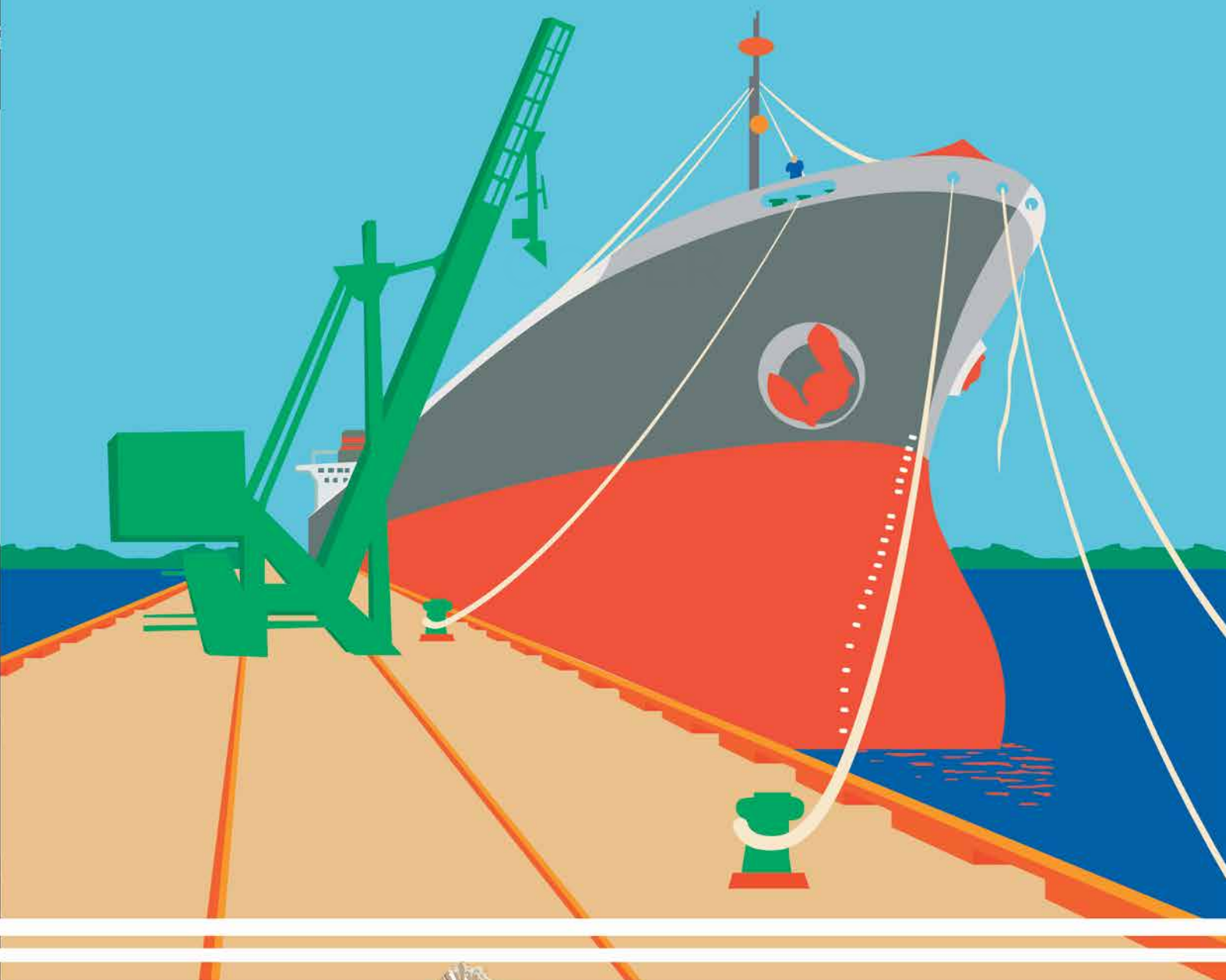
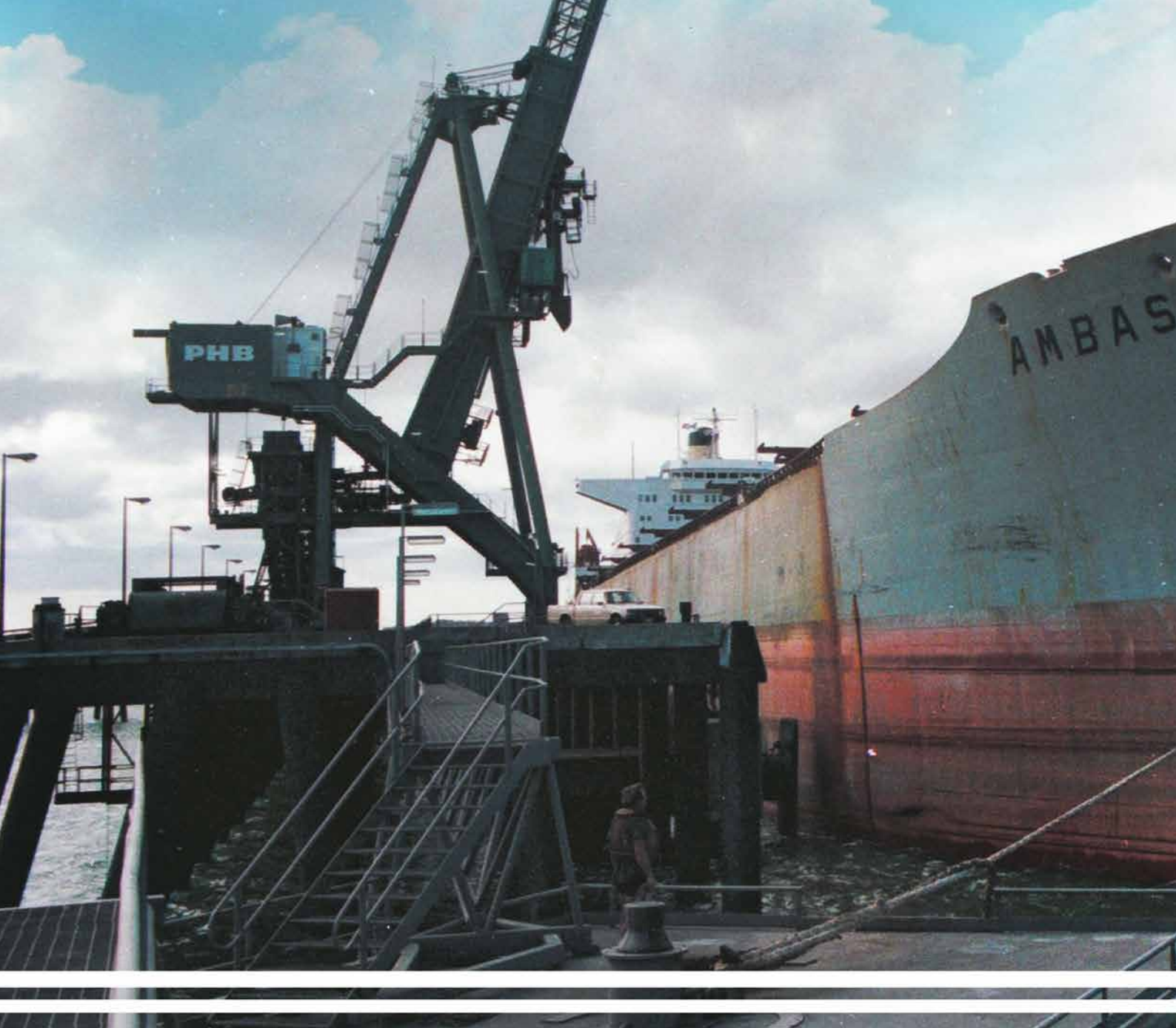


PORT OF GLADSTONE

— *BOOK FOUR* 1975 to 1994 —



KOONGO YALLARM  PLACE OF WATER — PLACE OF SHELLS



Gladstone Ports Corporation

Growth, Prosperity, Community.

*First published in 2014
by Gladstone Ports Corporation Limited
PO Box 259
Gladstone, Qld 4680*

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*Research: Gladstone Ports Corporation and Leo Zussino
Creative: Cooper McKenzie Marketing PL*



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WELCOME TO COUNTRY

GOORENG GOORENG

Wunyungar!

Barrarbee buhrye gamardin thdou yallarm

Nallindo ohwhy waybare yearee dullgim

Goothoo goongoo thungool

Yungoo burramis wungmerries wubbarn

Wunnee yoongim ngye boogair

Woogoo ngye yumgoo nullindoo buhrye

Welcome to our country!

Creator God is the owner of this land, this place of shells.

This is our home.

It gave us our meat, our bread and our water, before the white men and white women came.

In the past we were left behind and forgotten.

Now we want to walk together and share what the future holds.

- Gooreng Gooreng elder Jacqueline Johnson (Red flying fox woman)

BAILAI (BYELLEE, BYELE)

Welcome on behalf of my grandmother Bessie Yow-Yeh to our country.

This Yow-Yeh and her family have lived in Gladstone and the surrounding areas such as Kroombit Station, Boyne Valley, Boyne Island, Benaraby and Rocky Glen since before white man came here.

We would like to share some of our stories on country with you.

Country to us means looking after us and us looking after our country.

Our rivers and creeks supply us with food, our mangroves and mudflats are also our food suppliers and we share our country with others.

