

DBCTM Master Plan 2019 Update

8 November 2018

DBCT MANAGEMENT





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Background to the Master Planning Process

Requirement for a Master Plan

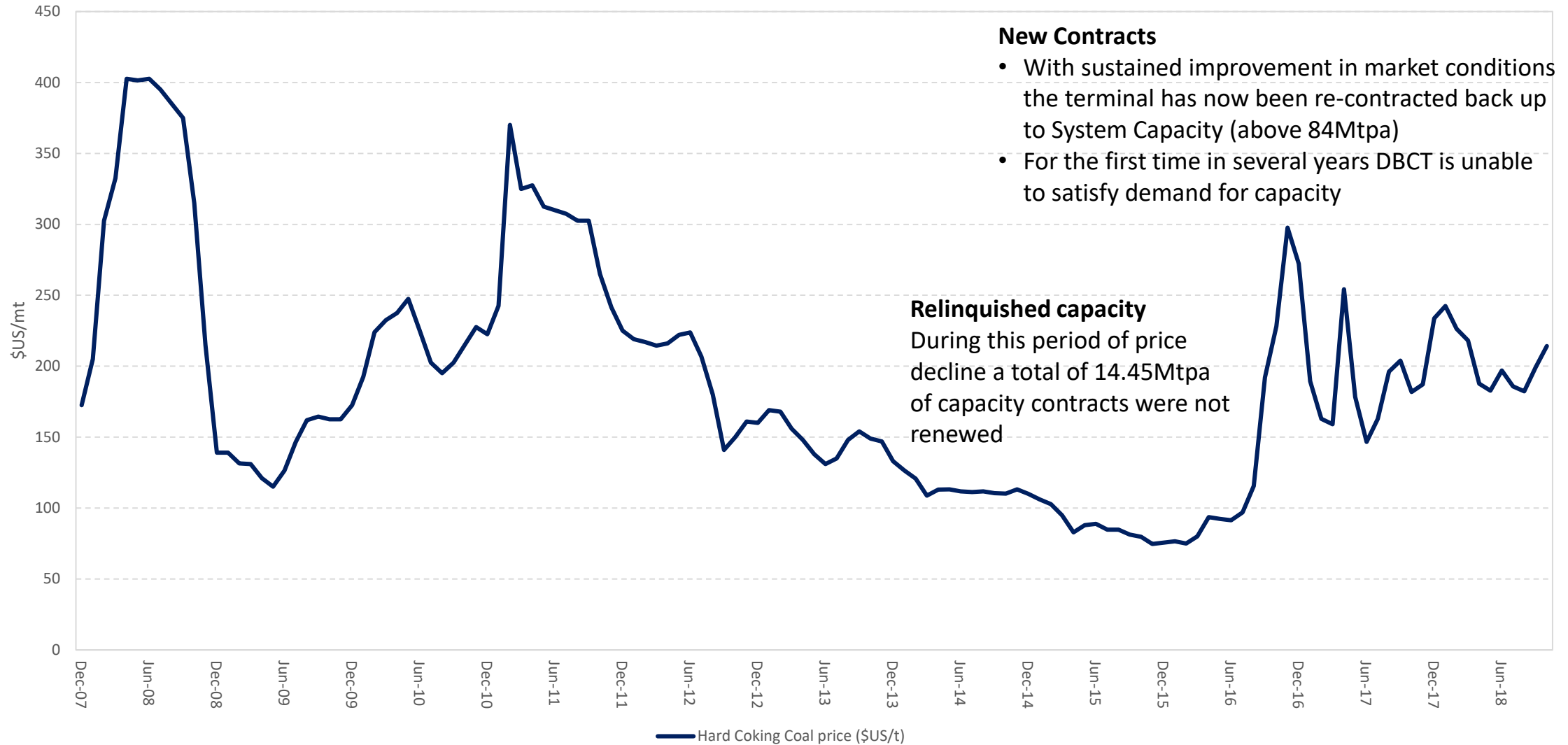
- Condition of Lease with Qld Government
- Requirement of Sustainable Ports Act
- Required annually unless no substantive changes are required to current Master Plan

What has changed in the environment since the Master Plan was issued in March 2018?

- Demand for access has increased significantly this year
 - DBCT had been under-contracted for a few years because capacity was relinquished. The rapid increase in demand now sees DBCT fully subscribed with unsatisfied demand
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Market update





What is being updated in Master Plan 2019

What Expansions were identified in Master Plan 2018?

- Master 2018 contained expansion options as follows;
 - Zone 4 - Completion of Stockyard Row 8 taking the terminal to 89 Mtpa
 - 8X – Includes vertical bund walls in existing stockyard and may include an additional berth or Inloading Silos taking the terminal to 102 Mtpa
 - 9X – An additional stockyard, inloading system, jetty widening and 2 additional berths taking the terminal to a maximum of 136Mtpa
- Master Plan 2018 also contained commentary on some of the challenges associated with expansions in the current regulatory environment, especially related to the 9X development

