



UPDATED: JULY 2012

50 YEAR STRATEGIC PLAN



Gladstone Ports Corporation

Growth, Prosperity, Community.

The Gladstone Ports Corporation 50 Year Strategic Plan 2012 update has been prepared to support our mission to responsibly manage, develop and operate port facilities and services for the sustainable economic growth and social prosperity of our region, Queensland and Australia.



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Overview



THE PORT OF GLADSTONE IS ONE OF AUSTRALIA'S FINEST NATURAL DEEP WATER HARBOURS.

The Port underpins the growth and prosperity of both the immediate Gladstone region and of the broader Central Queensland area.

It is vital that the Port of Gladstone is developed in a systematic and sustainable manner to facilitate the continued growth of trade.

Planning is a vital part of that process. The first 50 year plan for the Port of Gladstone was published in 1992. The plan has been subjected to regular reviews and updates with the last plan published in 2008.

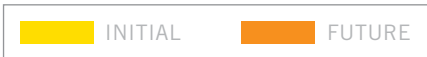
This 2012 update incorporates the full scope of the Western Basin Master Plan, a 30 year Queensland Government Statutory Plan approved under Section 10(2) of the State Development and Public Works Act 1972.

This plan details the ultimate plan for the Western Basin which will become the epicentre of port activity.

Ultimately, the Port of Gladstone will develop into a strategic port centre handling 250-300 million tonnes of cargo each year.



PORT CENTRES & PLANNED DEVELOPMENTS



EXISTING PORT INFRASTRUCTURE





South Trees & Boyne Wharves

THE TWO WHARF CENTRES ARE DEDICATED TO THE ALUMINIUM INDUSTRY;

- Considering the location and logistics, the capacity to access additional berths or other trades is very limited;
- There are no current additional expansion plans for the future.



Port Central

(Auckland Point Wharves & Barney Point)

ALL FUTURE DEVELOPMENTS AT PORT CENTRAL NEED TO ENSURE COMPATIBILITY WITH THE SURROUNDING RESIDENTIAL COMMUNITY.

BARNEY POINT COAL TERMINAL

- With the commissioning of Wiggins Island Coal Terminal (WICT) in 2014/15, and the relocation of coal to RGTCT or WICT, Barney Point Terminal will be used for clean dry bulk / break bulk and general cargo.

AUCKLAND POINT WHARVES

Clean bulk trades, grain and petroleum products will continue, along with containers and break bulk products.

- An additional three berths can be added between Auckland Point Wharf 4 and Barney Point to receive Panamax vessels bringing the total to eight (8) berths at Port Central;
- The three (3) new berths can be land backed (80Ha) and will be able to facilitate clean cargo such as container and break bulk. The container precinct will be able to handle 250,000-300,000 TEU's per year;
- The Port Access Road corridor will require extension.



PORT CENTRAL (AUCKLAND POINT WHARVES & BARNEY POINT)





R.G. Tanna Coal Terminal (RGTCT)

THE PORT OF GLADSTONE IS QUEENSLAND'S LARGEST MULTI-COMMODITY PORT, HOUSING THE WORLD'S FOURTH LARGEST COAL EXPORT TERMINAL, RG TANNA COAL TERMINAL.

The current R.G. Tanna Coal Terminal (RGTCT) has four (4) berths and three (3) ship loaders. Future expansion can accommodate a fourth ship loader. There is also provision for a fifth berth at the western end of the existing berths.

- Additional capacity may be delivered through increased loading rates and improved tidal access;
- RGTCT's present annual capacity is 75 mtpa;
- Plans for a fifth berth in the future will take capacity to 90-100 mtpa.



R.G. TANNA COAL TERMINAL (RGCTCT)





Wiggins Island



A COAL EXPORT TERMINAL WILL BE CONSTRUCTED ON WIGGINS ISLAND AND WHEN COMPLETE WILL EFFECTIVELY DOUBLE COAL EXPORT CAPACITY AT THE PORT OF GLADSTONE.