- Bailai elder Maureen Eggmolesse



A MESSAGE FROM

GLADSTONE PORTS CORPORATION

IN 2014 THE GLADSTONE PORTS CORPORATION - FORMERLY THE GLADSTONE HARBOUR BOARD 1914 - 1987, THE GLADSTONE PORT AUTHORITY 1987 - 2004, AND THE CENTRAL QUEENSLAND PORTS AUTHORITY 2004 - 2008 - CELEBRATES ITS CENTENARY.

To commemorate this important milestone, Gladstone Ports Corporation is publishing a five-part series reflecting on each 20 year period of its stewardship of the Port of Gladstone. From the first meeting of the Gladstone Harbour Board held at the old Town Hall on 6 March 1914, Gladstone Ports Corporation has facilitated trade growth from less than 20,000 ton to an anticipated 100 million tonne by the end of 2014. It has witnessed cargo being loaded onto 600 ton tramp ships through to 200,000 tonne bulk carriers. This growth, founded on our magnificent deep water harbour, has underpinned the economic development of the Gladstone region.

In this fourth edition [1975-1994] we reflect on the visionary economic infrastructure decisions that propelled the Port of Gladstone into a major world class port that facilitated and attracted large scale resource processing industry and a rapid expansion in coal exports. Central to the story is the significant contribution of the Harbour Board/Port Authority to Gladstone's community infrastructure. We also reflect on the major strategic planning processes undertaken in the early 1990s, which laid the foundation for long term orderly and sustainable development of the Port of Gladstone.

Evident throughout, is the vision and determination of the Gladstone Harbour Board to develop port facilities ahead of demand and to ensure efficient port operations.

Gladstone Ports Corporation invites you to share this journey with us - a journey founded on hope and vision, sustained by optimism, and marked by success. This achievement has been built on the dedication and hard work of so many associated with Gladstone Ports Corporation and the Gladstone port community.

IMAGE: Shinsei Maru passing RG Tanna Coal Terminal in 1994.



INTRODUCTION

The advances we have witnessed over the past years in Central Queensland will be dwarfed by the development which is yet to come. One thing is certain, the Port of Gladstone will always be at the forefront in that development. WR Golding, Chairman's Review 1975/76.

DURING THE TWO DECADES FROM 1975 TO 1994, THE PORT OF GLADSTONE GREW INTO ONE OF THE WORLD'S LEADING RESOURCE PORTS IN BOTH TRADE AND CAPACITY, AND BY THE END OF THE PERIOD THE PORT STOOD POISED AND CONFIDENT WITH AN APPROVED 50 YEAR STRATEGIC PLAN TO HELP ENSURE A SUSTAINABLE FUTURE OF GROWTH AND PROSPERITY.

This period commenced on a strong note of optimism.

The Japanese "Economic Miracle" was rocketing Japan into the world's second largest economy. Steel demand was growing swiftly and with it the demand for Queensland's high quality coking coal. This led coal companies to seek additional exporting facilities at the Port of Gladstone. Also, in 1976, the giant 1,100MW Gladstone Power Station, which was partly funded by the Federal Government on the condition that a portion of the power be

to service the new and expanded industries and exports.

Amidst this upsurge in activity the Gladstone Harbour Board was presented with the opportunity to take a quantum leap for the future of the port when loan funds were offered by the Queensland Government to urgently deepen the port's shipping channel to accommodate cape sized vessels. The harbour deepening project was the largest dredging contract ever undertaken in Australia. It not only achieved its goal, it also facilitated the creation of significant tracts of reclaimed port land.

and constructed the first stage of the Gladstone Marina, which opened to the public in 1987 as Gladstone's premier waterfront recreation site.

Following the early 1980s boom, port trade and port capacity continued to grow swiftly. Coal exports surged as Japanese steel mills expanded and new markets emerged in South Korea, Taiwan and Europe. Industry trade flourished and advances in shipping led the Board to continue deepening the harbour to enable the port to accommodate 200,000 tonne cape sized vessels.

In 1990 the Port of Gladstone handled 30Mt of trade, a sharp increase from the 13.3Mt handled in 1975. The pace of growth over that period had been hectic and it had been dominated by economic considerations.

However, the world of commerce was changing rapidly.

The new Board appointed in September 1990 understood that the continued expansion of the Port of Gladstone could only be guaranteed if the Gladstone Port Authority was able to demonstrate that future port development was sustainable when assessed not just against economic but also environmental and social criteria.

IN 1979, WR GOLDING CMC COMPLETED HIS 21 YEARS OF CONTINUOUS CHAIRMANSHIP OF THE GLADSTONE HARBOUR BOARD – A REMARKABLE ACHIEVEMENT. GOLDING WAS SUCCEEDED BY ALF O'ROURKE, THE FIRST CHAIRMAN WHO LIVED OUTSIDE OF GLADSTONE. ALF, A GRAZIER FROM THE BANANA SHIRE, LENT STEADFAST SUPPORT TO THE BOARD'S MAJOR ECONOMIC INFRASTRUCTURE DECISIONS, WHICH WERE MADE IN THE FINANCIALLY UNCERTAIN PERIOD OF HIGH INFLATION.

However, the early 1980s boom did have its downside with the social and community infrastructure of Gladstone creaking under the weight of thousands of new construction workers and their families. The concern over inadequate facilities and services led to Gladstone's first and only general strike on 1 July 1981 with some 4,000 striking workers demanding urgent government action.

The Gladstone Harbour Board was one agency that continued to step into the void left by government, utilising its earthworks machinery to assist in the creation of a wide range of social, educational and community infrastructure. The Board also planned

preserved for export industries, was nearing completion. These two factors triggered a new wave of development and by 1980 Gladstone was the epicentre of a major construction boom.

The Clinton Coal Terminal, the Boyne Aluminium Smelter, the Queensland Cement and Lime Clinker Plant and two additional units of the Gladstone Power Station were being constructed along with wharf facilities at Clinton, Boyne Island and Fisherman's Landing

THE EXEMPLARY STEWARDSHIP OF THE PORT BY REG TANNA, WHO WAS ELEVATED TO GENERAL MANAGER IN 1984, IS EVIDENT DURING THIS PERIOD IN MANY OF THE VISIONARY ECONOMIC INFRASTRUCTURE DECISIONS AND IN THE LEAD ROLE PLAYED BY THE GLADSTONE HARBOUR BOARD/ PORT AUTHORITY IN THE FACILITATION OF COMMUNITY INFRASTRUCTURE FOR GLADSTONE.

REG'S OUTSTANDING CONTRIBUTION WAS DULY RECOGNISED IN 1994 WHEN THE CLINTON COAL TERMINAL WAS RENAMED THE RG TANNA COAL TERMINAL.

To achieve this, the Board commenced the development of a long term strategic plan for the Port of Gladstone based on solid sustainability principles. It undertook extensive government and major stakeholder and community consultation during the preparation of the plan.

In 1992 the Port of Gladstone became the first Australian port to adopt a 50 Year Strategic Plan that was noted by the Queensland Cabinet.

To facilitate continued economic growth during the early 1990s, the Gladstone Port Authority embarked on a structured marketing program to overseas coal buyers. It led the initiative to facilitate an Industrial Land Use Study to ensure the availability of large tracts of land for future export orientated industry and it established a new slipway/travel lift and a marina fishing industry base to service Gladstone's small commercial boats and its fishing fleet.

On the environmental front, the Board commissioned a comprehensive

environmental scan of Gladstone Harbour and implemented an extensive harbour monitoring program. It ceased loading coal at Auckland Point, constructed an automatic dust suppression system for the Clinton Coal Terminal and initiated the Gladstone Dust Committee.

To enhance social outcomes for the community, a 10 year foreshore development plan was implemented providing the new Harbour Festival facilities, the Matthew Flinders Bridge and greatly extended marina parklands. The Central Queensland University marina campus was facilitated and Kullaroo House was purchased.

By 1994, the Gladstone Port Authority stood poised and confident of a strong long term future of sustainable growth for the Port of Gladstone.

ON 16TH SEPTEMBER 1990, AFTER A MAJOR REVIEW OF QUEENSLAND PORTS, LEO ZUSSINO WAS APPOINTED CHAIRMAN.

ON 1ST JULY 1994, THE GLADSTONE PORT AUTHORITY WAS RECONSTITUTED AS A GOVERNMENT OWNED CORPORATION, REFLECTING THE RISE OF CORPORATE GOVERNANCE IN THE CONDUCT OF PUBLIC CORPORATIONS.

