DBCT Master Plan 2019 Update
Community Reference Group
6 June 2019

DBCT MANAGEMENT

Master Plan 2018

DBCT MANAGEMENT

Recap on last years Master Plan

Key Messages

- Flagged a change in sentiment and increased demand
- DBCT not fully contracted and significant contract renewals were due
- Outlined changes in legislation “Sustainable Ports Act”
- Outlined changes in AU which added significant time to feasibility phases of expansion planning
- Highlighted expansion beyond the existing footprint (9X) was unlikely
- Expansion Pathway remained unchanged from MP16

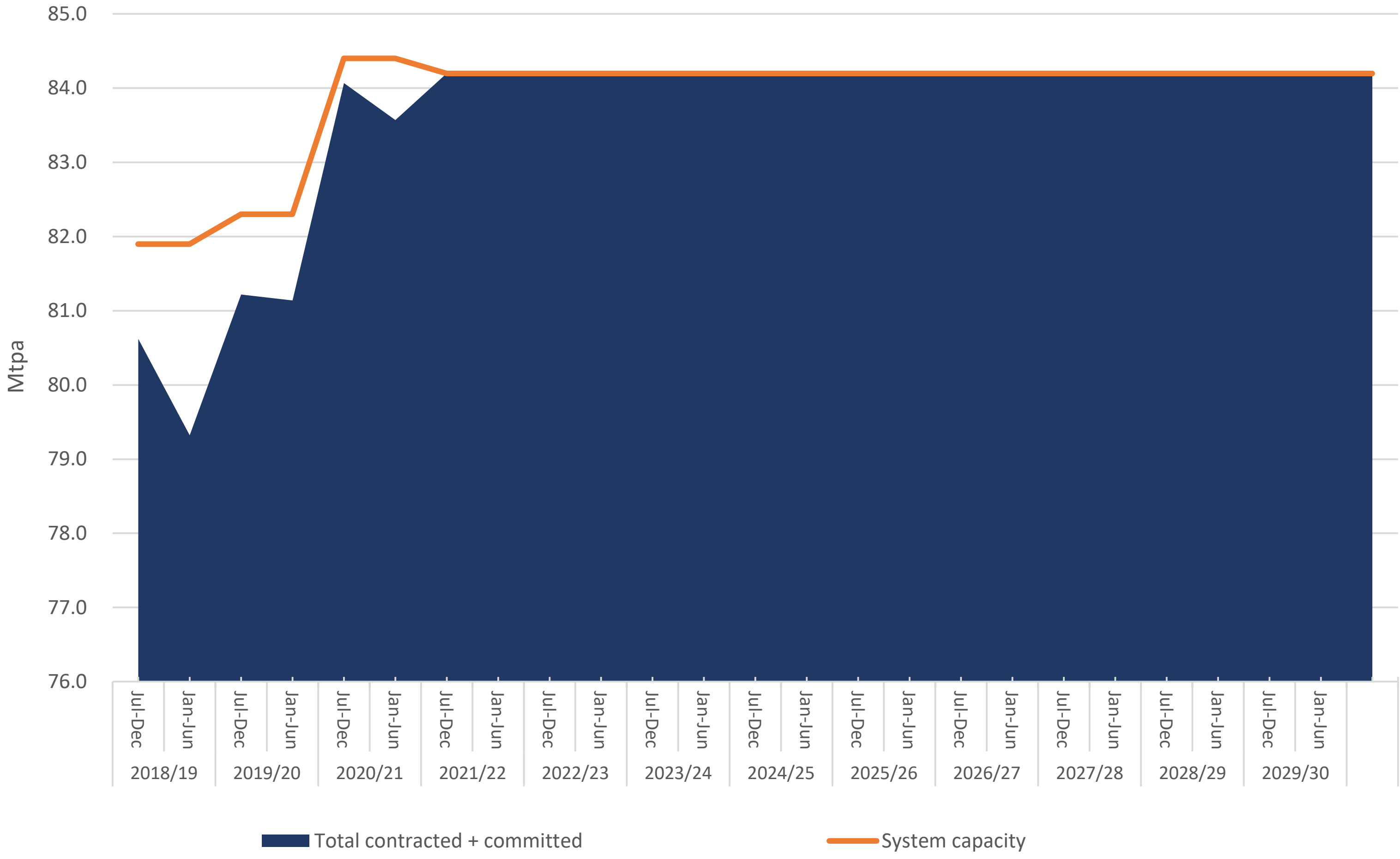
Step	Likely Scope	Capacity (Mtpa)
Zone 4	Completion of row 8, vertical western wall, replacement of reclaimer RL2 with a new stacker reclaimer to suit the new row 8 configuration, a new through-load conveyor and a new stacker to the west of Row 8.	89
8X	Stockyard Augmentation Project, rail receival pit 4 & inloading silos, possible upgrade to inloading 2 and outloading 2, stacker ST2 upgrade, Stacker ST1 replacement, upgrade of conveyors R1 and R2, and a new berth to the south.	Up to 102
9X	New stockyard at Louisa Ck, upgrades to inloading 1(and inloading 2 if not done in 8X), new outloading system 4 and up to 2 berths to the north	Up to 136