Wiggins Island development is planned for a total of six (6) berths of which four (4) berths are allocated for Wiggins Island Coal Terminal. Work on WICT commenced in late 2011 and the first shipment is expected in late 2014 / early 2015.

- Initially one (1) berth and ultimately four (4) berths to handle coal. Expected ultimate annual throughput for WICT is 90MT;
- Two (2) additional berths can be accommodated alongside WICT for other bulk cargo;
- Berths designed to accommodate cape size vessels;
- Wiggins Island & Gladstone State Development Area (GSDA) area to be used for stock piling coal and associated operations;
- Main road and rail line in close proximity to site.



WIGGINS ISLAND



Fisherman's Landing

THE ONGOING RECLAMATION WILL FACILITATE DEVELOPMENT FOR INDUSTRY.

When fully developed, Fisherman's Landing will boast a total of eleven (11) berths (four existing).

- The new berths will be designed to accommodate Panamax vessels;
- Possible commodities include bulk, break bulk and liquid bulk;
- Proximity of berths to the land behind assists bulk and break bulk operations. An approximate land base of 200ha will be available for stockpiling and materials handling;
- Access corridors for road, rail and conveyor through Gladstone State Development Area (GSDA) area have been preserved;
- A public boat ramp will be provided at the northern tip of the wharf centre.



FISHERMAN'S LANDING



Curtis Island (LNG Precinct)

THE SOUTH EASTERN END OF CURTIS ISLAND HAS BEEN DESIGNATED AS A LNG PRECINCT.

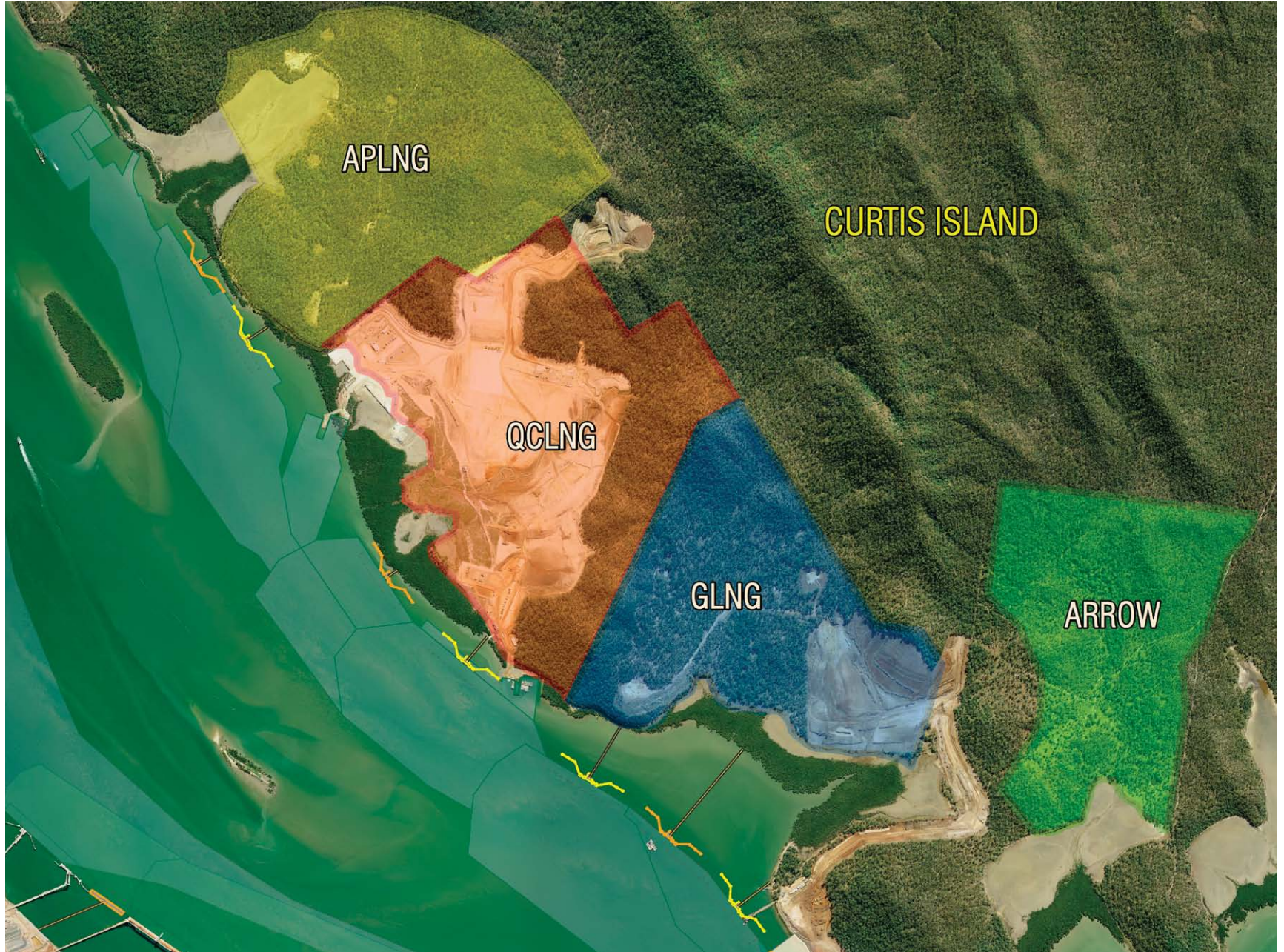
Four (4) LNG companies are in the process of establishing plants on Curtis Island including out loading facilities. Three of the four LNG companies are under construction. The fourth is awaiting Environmental Impact Statement (EIS) approval and Final Investment Decision (FID).