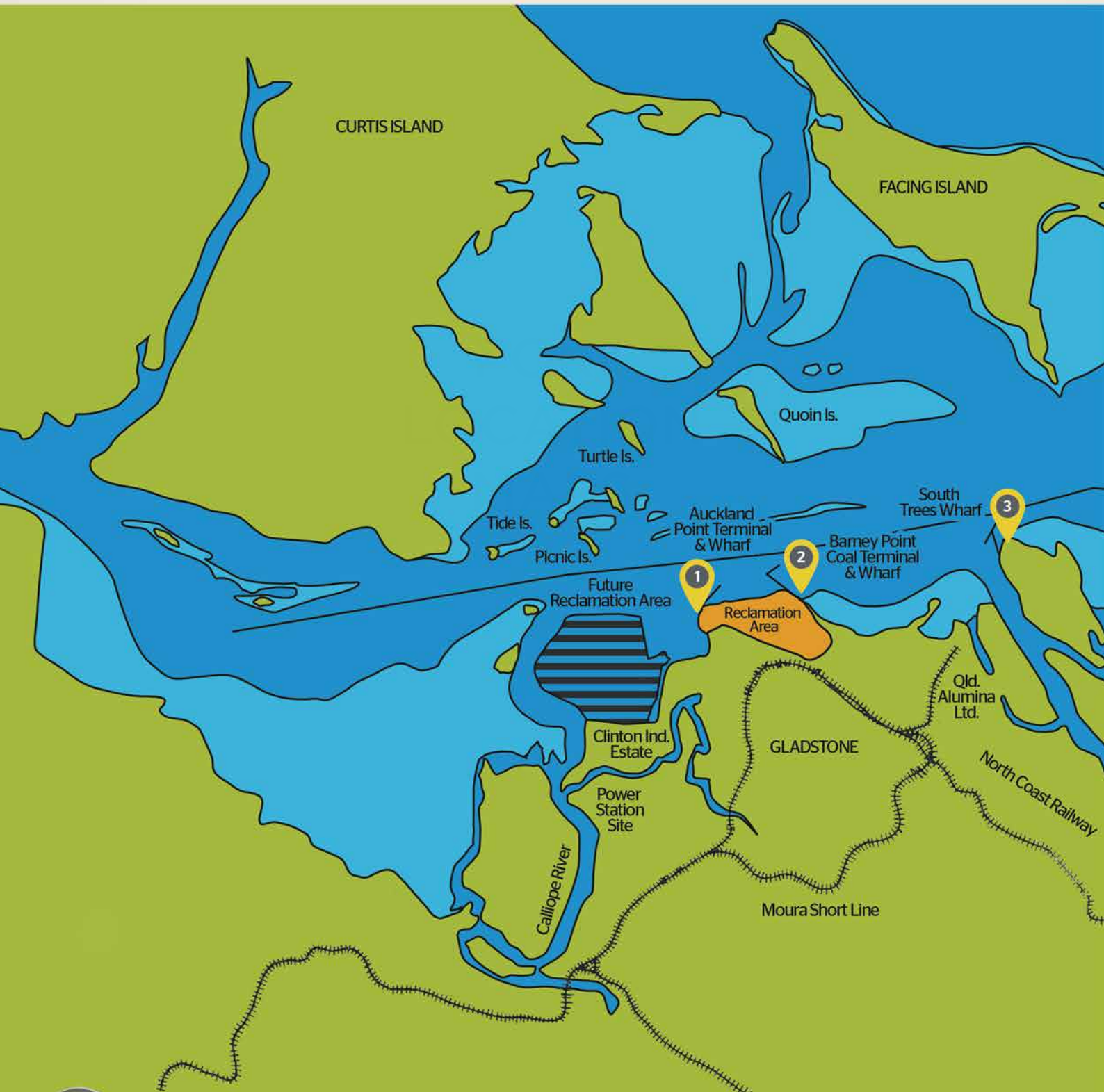
ON 1 APRIL 1987, THE GLADSTONE HARBOUR BOARD WAS RECONSTITUTED AS A QUEENSLAND GOVERNMENT STATUTORY BODY AND AS THE GLADSTONE PORT AUTHORITY UNDER THE CHAIRMANSHIP OF GRAHAM FENTON. FOR THE FIRST TIME, ALL MEMBERS OF THE BOARD WERE APPOINTED BY THE QUEENSLAND GOVERNMENT.

THE BOARD MINUTES OF THE GLADSTONE HARBOUR BOARD MEETING OF 15TH MARCH 1987 RECORDED:

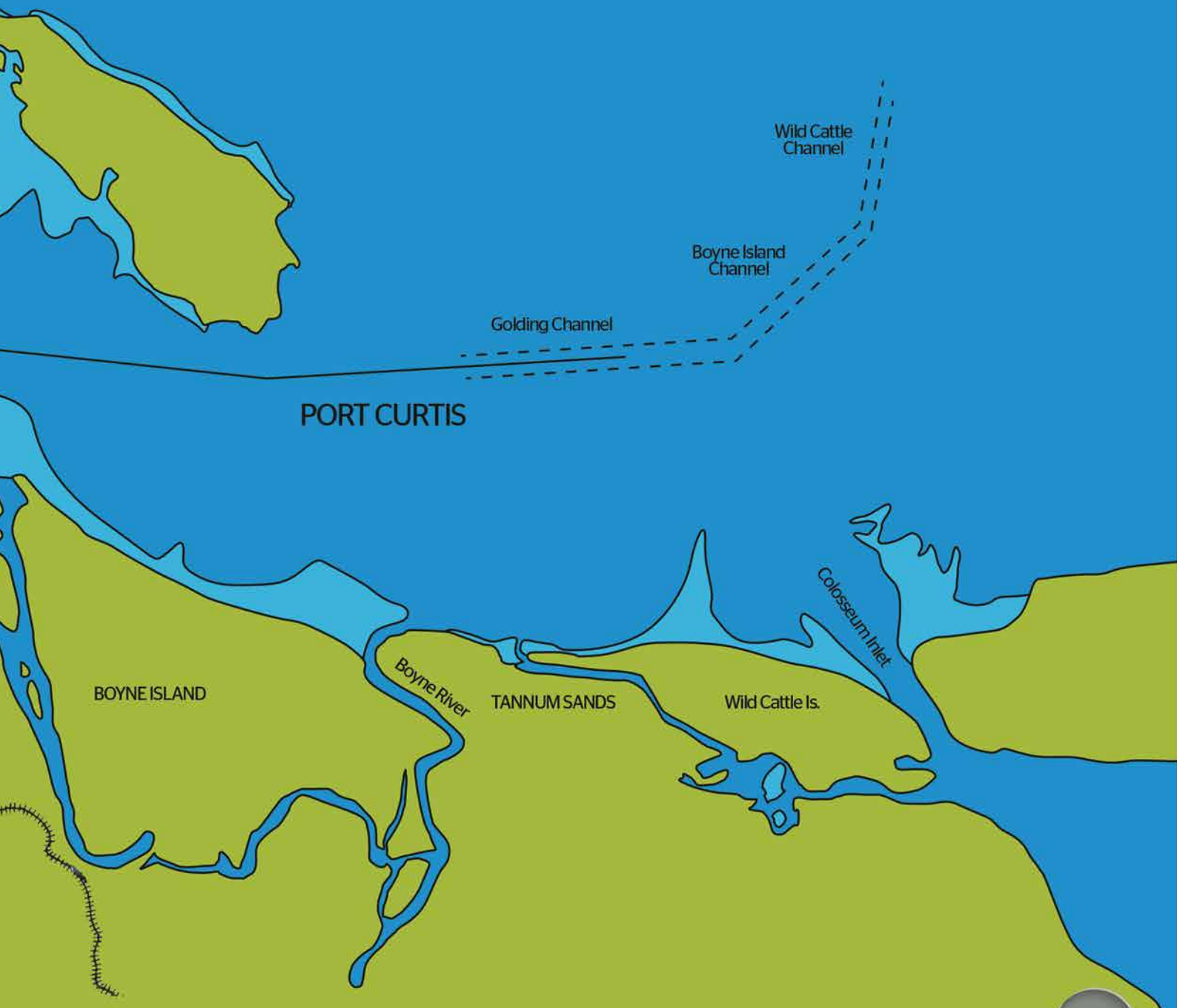
"The secretary advised that this was the final meeting for the Gladstone Harbour Board. As from 1st April 1987, the Board would take on the new name Gladstone Port Authority.

The first meeting under the name Gladstone Harbour Board was held on 6th March 1914 and the final meeting under that name was held on 15th March 1987."

1975 PORT LO



LOCATION MAP



THE PORT OF GLADSTONE - 1975

T THE PORT OF GLADSTONE IS SITUATED AT 23°51' SOUTH LATITUDE AND 151° LONGITUDE AND APPROXIMATELY 300 SEA MILES NORTH OF BRISBANE. THE PORT IS SERVICED BY AN ENTRANCE CHANNEL SOME 10 KILOMETRES IN LENGTH WITH A BOTTOM WIDTH OF 600 FEET, DREDGED TO 10.36 METRES AT LOW WATER.

1

AUCKLAND POINT WHARF - NO. 1 COAL BERTH

Exporting coal in vessels in the 60,000 - 65,000DWT range through two bulk shiploaders with a capacity of 800 t.p.h each. Stockpile capacity is 300,000 tonnes.

AUCKLAND POINT WHARF - NO. 2 GRAIN BERTH

Exporting grain products (wheat, sorghum) and meat from the rich Central Queensland areas. Total port storage capacity is 42,000 tonnes. Shiploading facilities allow a loading rate of 400 t.p.h.

AUCKLAND POINT WHARF - NO. 3 PETROLEUM PRODUCTS/GENERAL CARGO BERTH

Used for the import of petroleum products to supply the Central Queensland area. The wharf is used for the import of general cargo and special heavy lift consignments.