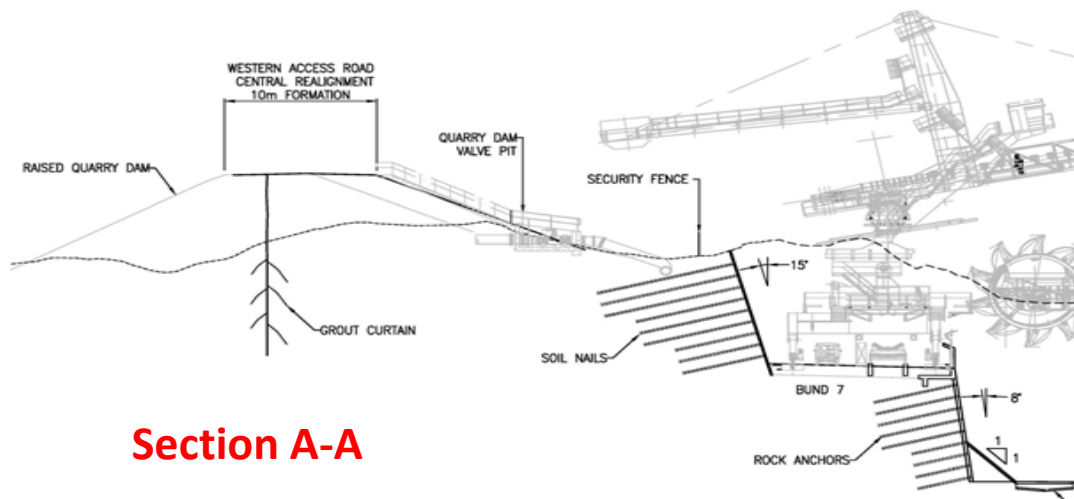
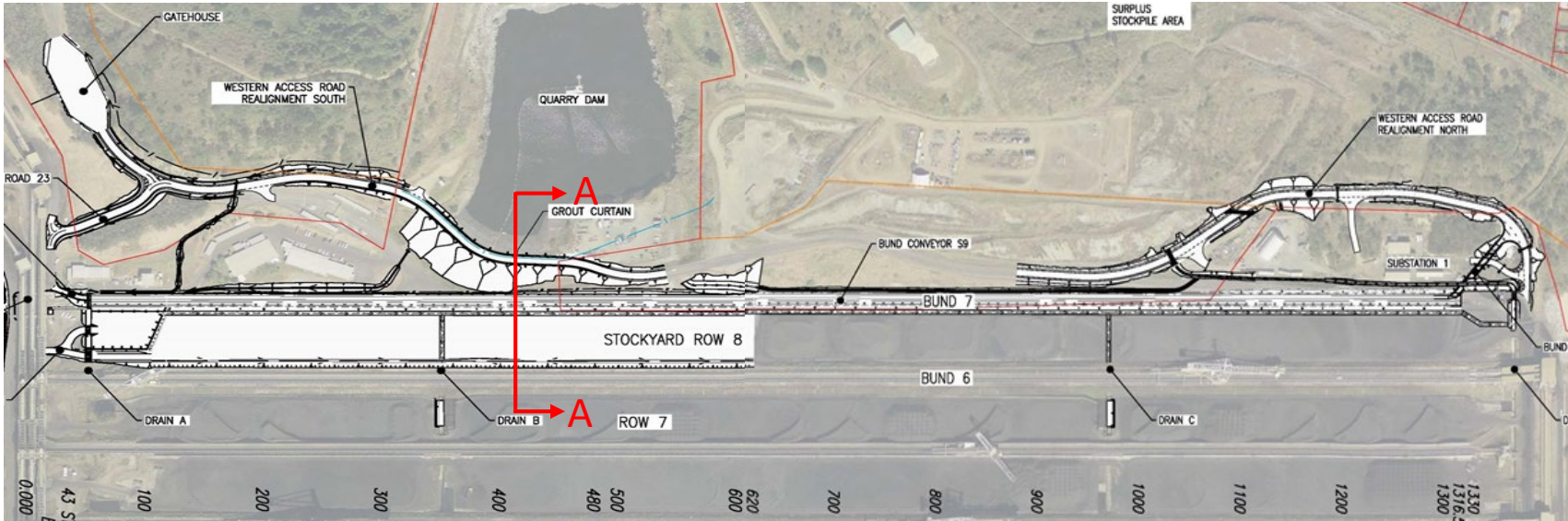
What will Master Plan 2019 contain?

- The expansions outlined in the previous revision of the Master Plan remain valid and will be included in Master Plan 2019
 - DBCTM is currently investigating the potential provision of a 4th Shiploader. Concept work for this is underway and, subject to positive system capacity modelling outcomes, this may be included in the new Master Plan for implementation prior to Zone 4
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Location of possible future Shiploader SL4



Recap on Zone 4 – Stockyard Development and Western Access Road



Section A-A

Note: All environmental and planning approvals for Zone 4 Expansion were obtained by DBCTM prior to the end of 2015

Recap on 8X - Scope and layout

8X 





Closing comments

- DBCT Management has an obligation to prepare and issue a Master Plan on an annual basis unless nothing has changed with respect to demand or expansion plans
- The Master Plan needs to be approved by DBCT Holdings
- A Master Plan is required to detail any future expansions to satisfy foreseeable demand.
- DBCTM can only expand the terminal in line with the approved Master Plan
- The preparation and release of the Master Plan does not indicate that an expansion will be triggered
- There are still significant regulatory hurdles in relation to expansion as detailed in the current Master Plan
- Prior to any work continuing DBCT Management will require Access Seekers to formally commit to feasibility funding and then long term contracts that underwrite any expansion costs
- Master Plan 2019 is expected to be submitted for approval early in 2019
- The community, as a stakeholder, will be consulted as the Master Plan is finalised and of any further developments with respect to the likelihood of expansions