Dredging for the project commenced in 2011 and is expected to be completed by 2014. Total estimated volume to be dredged for the first phase is approximately 26Mcum.

- Initially four (4) LNG berths capable of handling up to 155,000cum LNG carriers;
- Three (3) additional berths in the future;
- Ultimate volume of LNG export is estimated to be about 35-45MT annually;
- Road access from mainland by bridge could be a possibility at a later date.



CURTIS ISLAND (LNG PRECINCT)





Hamilton Point



THE DEVELOPMENT OF HAMILTON POINT WILL ENABLE PORT FACILITIES TO ACCOMMODATE MULTIPLE CAPE SIZED VESSELS.

A land base of about 300ha is earmarked for this planned development.

Given the proximity to the LNG precinct, future development to handle cargo will need to ensure a clean environment.

- Four (4) berths capable of receiving cape size vessels can be accommodated;
- Major cargo expected to be handled - break bulk and container;
- Land-backed berths ensure maximum flexibility for the development;
- Site access will require road and rail bridge.



HAMILTON POINT

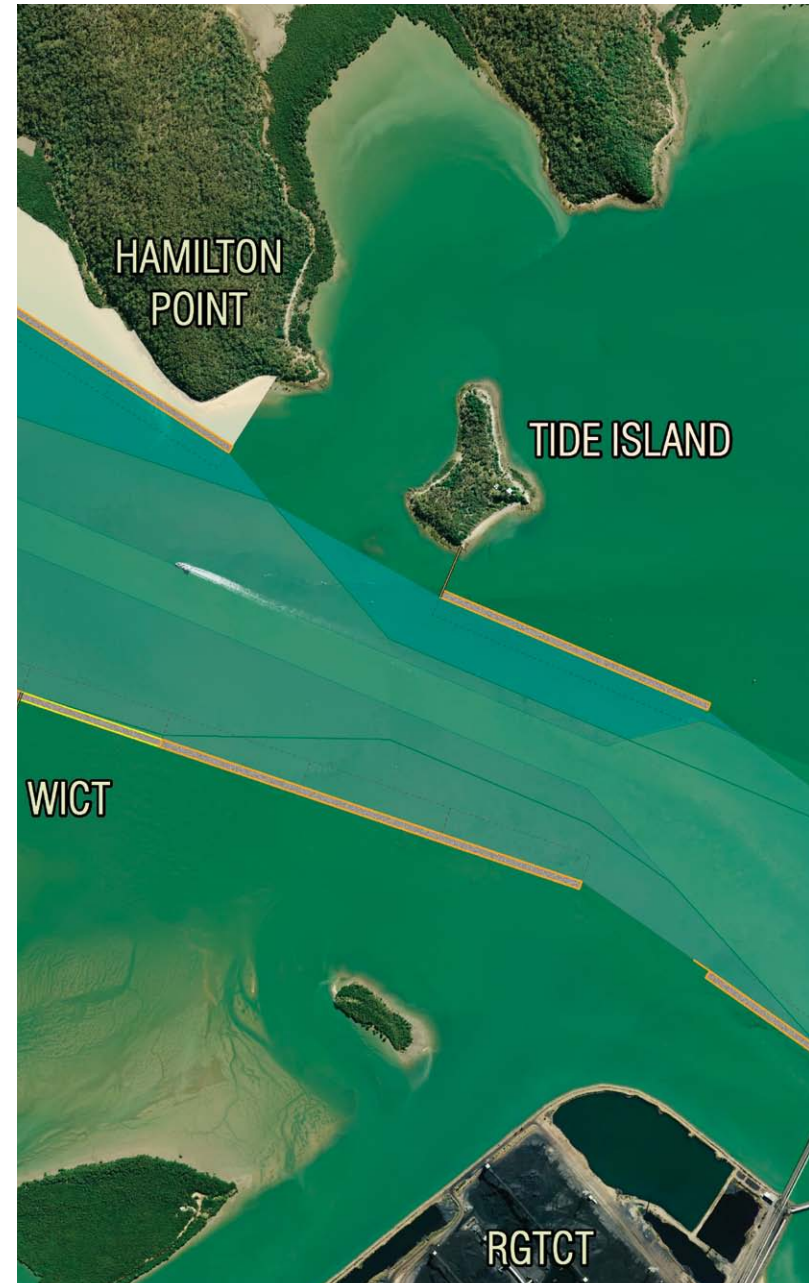




Tide Island

THE NATURALLY AVAILABLE WATER DEPTH MAKES IT AN IDEAL LOCATION TO DEVELOP BULK LIQUID BERTH FACILITIES.

- Bulk liquid can be conveyed via pipeline;
- Bulk liquid terminal with storage tanks located on Curtis Island;
- Pipelines originating from storage tanks to the berths will require to be conveyed by submarine or over water pipeline ensuring access to small craft.