2

BARNEY POINT WHARF

Owned and operated by Thiess Peabody Mitsui Coal Pty. Ltd. and handling coal from the company's Moura mine and C.S.R. Limited's South Blackwater mine. Shiploading capacity is 2,000 t.p.h. through a single mobile shiploader. Stockpile capacity is 400,000 tonnes.

3

SOUTH TREES WHARF - NO. 1 BERTH

Owned and operated by Queensland Alumina Limited, the wharf handles all cargo for the giant QAL refinery. Alumina is exported around the world and products required in the process of producing alumina - bauxite, caustic soda and fuel oil - are imported over the wharf.

SOUTH TREES WHARF - NO. 2 BERTH

Owned and operated by Queensland Alumina Limited, the wharf handles all cargo for the giant QAL refinery. Alumina is exported around the world and products required in the process of producing alumina - bauxite, caustic soda and fuel oil - are imported over the wharf.

1975 -AUCKLAND POINT TERMINAL AND WHARF



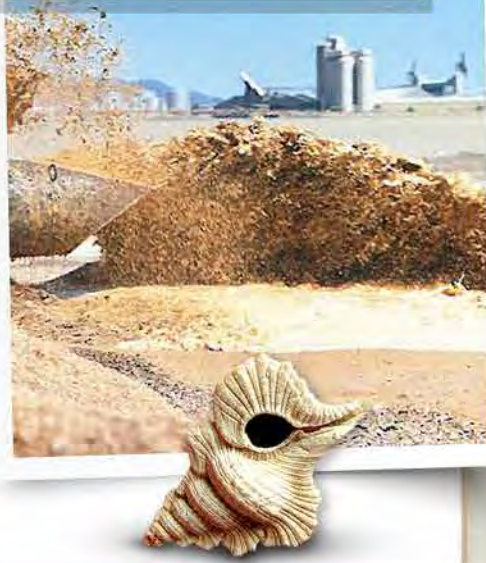
THE HARBOUR IS DEEPEINED



A DREDGING HARVEST

To the delight of the public, the dredging project revealed a large harvest of the rare Kookaburra whelk [Gyrineum pulchellum]. Whilst the dredgers operated in the middle harbour channel, hundreds of Gladstone residents sifted through the dredge spoil as it was pumped into the Port Central disposal site looking for the dainty shells.

RIGHT: The community sifted through the dredge material as it was being pumped into MacFarlane Lagoon.



DURING THE 1970s, REG TANNA AND GLADSTONE HARBOUR BOARD MEMBERS TRAVELLED TO CONFERENCES AND INSPECTED PORTS IN EUROPE, USA AND ASIA. THEY LEARNT THAT NEW CAPE SIZED VESSELS WERE BEING BUILT TO ECONOMICALLY HAUL BULK PRODUCTS AND THEY WERE DETERMINED TO DREDGE THE PORT OF GLADSTONE'S SHIPPING CHANNEL TO ALLOW AN INCREASE IN SHIP SIZE FOR COAL EXPORTS FROM 60,000DWT TO 120,000DWT.

In 1978, the Gladstone Harbour Board commissioned sea bed investigations to devise dredging plans for a major shipping channel development program and for the Clinton Coal Terminal berth pockets and approach channels.

A Port Simulation Study was undertaken in 1980 to assist investigations, with the Gladstone Harbour Board determined to commit to dredging "as soon as suitable financial arrangements can be made".

Representation made by Chairman Alf O'Rourke, Reg Tanna, Engineer Manager, Bryan Jordan, Board Secretary and M. McConnell, Department of Harbours and Marine to Queensland's Co-ordinator General, Sir Sydney Schubert, on 16th April 1980 at Surfers Paradise during

the course of the Australia Coal Conference bore fruit later that year.

Following the meeting, Schubert held discussions with Dr Lou Edwards, the Queensland Treasurer and Sir Leo Heilscher, the Queensland Under-Treasurer, who suggested the Gladstone Harbour deepening project could be financed through the Commonwealth Overseas Borrowing Scheme. They requested the Gladstone Harbour Board prepare a submission for consideration at the Premiers Conference in June 1980.

The June meeting of the Australian Loans Council did not support the submission, determining that "the case for inclusion of this project in the infrastructure programme needed to be developed further".

However, circumstances arose that led the Queensland Government to vigorously support a resubmitted application.

A sharp increase in the demand for coking coal by Japan had triggered the development of two new mines at German Creek and Oaky Creek in the Northern Bowen Basin. Unfortunately, the Dalrymple Bay Coal Terminal, which was being constructed by the Queensland Government to export coal from these mines, was not scheduled to be operational until June 1983, 12 months after the completion of the mine construction.

To expedite exports from these mines, the Queensland Government needed to facilitate additional export capacity at the Port of Gladstone at the earliest opportunity.

IT WAS THE LARGEST SINGLE DREDGING PROJECT EVER UNDERTAKEN IN AUSTRALIA

On 18th September 1980, following a request from the Under-Treasurer for an urgent meeting, Reg Tanna and the Harbour Board accountant, Owen May, met with the Under-Treasurer who informed them that the Treasurer had requested an "amplified" submission for funds to be presented to the Australian Loans Council for its consideration in the last week of November 1980.

On 22nd September 1980, the Queensland Cabinet approved a program of development, which included a rail line from the two coal mines to connect to the Gregory line, and the deepening of Gladstone Harbour. However, funding had to be secured.

The revised submission was forwarded to the Loans Council on 9th October 1980 with Sir Leo Heilscher making personal representations to the Secretary of the Loans Council in Canberra during the week commencing 20th October 1980.

The representations were successful. The Loans Council was persuaded to release funds to the Gladstone

Harbour Board to proceed, as soon as possible, with the deepening of the shipping channel in Gladstone Harbour to increase the coal exporting capacity of the Clinton Coal Terminal.

In March 1981, the Gladstone Harbour Board let the largest dredging contract ever undertaken in Australia [18 million cubic metres] to a joint venture of Australian Dredging and General Works and the Westham Dredging Company for \$57.2 million.

The dredging campaign consisted of one cutter suction dredge, the A.D. Australia and four trailer dredgers - the Geopolis, W.H. Resolution, Gateway and Ham 308.

Of the 18 million cubic metres dredged,

12 million cubic metres was taken to the East Banks Disposal area and six million cubic metres was used for reclamation between Auckland Point and Barney Point, in the Gladstone Marina, and in the Clinton Estate west of Auckland Inlet.

On Christmas Eve 1982, after 20 months, the dredging project was completed. Ships with a draft of 16 metres were now able to utilise the Port of Gladstone on any day of the year. This was a vast improvement from the maximum draft of 11.56 metres prior to the dredging project.

LEFT TOP: Plaque commemorating the completion of the Gladstone Harbour dredging programme of 1981/82.

RIGHT MAIN: The 'Senwa Maru' berthed at the Port of Gladstone in March of 1986 and was the largest ship to be handled by the port.

The final cost of the project was \$86 million.



1981 DREDGING SUPPORT DOCUMENTATION

Part of the submission to the Australian Loans Council for the Harbour Deepening Loan - 9/10/1980:

(ii) Freight competitiveness with other world exporters

The high cost of transportation relating to Australian exports has always hindered our competitiveness in the world markets. Freight savings associated with 120,000DWT class vessels would significantly improve this situation. Indeed, unless 120,000DWT vessels are used, Queensland coal exported through Gladstone would not be able to take advantage of the growing European coal demand.

Presently the approximate differential in freight rates between the 60,000DWT and 120,000DWT vessels on the Australia - Japan and Australia - Europe routes are as follows:

Australia - Japan
60,000DWT vessel US \$12.25 per tonne
120,000DWT vessel US \$760 per tonne
Differential \$4.65 per tonne

Australia - Europe
60,000DWT vessels US \$26.00 per tonne
120,000DWT vessels US \$16.50 per tonne
Differential \$9.50 per tonne

The freight savings are expected to immediately open up the European market to Queensland steaming coal. The savings will also be an inducement to major industries to establish in Gladstone.

14.9.81
MC:AO

16.3.81
MC:LV

Department of Harbours & Marine
231 Finkel Street,
Brisbane
October 17, 1980

Enquires Mr Chorley
Telephone 227 8835

Dear Sir

DEEPENING OF GLADSTONE HARBOUR ENVIRONMENTAL IMPACT

This Department is undertaking an investigation into the Environmental Impact of the proposed deepening of Gladstone Harbour which is to be undertaken by the Gladstone Harbour Board.

The coal export facilities at the Clinton Estate Coal Wharf, Gladstone are capable of berthing large vessels of up to 120,000 Dead Weight Tonnes but because of the limited depth of the main channels vessels of up to 60,000 DWT only can use the wharf.

The Gladstone Harbour Board has had the proposed deepening in mind for sometime and presently with the requirement that coal from German Creek and Oakey Creek Mines be shipped from Gladstone in large vessels it has become a matter of urgency to proceed with the dredging, which it is intended to complete by mid 1982. This conforms with the completion of the rail link to Gladstone and the time that the mines will be in production.

Enclosed herewith is a copy of a plan showing the proposed dredging. The outer shipping channels shown in red will be deepened to - 15.3 metres on port datum. The amount of material to be removed is 12,000,000 cubic metres and it is proposed to establish a spoil disposal area also shown in red on the plan. The existing disposal area will be too shallow to allow the dredgers to discharge at all stages of the tide. There is no possibility that any material from these channels can be pumped to reclamation due to prevailing weather and sea conditions and also the great distances that the material would have to be pumped.

