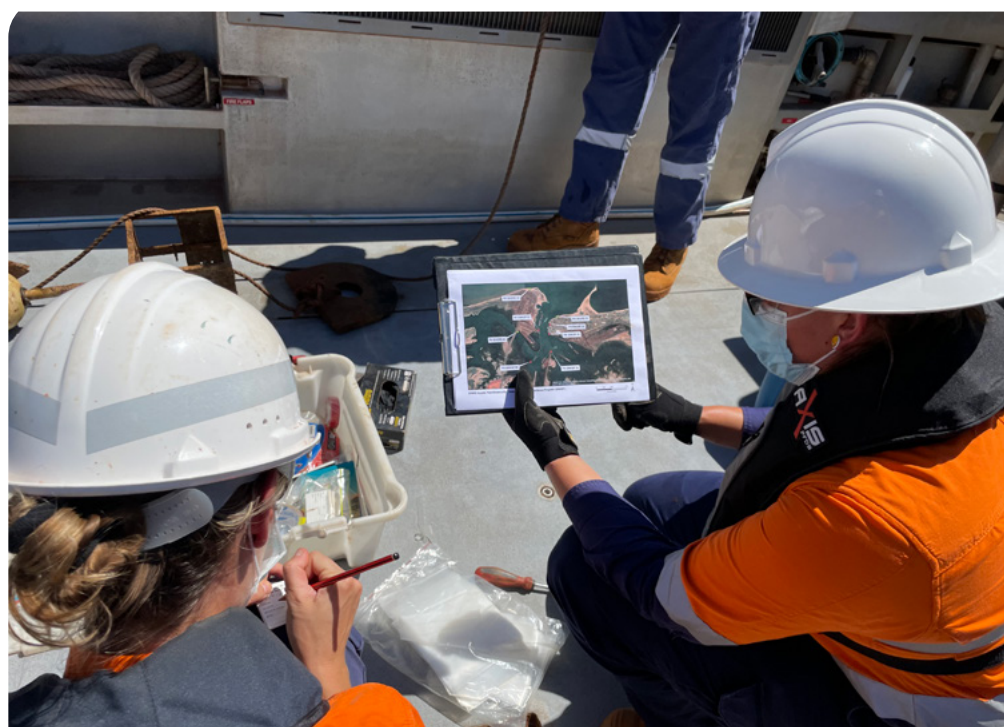
The SWASP is a collaborative project between the Department of Primary Industries and Regional Development and WA's five regional port authorities which aims to identify introduced marine pests before they can become established in Western Australia. Early detection and management are important, as eradication of established introduced marine pests can be costly and challenging.

Industry is contributing to the continuation of the SWASP at the Port of Port Hedland with port operators providing personnel to work with DPIRD to undertake the monitoring and funding provided through Port Hedland Industries Council.

Monitoring comprises a series of underwater settlement arrays deployed twice a year, a summer soak period (February to April) and a winter soak period (August to October).

## Vertebrate Pest Management Program

PHIC members have been coordinating efforts to manage vertebrate pests in Port Hedland since 2009 when individual members started coordinating their programs to support work undertaken by Care for Hedland. This evolved into the Vertebrate Pest Management Program (VPMP) in 2017, a coordinated program which aims to control foxes and feral cats across multiple land tenures in Port Hedland. Stakeholders including Care for Hedland, Pilbara Ports, Roy Hill, Fortescue, BHP, Dampier Salt and Town of Port Hedland have been involved in various coordinated programs since its implementation. PHIC commenced coordination of the VPMP in 2022. This enabled a collaborative industry involvement resulting in a more holistic approach to vertebrate pest control measures in Port Hedland and successful protection of native fauna such as the Flatback Turtles and their hatchlings.