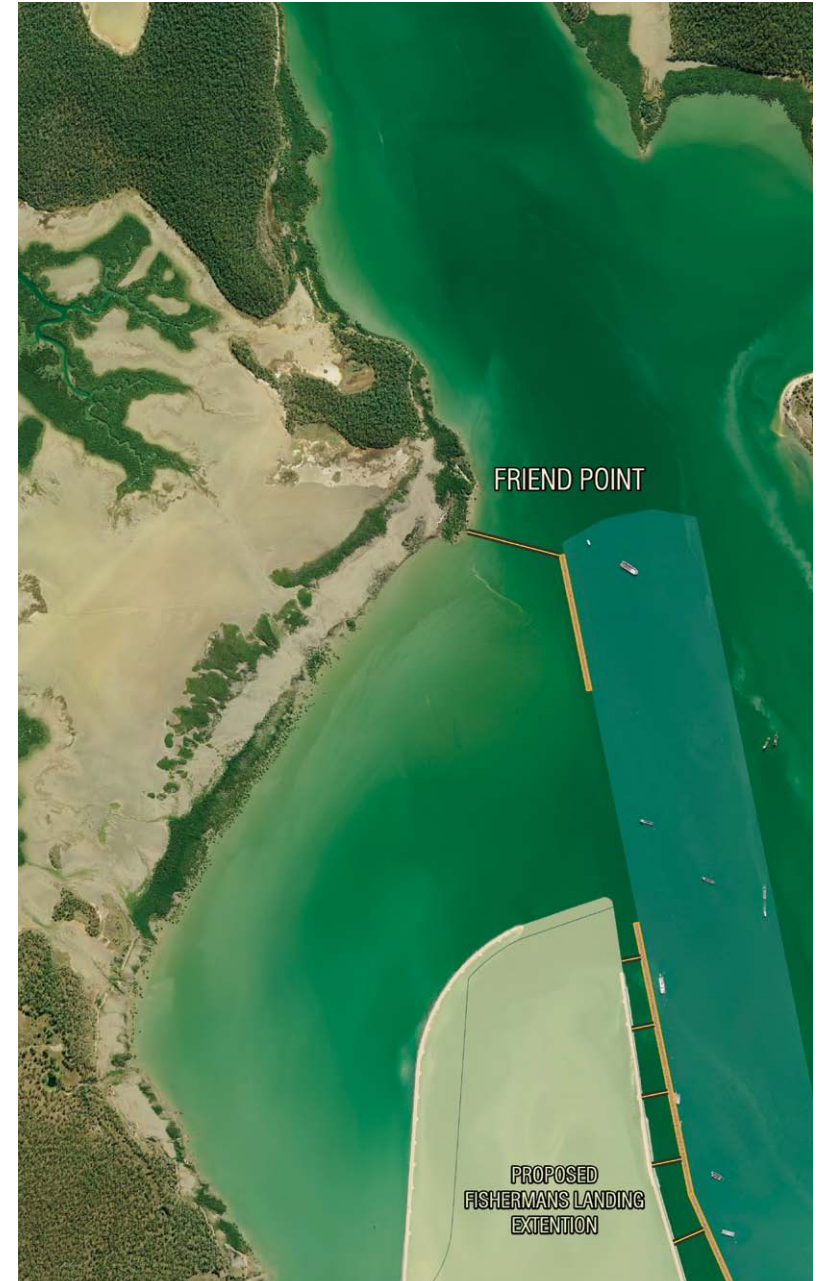




Friend Point

THE PROPOSED DEVELOPMENT IS PLANNED TO SERVICE THE TARGINNIE PRECINCT OF THE GLADSTONE STATE DEVELOPMENT AREA.

- Proposed development includes two (2) berths capable of handling Panamax vessels;
- This terminal is anticipated to handle bulk solid or liquid cargo;
- Storage facilities will be remote to terminal;
- Road and/or rail access to site from the Targinnie precinct of the Gladstone State Development Area.