SENT TO ALL AS PER ATTACHED LIST

..2

The inner shipping channels shown in green in the plan will be dredged to depths varying from - 14.7 metres to 15.0 metres on port datum. The volume of material to be dredged and disposed of to reclamation is 8,000,000 cubic metres. Harbour Board areas are also shown in green and the reclamation of these areas.

The Gladstone Harbour Board has carried out a very detailed investigation to establish the dredgeability of the materials gravel and clay.

The outer channels were previously deepened in 1967 and some of inner channels this year.

As an Advisory Body I should be pleased to have your comments on the proposal and your conditional agreement by November 14, 1980.

Please direct any inquiries to Mr P. Crawford. Telephone 227 8032.

Yours faithfully

J. Leach
J. Leach
DIRECTOR
23/10/80

Marine Board of Queensland

The proposal including the location of the spoil disposal area has been considered by the Marine Board and approved accordingly.

Co-ordinator General's Department

We are of the opinion that the spoil disposal area is sufficiently distant from the declared area of Marine Park that there will be no harmful pollution in that area.

The Department is of the opinion that the appropriate Advisory Bodies have been consulted and can see no reasons why the project should not proceed. A copy of this letter will be forwarded to the Co-ordinator General's Department.

Yours faithfully

J. Leach
J. Leach
DIRECTOR

14.9.81
MC:AO

Department of Harbours & Marine
231 Finkel Street,
Brisbane
February 7, 1981

Enquires Mr W. Chorley
Telephone 227 8835

Dear Sir

FILE NO. 7/1103

DEEPENING OF GLADSTONE HARBOUR - ENVIRONMENTAL IMPACT

Following your request to prepare an Environmental Impact Statement on the above, letters were sent to Advisory Bodies as per the attached copy, including one to your Board.

Copies of replies to the letter are attached and our comments are as follows:

Gladstone City Council

The Council's objection to the reclamation of what they term "Macfarlan Lagoon" cannot be upheld. The area is situated between two coal export stockpiles and the Harbour Board has been reclaiming the area over a number of years. The area is vested in your Board and it has a current Order in Council to reclaim.

The last paragraph of their letter is regarded as irrelevant in relation to the project presently under consideration.

Calliope Shire Council

The distance of the disposal area is so far from Tannou Sand and the spoil is in such deep water it is impossible for the material to affect the beach there. The material would have to traverse the proposed dredge channel and in any case the prevailing weather is mainly from the S.E.

Queensland Fisheries Service

There are no objections and in relation to the last paragraph of their letter your Board has discussed this with the representatives of the Queensland Commercial Fishermen's Organisation as stated in your letter of November 3, 1980.

Water Quality Council of Queensland

The matters raised have been dealt with in the Specification for the proposal. There will be no discharge into the Calliope River.

Beach Protection Authority

The statements in the Inter-Departmental Memorandum reinforce the comments made regarding the Calliope Shire's concern re Tannou Sand.

The Secretary
Gladstone Harbour Board
P.O. Box 259
GLADSTONE QLD 4680

11.45 AM

ABOVE & LEFT: Environmental Impact Statement (EIS) documentation for the 1981-1982 dredging programme.

REPAYING THE LOAN

IT MAY HAVE BEEN EXPEDIENT FOR THE QUEENSLAND GOVERNMENT TO FACILITATE A LOAN TO THE GLADSTONE HARBOUR BOARD SO AS TO ENSURE THE EXPORT OF GERMAN CREEK AND OAKY CREEK COAL PRIOR TO THE COMPLETION OF THE DALRYMPLE BAY COAL TERMINAL. HOWEVER, THE GLADSTONE HARBOUR BOARD WAS LEFT WITHOUT A GUARANTEED AGREED REVENUE SOURCE TO REPAY THE LOAN.

The gravity of this matter was amplified by the loan attracting an interest rate of 14 percent.

Since the late 1970s, Reg Tanna had been in dialogue with Port of Gladstone coal shippers who were reluctant to commit to repayment of the significant capital cost, advising they did not see the urgent need for cape sized vessels for coal exports out of the Port of Gladstone. They also did not feel

inclined to help facilitate the expedient export of competitive coal from German Creek and Oaky Creek.

In 1981 the Gladstone Harbour Board put the case for financial support to the Japanese Shipping Lines, who also politely declined to assist.

However, the persistence of Reg Tanna and several coal company executives, who saw the inherent worth of the

deep water port, paid dividends. A deal was struck with coal shippers in 1982.

At the commencement of the 1982-1983 financial year, the Gladstone Harbour Board began collecting an Improved Harbour Charge, which covered the interest and redemption on the 15 year dredging loan.

ABOVE: 1981/1982 dredging campaign consisted of one cutter suction dredge, the 'A.D. Australia' and four trailer dredgers.



FURTHER PORT IMPROVEMENTS

WHILST THE PORT OF GLADSTONE COULD, BY 1982, ACCOMMODATE FULLY LADEN CAPE SIZED VESSELS OF UP TO 140,000DWT, THE WORLD'S SHIPYARDS WERE NOW CONSTRUCTING LARGER CAPE SIZED BULK CARRIERS OF UP TO 240,000DWT.

In his Chairman's Report of 1984-85, Alf O'Rourke advised that "During the year opportunity was taken to visit Ports in Northern Europe and England and what was learned there confirmed our belief that vessels of up to 200,000 tonnes, particularly in the coal trade, must be catered for."

In 1984, the Board commissioned the Gladstone Harbour Model Study to help determine the practicality and economics of further port improvements to allow 200,000DWT vessels to be fully loaded at the Clinton Coal Terminal.

In 1986, the Board approved Stage 1 of the further deepening and widening of the main shipping channel [the inner harbour] at a cost of \$21 million.

The outer harbour channel was also deepened and widened over a three year period so that by 1989, Gladstone Harbour could accommodate fully laden cape sized vessels of up to 200,000DWT.



ABOVE: Initial surface moulding is completed for the hydraulic model of Gladstone Harbour on 13th August 1982.

BELOW: The model is filled with water on 26th August 1982.



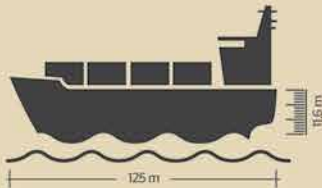
A 1,000 SQUARE METRE HYDRAULIC MODEL OF THE HARBOUR WAS CONSTRUCTED BY THE QUEENSLAND GOVERNMENT HYDRAULICS LABORATORY TO STUDY THE TIDAL INFLUENCES AND CURRENTS; THEIR IMPACT ON MOORINGS OF LARGE CAPE SIZED VESSELS AT THE CLINTON COAL TERMINAL; THE EFFECTS OF PROPOSED EXTENSIVE RECLAMATION WEST OF THE CALLIOPE RIVER AND THE EFFECT ON TIDAL FLOWS OF FUTURE PROPOSED DREDGING.

THE EXTENSIVE DREDGING CAMPAIGN OF THE 1980s HAD INCREASED THE SHIPPING CAPACITY OF THE PORT OF GLADSTONE BY AT LEAST A FACTOR OF FIVE, TRANSFORMING GLADSTONE INTO ONE OF THE WORLD'S GREAT DEEP WATER PORTS.

HARBOUR DEEPENING TIMELINE

1978

Board commissions seabed investigations. Gladstone Harbour could accommodate vessels of up to 60,000DWT.



1981

1981-82 major channel deepening project.



1979

Dredging of approach to channels to Clinton and Fisherman's Landing.



1986

GHB Deputy Chairman, Graham Fenton welcomes the Captain of the Senwa Maru in March 1986. With a length of 300m and a beam of 50m, the 194,399DWT Senwa Maru is the largest vessel to be handled in the Port of Gladstone.



1986

Board approved Stage 1 of the further deepening and widening of the inner harbour.



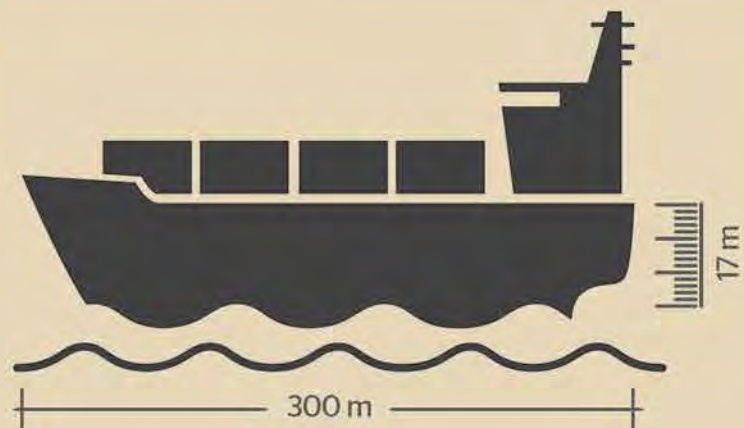
1986

1986 - 1989 The outer harbour channel is deepened and widened.