What has changed in 2019?

Contracted Capacity

- After a period of several years where some capacity had been relinquished DBCT is now almost fully contracted again with only some near term capacity available.

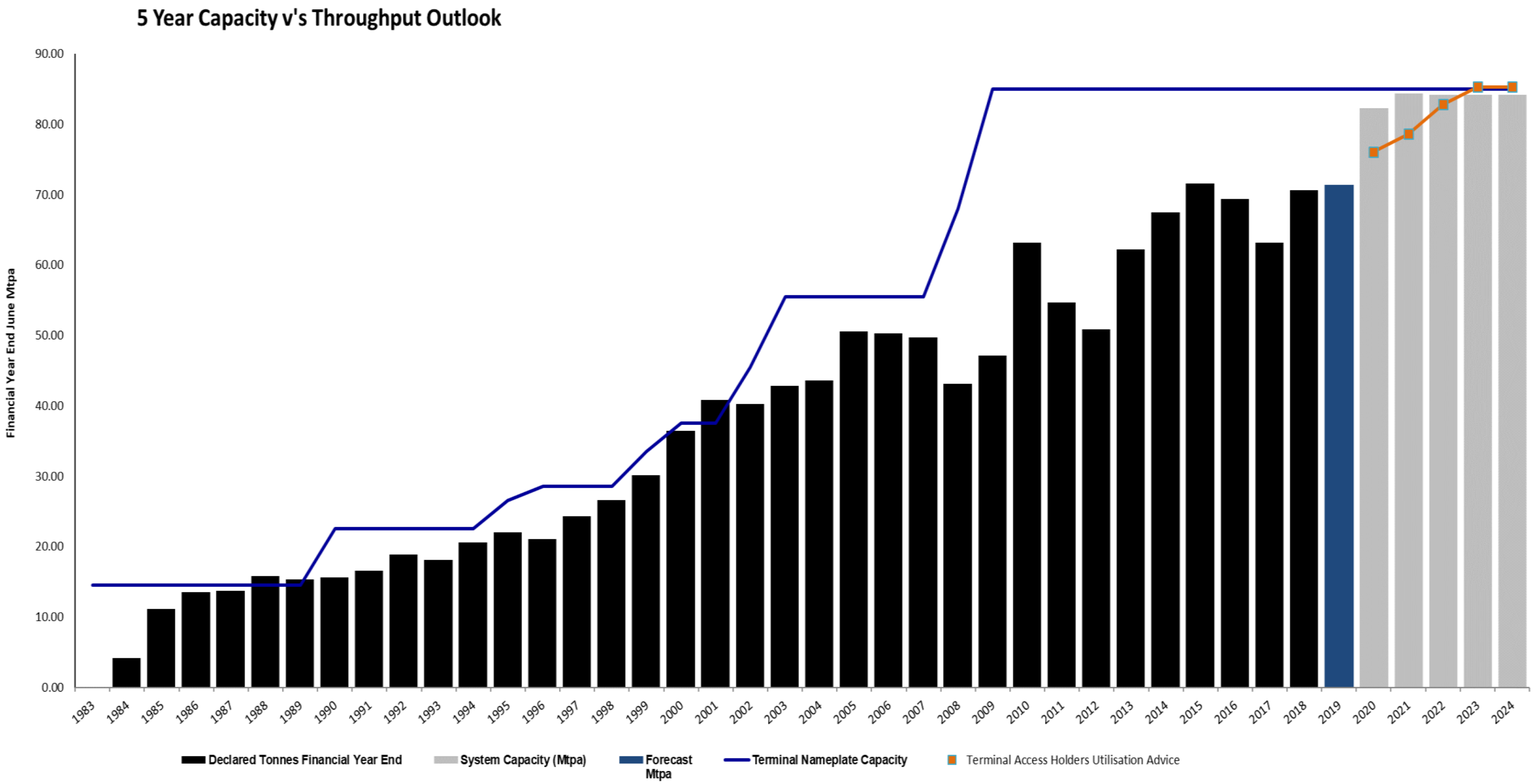
- Recent Access Applications indicate demand for additional capacity