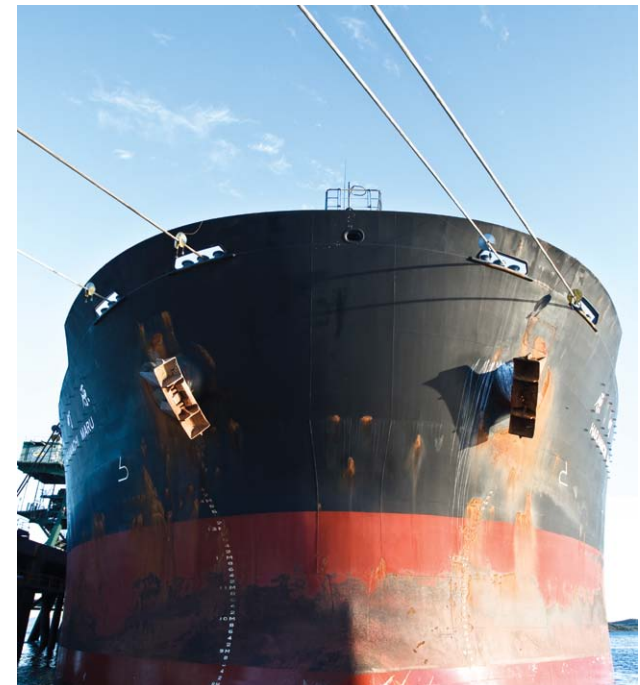


Channel Duplication

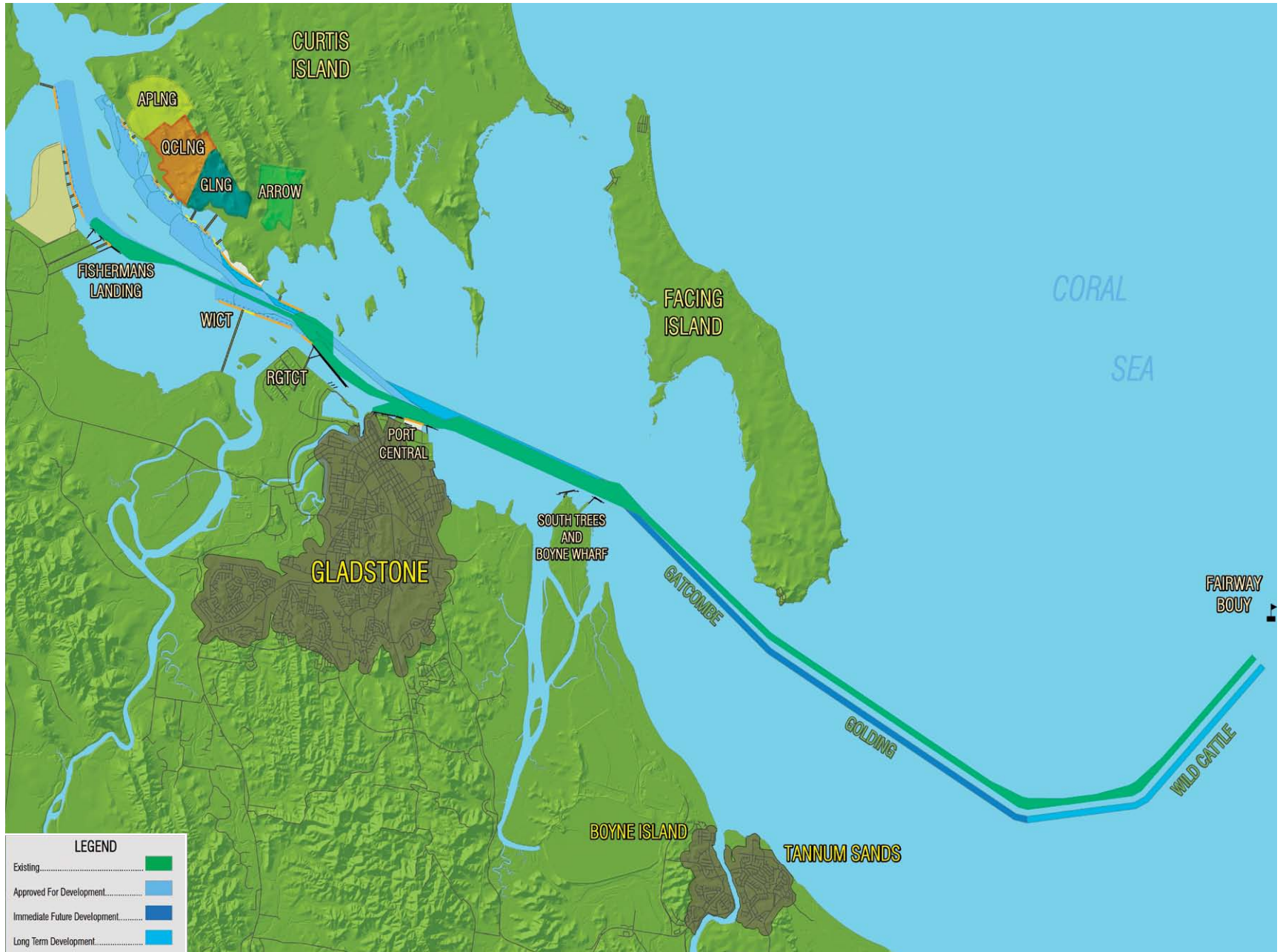
A DUPLICATE CHANNEL IS PROPOSED TO BE DEVELOPED ADJACENT TO THE EXISTING OUTER HARBOUR CHANNEL FACILITATING A TWO WAY PASSAGE.