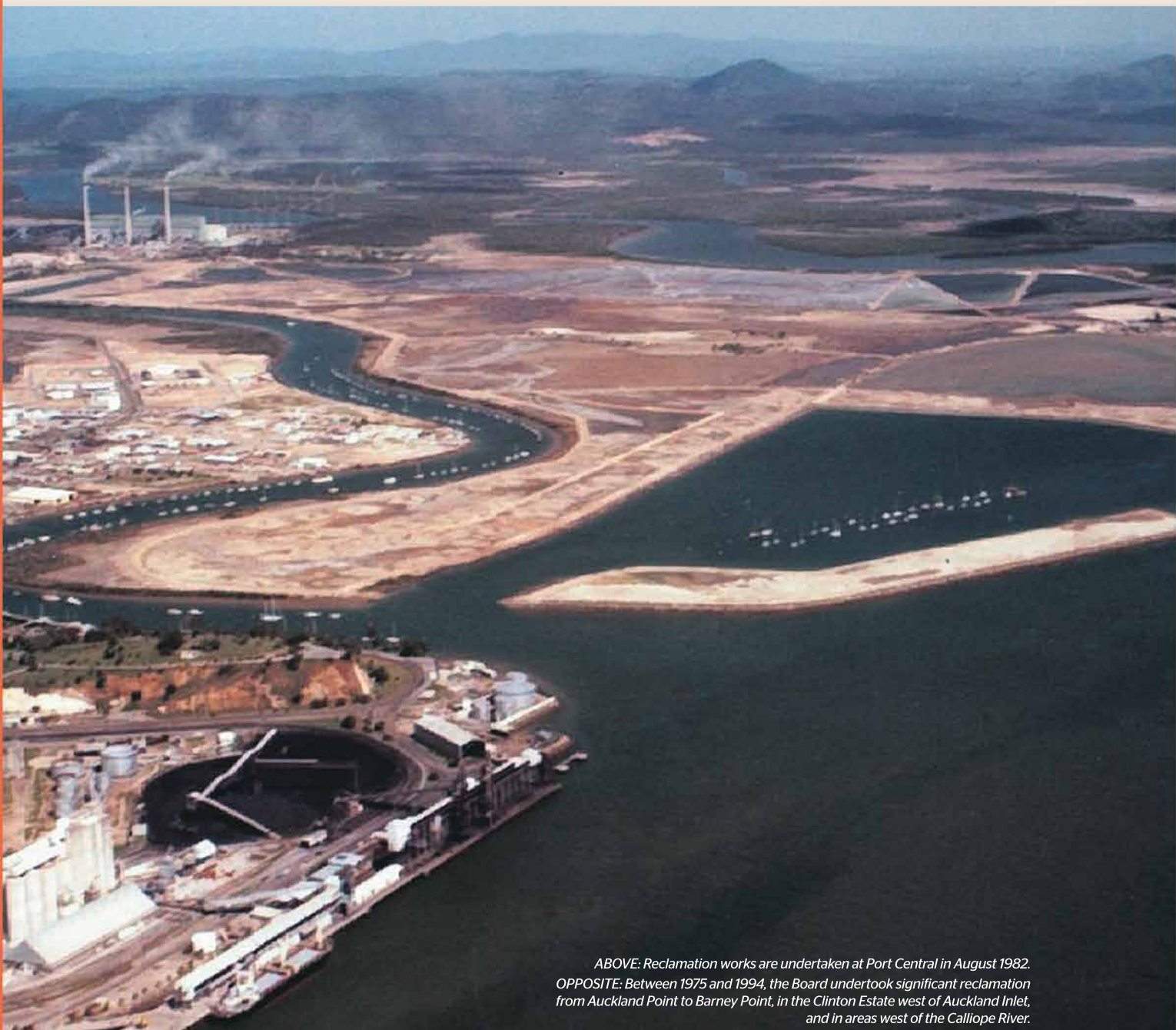
1989

Gladstone Harbour could accommodate fully laden cape sized vessels of up to 200,000DWT.





PORTLAND IS REC



*ABOVE: Reclamation works are undertaken at Port Central in August 1982.
OPPOSITE: Between 1975 and 1994, the Board undertook significant reclamation
from Auckland Point to Barney Point, in the Clinton Estate west of Auckland Inlet,
and in areas west of the Calliope River.*

LAIMED

LARGE TRACTS OF PORT AND INDUSTRIAL LAND CLOSE TO DEEP WATER ARE AN ESSENTIAL CRITERION FOR A WORLD CLASS PORT.

During this period [1975-1994] the Board focused on three main areas for significant reclamation:

- Auckland Point to Barney Point
- Clinton Estate west of Auckland Inlet; and
- Areas west of the Calliope River including Fisherman's Landing and Wiggins Island.

The Auckland Point/ Barney Point [Port Central] area was fully reclaimed during the 1981/82 dredging campaign. Approximately 95 hectares were added to the existing 35 hectares of port land to create a 130 hectare port hub.

The 1981/82 dredging campaign also facilitated reclamation in the Clinton Estate and provided 67 hectares of land for the future development of marina facilities and foreshore parks.

In the late 1980s the Gladstone Port Authority proposed a highly ambitious and controversial reclamation plan for over 2,000 hectares of land joining Wiggins Island to Fisherman's Island enclosing the Targinnie seagrass beds.

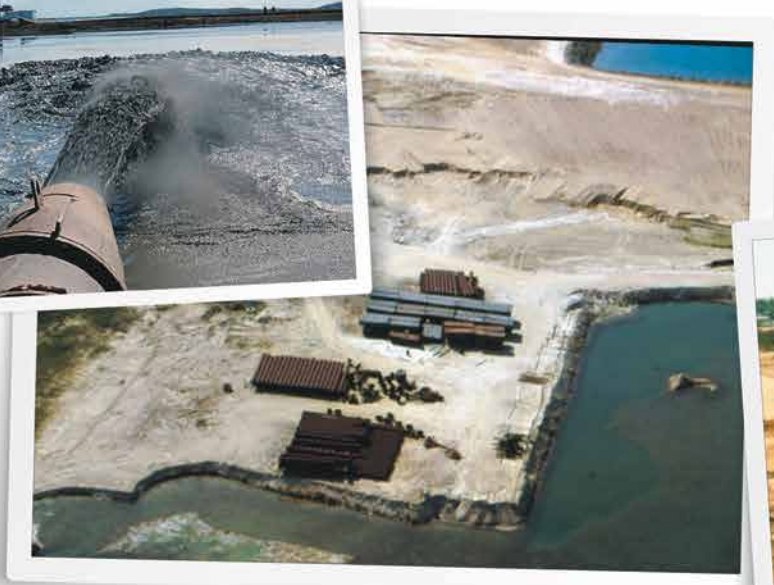
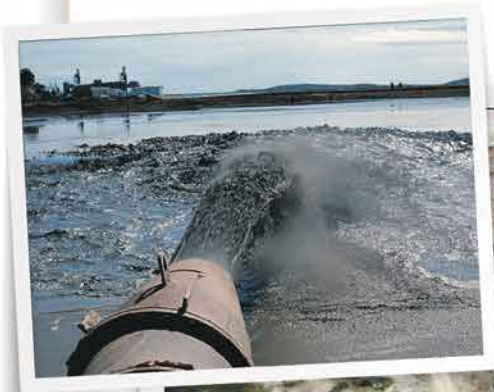
In 1989 the Queensland Government required the Port Authority as the intended developer of the land to undertake, for the first time, a detailed assessment study of the reclamation scheme.