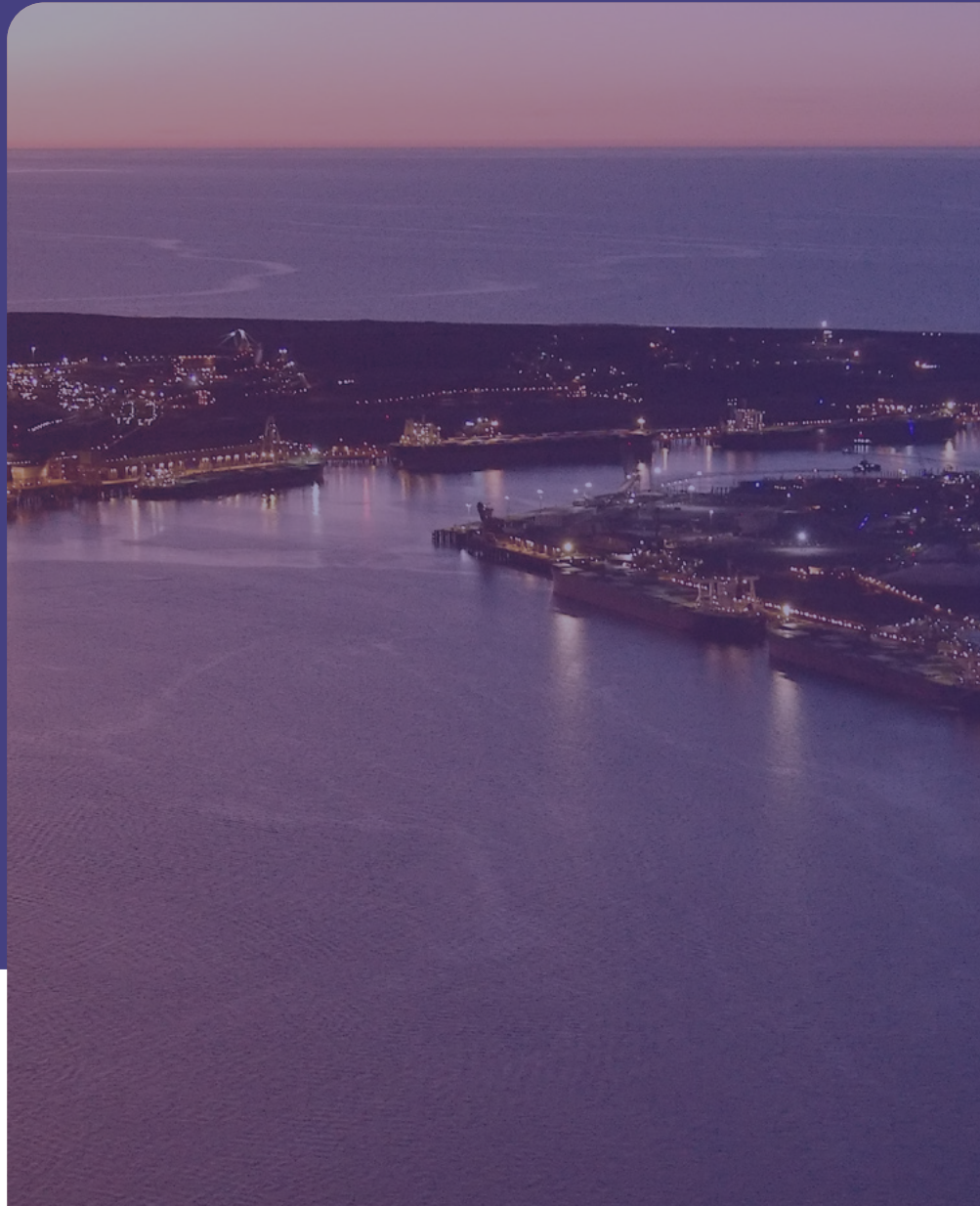


## PHIC MEMBERS

- Are significant contributors to the Western Australia economy
- Provide direct and indirect jobs for the State and the Port Hedland community
- Provide security for people employed directly by operators and security and certainty for local businesses
- Collectively contribute to local and State Government through rates, royalties, taxes, social investment, training and development and infrastructure investment
- Contribute to the scientific understanding of air quality in Port Hedland
- Contribute to the economic understanding of the value of industry to the local, state and national economies
- Work for the common good of industry and the Port Hedland community
- Positively work together to relieve constraints to maximise Port growth

## CRITERIA TO BE A PHIC MEMBER

- ✓ A bona fide interest in PHIC's goals, influence and interest.
- ✓ A core business activity relevant to Port Hedland supply chain.
- ✓ Business activities within the Port Hedland region.
- ✓ A genuine commitment to the community and social investment participation for Port Hedland.



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## Members