What has changed in 2019?

Contracted v's Throughput

- Throughput hasn't changed much since 2014
- Gap between Contract and Throughput expected to close over the next couple of years
- Many of the terminal assets are over 35 years old and this older equipment will be expected to be reach unprecedented levels of availability
- Significant issue looming with shiploader availability in particular



New expansion step introduced

DBCT MANAGEMENT

Shiploader SL4 on Berth 3

Benefits

- SL4 provides additional System Capacity by increasing Outloader availability – Up 4.3Mtpa to 88.5Mtpa
- Lowest cost expansion available to DBCT
- Quicker than Zone 4 to implement
- SL4 on Berth 3 is the first expansion proposed in Master Plan 2019

SL3 Being delivered on Berth 3

What else has changed in Master Plan 2019?

DBCT MANAGEMENT

Zone 4

- Zone 4 was the first expansion in the last 2 Master Plan revisions
- Scope is still identical
- Some of the benefit will be delivered by SL4 but the cost is the same making it less attractive commercially

8X Phase 1

- ST1 replacement was in proposed scope of 8X Phase 1 but that replacement is already underway therefore making this project more attractive than Zone 4 as the next step after SL4

8X Phase 2

- Capacity modelling of Inloading Silos indicate benefit is marginal – capital and maintenance cost is high, therefore deleted from MP2019
- More conveyor connections added from proposed new inloading conveyors to existing stockyard to compensate for Silos not being included
- With Silos deleted, 8X Phase 2 is more commercially attractive than Zone 4 after 8X Phase 1

9X

- Still included in MP2019 but this project is still difficult

Revised Expansion Pathway Master Plan 2019

Step		Scope	Incremental Capacity	Capacity (Mtpa)
Within Footprint	Shiploader 4 on Berth 3	The provision of a 4th Shiploader on Berth 3 plus outloading debottlenecking	4.3	88.5
	8X Phase 1	Stockyard Augmentation Project (SAP) plus upgrade of Stacker ST2 and conveyors S5, S6A, S6, R1 and R2	2.7	91.2
	8X Phase 2	Rail Receival pit 4 & Inloading System 4 plus upgrade to Inloading 2 and Outloading 2	3.3	94.5
	Zone 4	Completion of row 8, vertical western wall, replacement of reclaimer RL2 with a new Stacker Reclaimer to suit the new row 8 configuration, a new stacking conveyor and a new Stacker to the west of Row 8.	3.0	97.5
New Stockyard	9X	New Stockyard at Louisa Ck, Upgrades to Inloading 1 (and Inloading 2 if not done in 8X), new Outloading System 4 and up to 2 berths to the north including significant land reclamation to accommodate dredge spoil	≈34	131