Duplication of the Gatcombe and Golding channels is proposed to facilitate an increase in industrial demand and mitigate risk caused by additional vessels utilising the channel. The duplicate channel is proposed to be developed adjacent to the existing outer channel facilitating a two way passage. Work on the EIS commenced in 2012.

Depending on future requirement, the entire outer harbour channel may require duplication.



CHANNEL DUPLICATION





Small Craft



PUBLIC ACCESSIBILITY

There is a proposal to develop a Marina close to the Boyne River mouth. This facility could also be used for pilotage access being close to the harbour entrance. The EIS is expected to commence in 2012-13.

A plan to construct a boat ramp at the north western end of the Fisherman's Landing extension to facilitate the industries and public is on the agenda. This will materialise after the reclamation works for the Western Basin is complete.

TUG BERTHING FACILITY

The existing tug berths at Port Central will be relocated to a new facility behind RGTCT. This facility will accommodate at least a dozen vessels including the dedicated fleet for the LNG trade. The planning and design of the tug berthing facility is completed. Construction of the tug berth facility is planned to be completed by mid 2013.







Economic Considerations

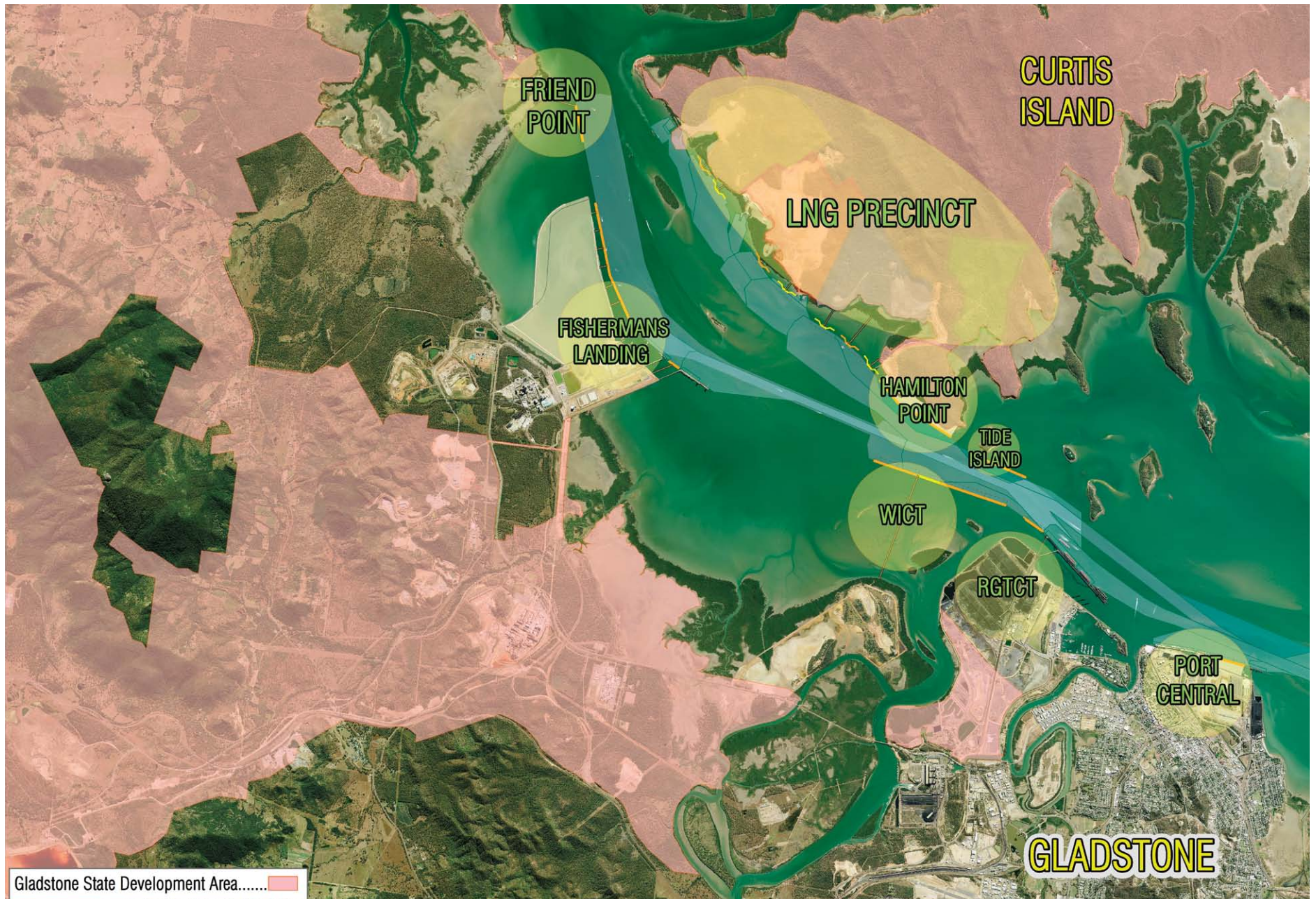
THE QUEENSLAND GOVERNMENT HAS ESTABLISHED THE GLADSTONE STATE DEVELOPMENT AREA TO THE NORTH OF GLADSTONE TO CATER FOR FUTURE INDUSTRIAL DEVELOPMENT.