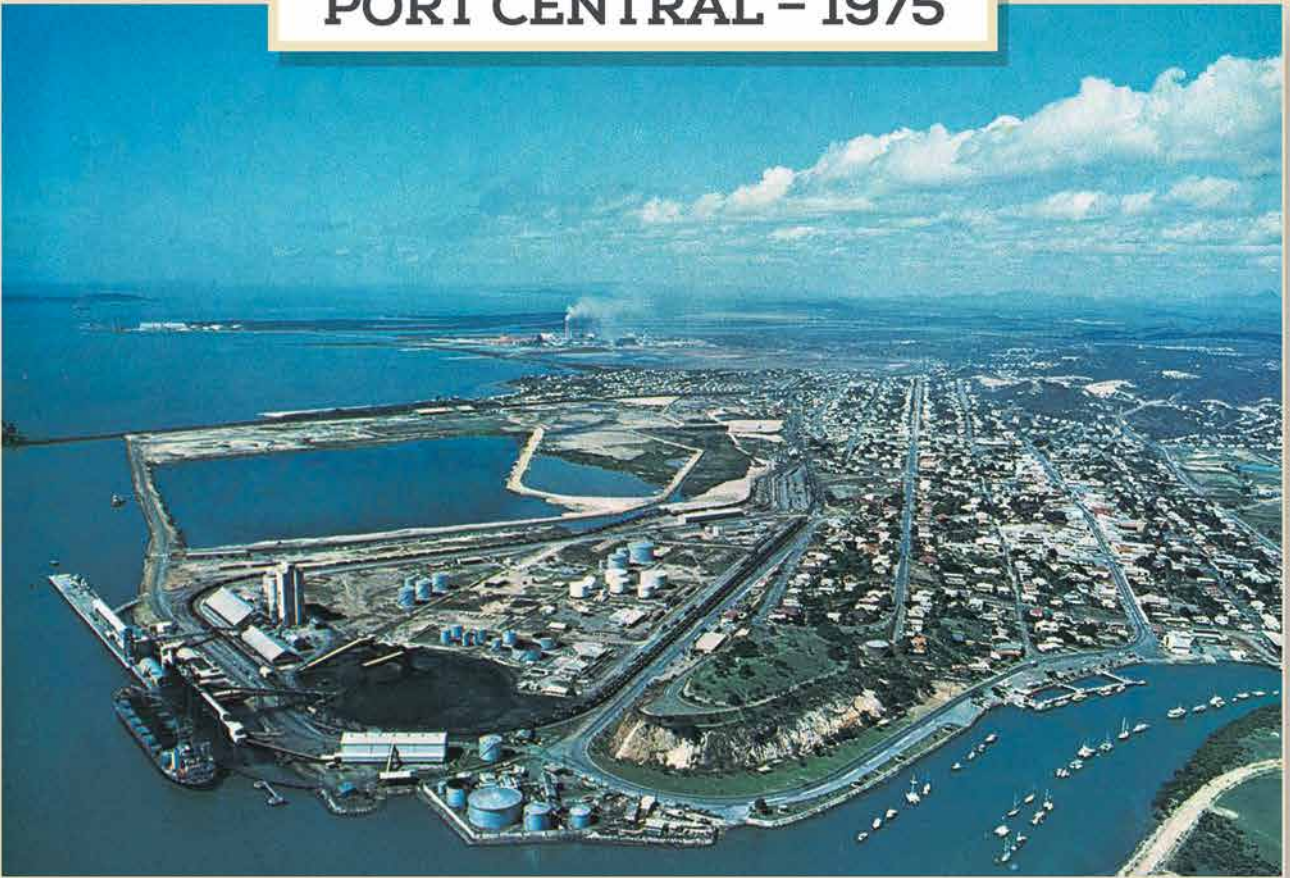
Terms of reference for the study were issued by the Department of Transport with the following organisations established as advisory bodies:

- Premier's Department
- Departments of Environment and Heritage; Manufacturing and Commerce; Resources Industries; Primary Industries; Local Government and Transport.
- The Beach Protection Authority
- The Gladstone City Council, and
- The Calliope Shire Council.

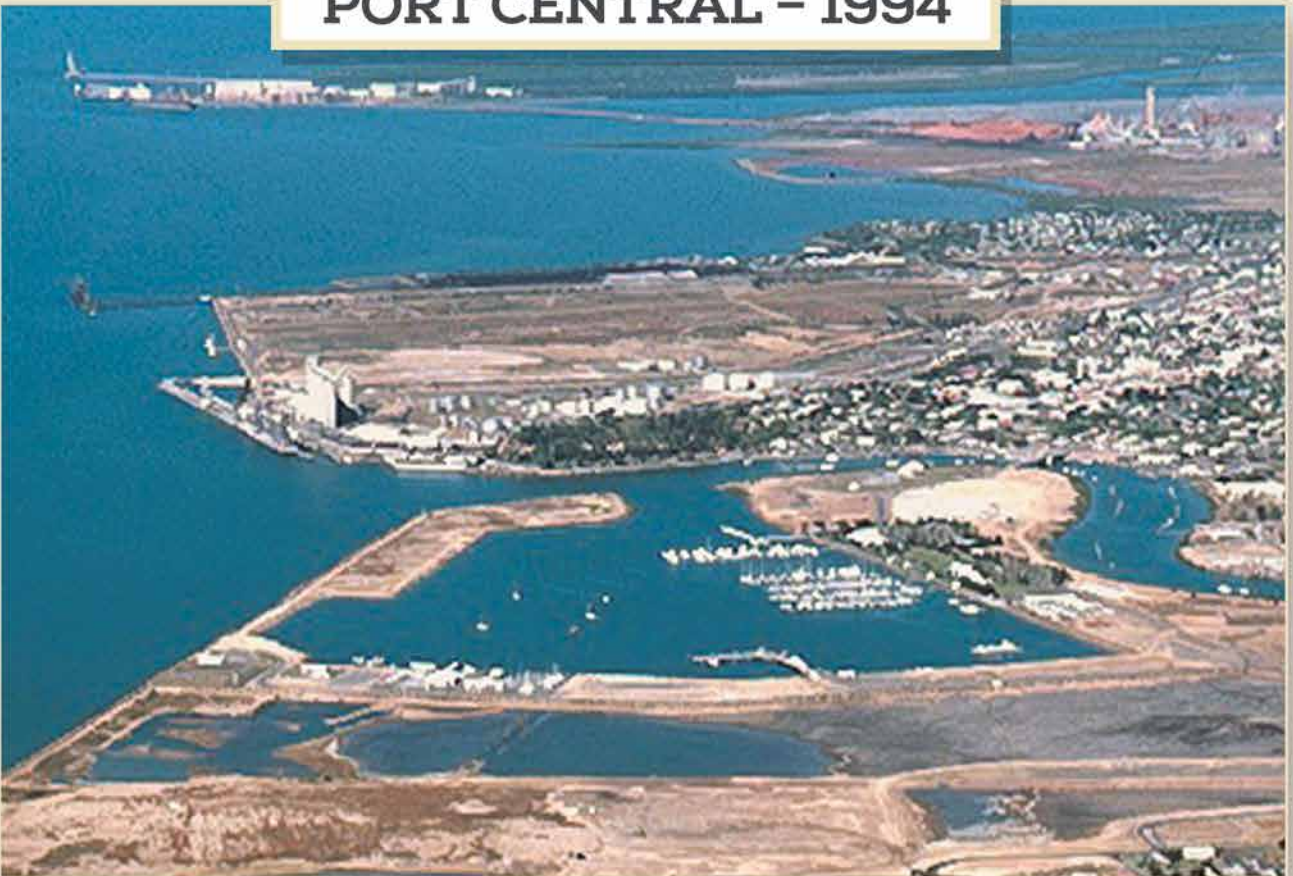
However, with the change of Government in late 1989, a heightened level of environmental conditioning of development approvals within Queensland coastal environs was implemented, resulting in a significantly reduced approved reclamation area.