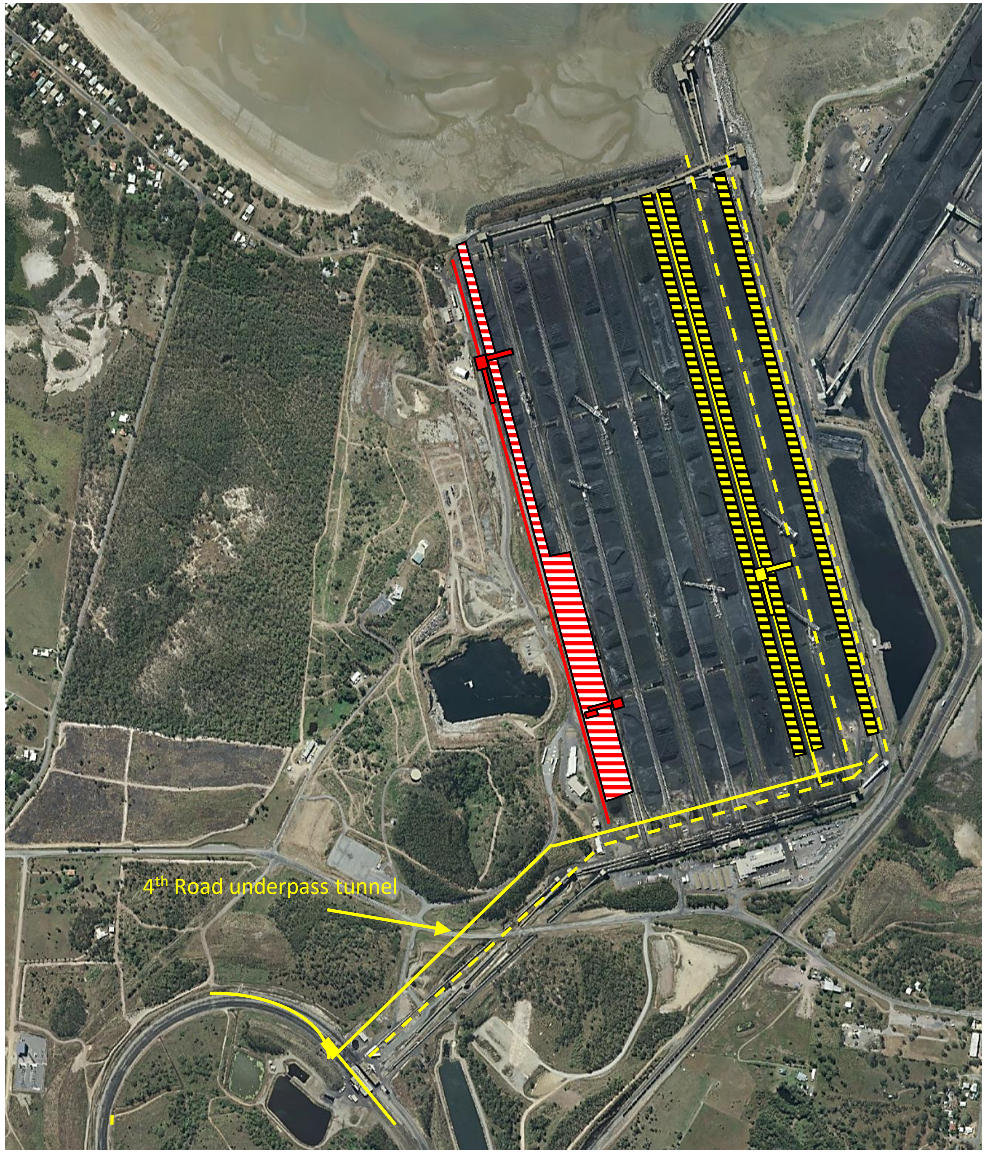
Expansion Scope – 4 Expansion Steps to achieve maximum capacity for existing footprint