Approximately 22,000ha has been set aside on the mainland, with additional land allocated on Curtis Island for LNG development, as well as an environmental precinct.

The development of these future industrial sites is strongly linked to access to marine infrastructure for the handling of product. The development of the Western Basin, including Fisherman's Landing, Friend Point, Hamilton Point, Tide Island and the Wiggins Island industrial berths will play a significant role in ensuring that the GSDA can be developed to its maximum potential.

Planning has been undertaken to ensure corridors have been provided between industrial sites and the associated wharf centres. These corridors can accommodate conveyors, pipelines, and road and rail linkages.





Environmental Considerations

DEVELOPING GLADSTONE HARBOUR INTO A WORLD CLASS COMMERCIAL HARBOUR CANNOT BE AT THE EXPENSE OF THE ENVIRONS OF THE HARBOUR OR AT THE EXPENSE OF THE SUSTAINABILITY OF ITS BOUNTIFUL SEAFOOD HARVEST.

Gladstone Ports Corporation (GPC) has adopted a harbour enhancement program to ensure the sustainable development of the Port of Gladstone.

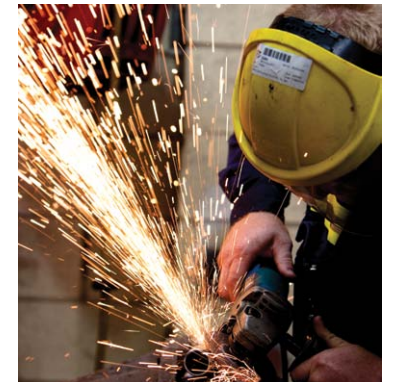
It is important to note that Port facilities and infrastructure cover less than 10 percent of the surface area of Gladstone harbour, providing ample opportunity to mitigate impacts from commercial port development and activities and to undertake enhancement programs to maintain a healthy harbour.

Over the five year period from 2012-2017, \$22.5 million has been allocated for a range of mitigation and enhancement programs alone with over \$52 million of monitoring.

We are fortunate enough to have some \$50 million of research and monitoring activities already undertaken in Gladstone harbour which provide us with the knowledge to undertake the required actions to ensure the ecological sustainability of Gladstone harbour.

A world class commercial harbour, a sustainable crabbing and fishing harbour and a healthy harbour are goals that must be met to maintain community confidence in GPC's stewardship of Gladstone harbour.







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