DBCT MANAGEMENT

SL4 on Berth 3

8X Phase 1 & 2

Zone 4

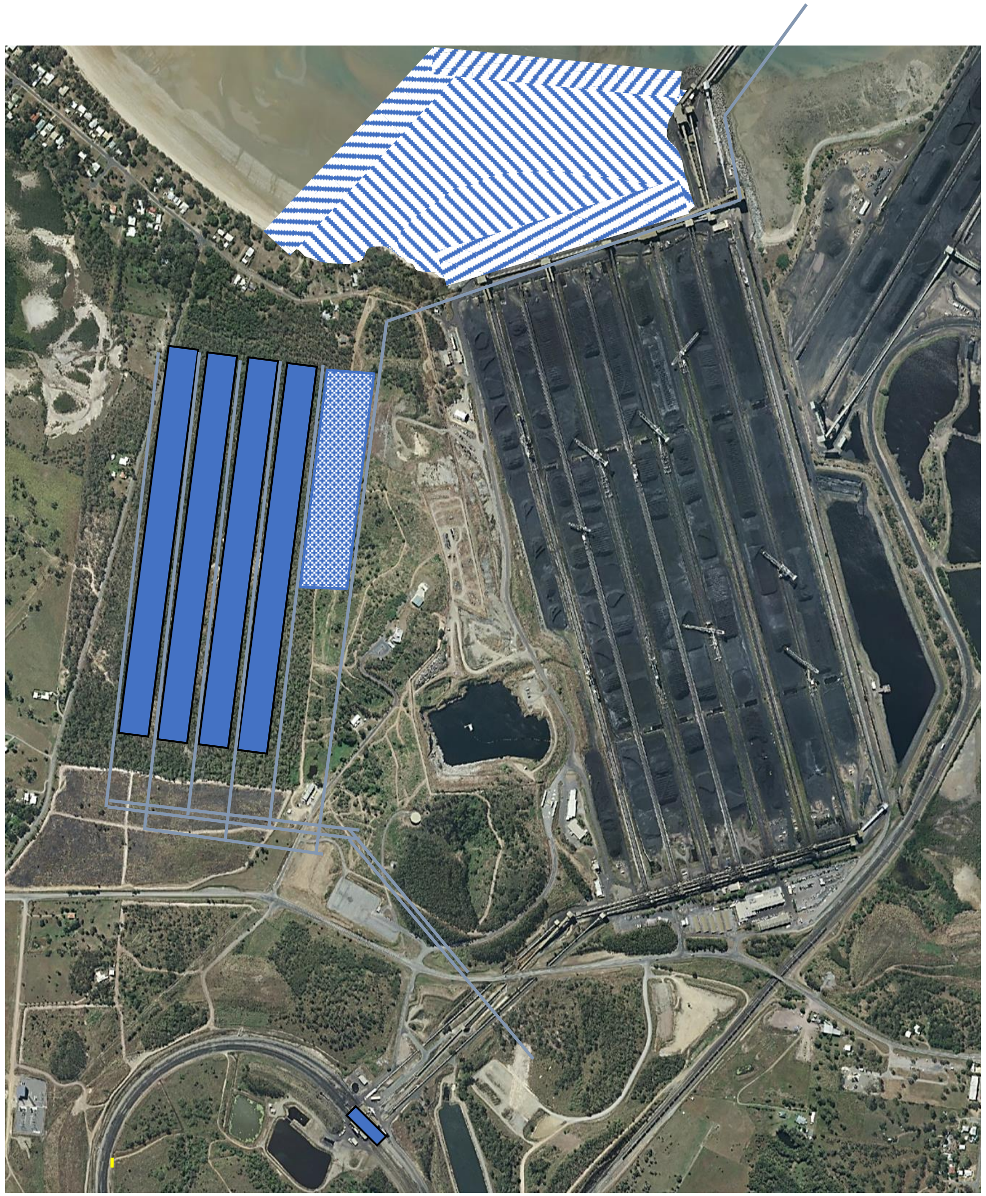


Existing Footprint Capacity:

- The existing footprint is capacity is limited to 97.5Mtpa

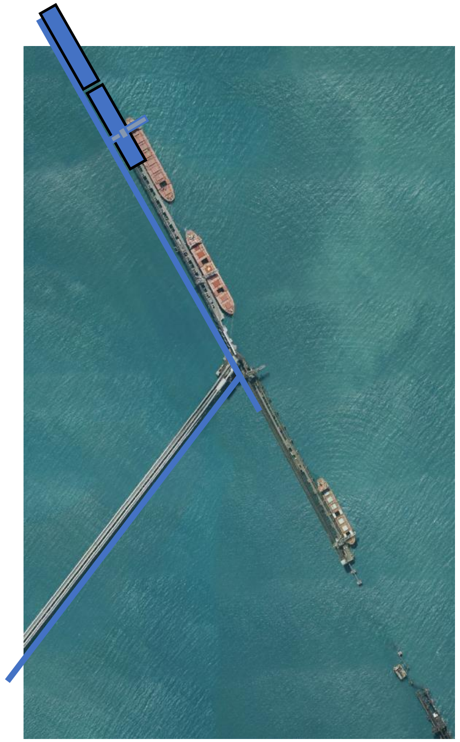
Expansion Scope – Expansion Beyond the footprint is more difficult

DBCT MANAGEMENT



9X - Louisa Ck

Dredge Spoil Reclamation



Difficulties include:

- Community impact
- Significant delays for dredging approvals - meaning material spend before any certainty of approvals
- Asset Stranding risk of differentially priced expansion

QUESTIONS