PORT CENTRAL - 1975



PORT CENTRAL - 1994



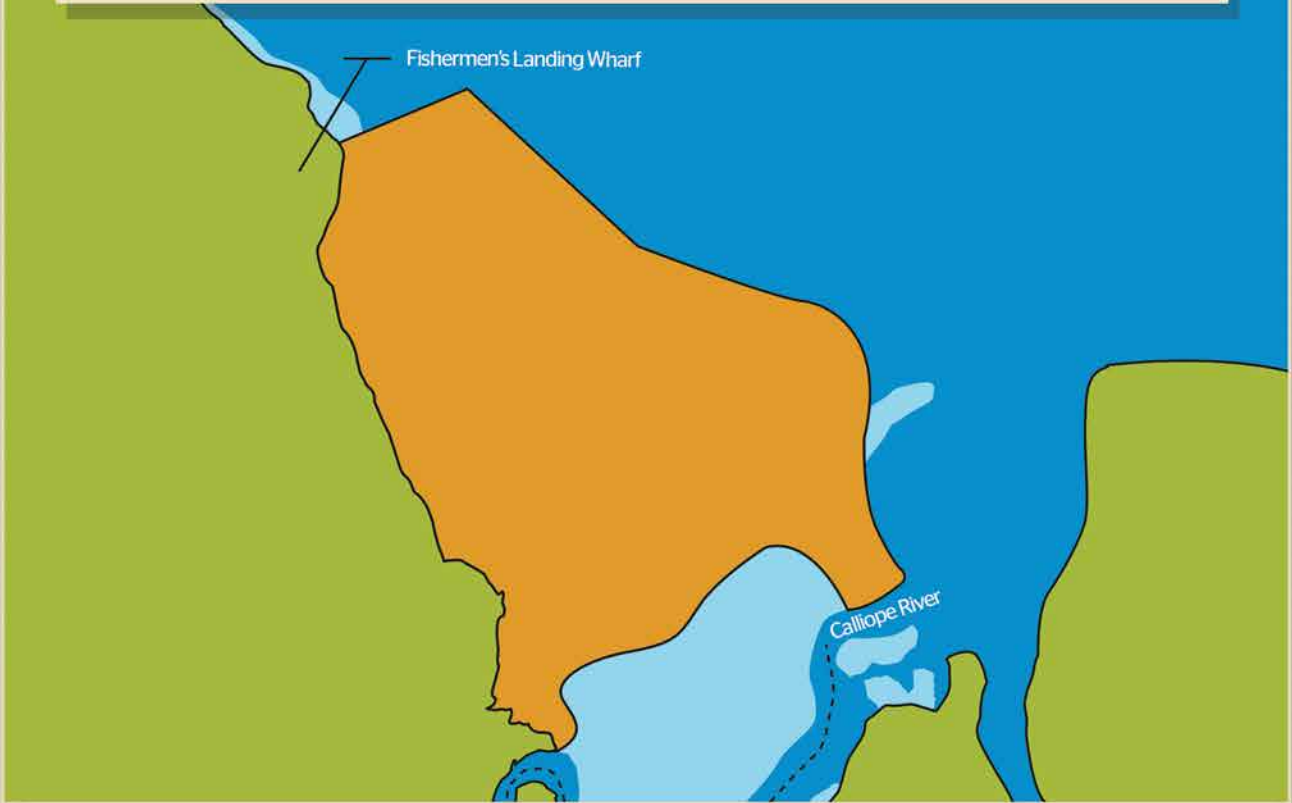
**BUND WALL AROUND CLINTON ESTATE
PRIOR TO RECLAMATION - 1975**



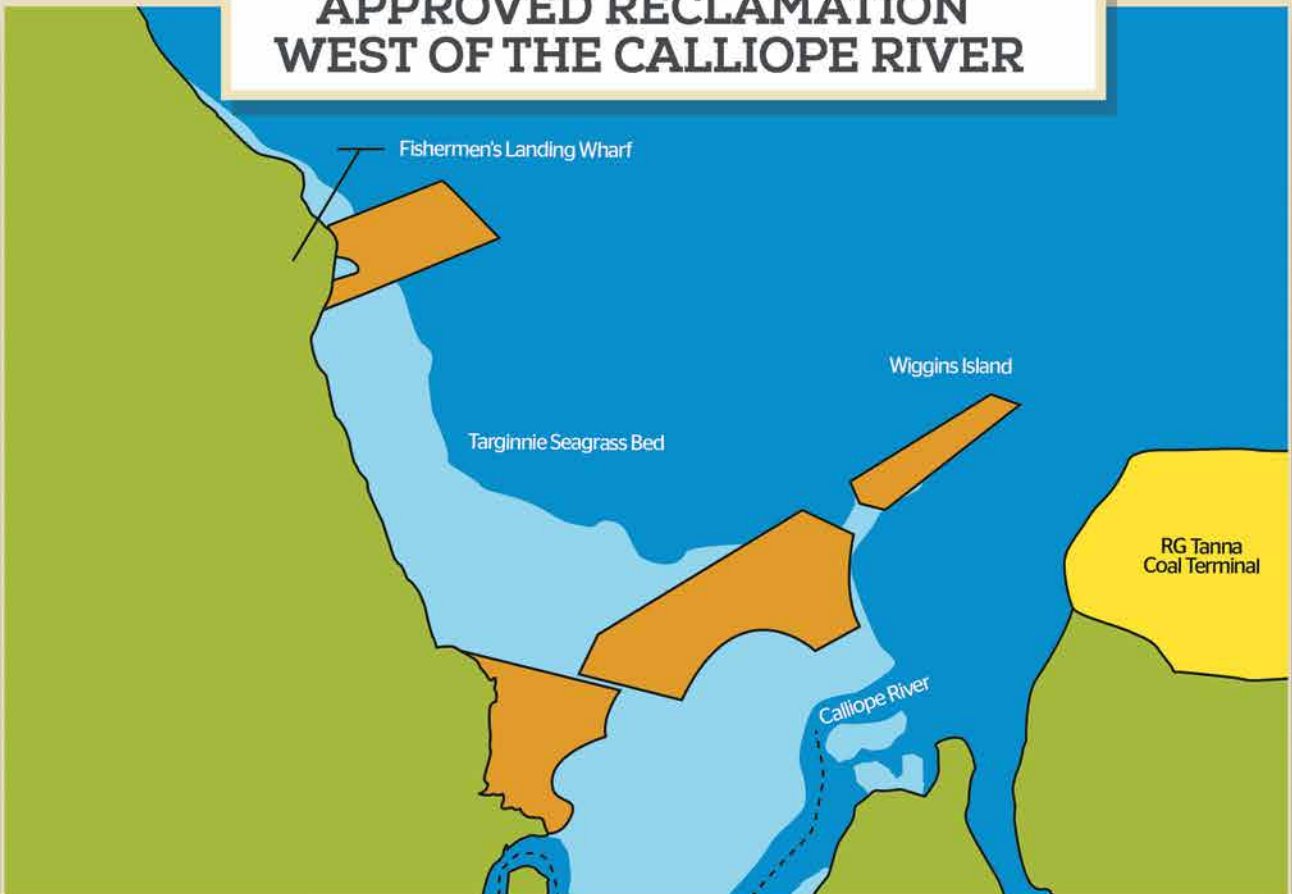
CLINTON ESTATE AND MARINA - 1994



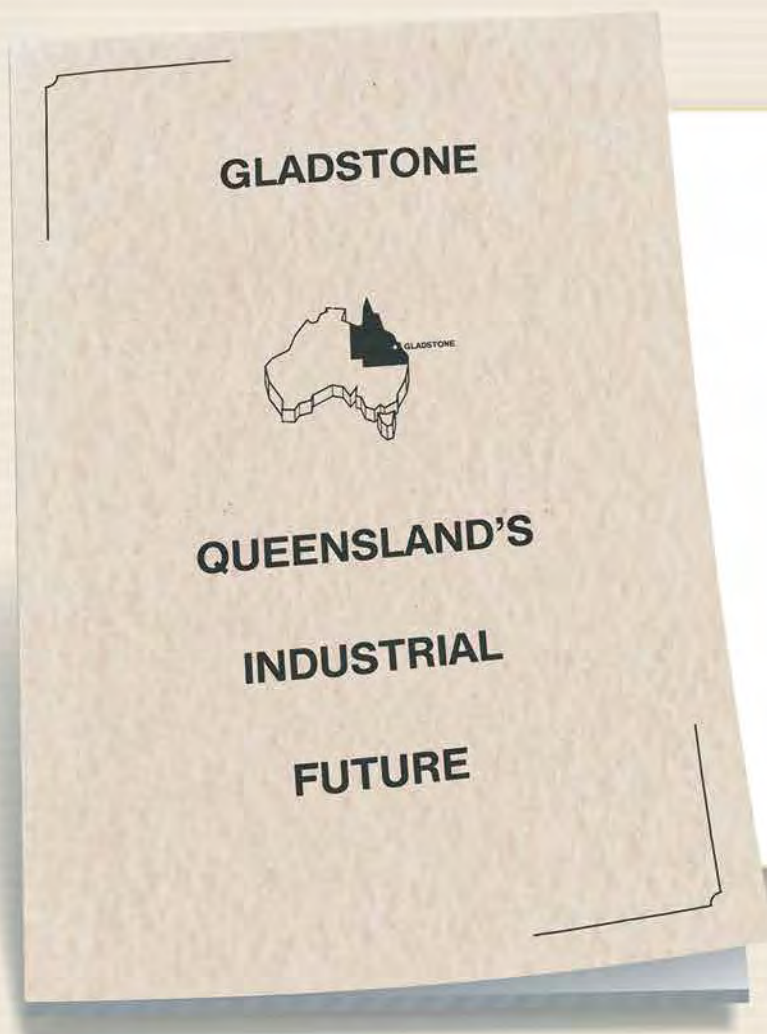
HARBOUR BOARD PROPOSED RECLAMATION WEST OF THE CALLIOPE RIVER



APPROVED RECLAMATION WEST OF THE CALLIOPE RIVER



In 1992, the Gladstone Port Authority received approval to reclaim 508.8 hectares west of the Calliope River with the approved reclamation areas restricted to Fisherman's Landing and to Wiggins Island. The Targinnie seagrass beds were excluded from the approval given their ecological value to the marine fauna in Gladstone Harbour.



THE GLADSTONE PORT AUTHORITY ALSO RECOGNISED THAT IF GLADSTONE WAS TO DEVELOP INTO AUSTRALIA'S PREMIER INDUSTRIAL CENTRE, IT NEEDED LARGE TRACTS OF FUTURE INDUSTRIAL LAND CONNECTED TO THE PORT BY APPROPRIATE TRANSPORTATION CORRIDORS.

In 1991, the Gladstone Port Authority published a booklet titled "Gladstone - Queensland's Industrial Future" seeking the support of the Queensland Government to set aside substantial tracts of land to the north and west of the city for future industry. As a result of lobbying by the GPA in conjunction with the Gladstone City and Calliope Shire Councils, the Queensland Government initiated the Gladstone Industrial Land Use Study.

Following the completion of the Study, in 1993, the Queensland Government established the Gladstone State Development Area under Section 77 of the State Development and Public Works Organisation Act 1971.

By 1994, the Port of Gladstone was able to boast of significant tracts of existing and potential port and industrial land adjoining, or connected to, its deep water shipping channel.

THE COAL TRADE **GROWS**



*MAIN: Artist's
impression of the
Clinton Coal Facility.*

DURING THIS PERIOD [1975-1994] ANNUAL COAL EXPORTS FROM THE PORT OF GLADSTONE EXPANDED DRAMATICALLY FROM 5.75Mt TO ALMOST 20Mt AS STRONG ECONOMIC GROWTH IN JAPAN, SOUTH KOREA AND TAIWAN INCREASED THE DEMAND FOR COAL TO FUEL THEIR NEW AND EXPANDED STEEL MILLS AND POWER STATIONS.

This growth was heightened by the 1974 oil crisis, which caused a dramatic shift to coal fired power stations throughout the world over the following decade.

The 1975 coal export trade of 5.75Mt was already testing the capacity of the two coal exporting terminals, the Gladstone Harbour Board's Auckland Point No.1 Berth and the Thiess Peabody Mitsui Barney Point Coal Terminal.

A new or expanded terminal was required, especially after the Broken Hill Proprietary Company Limited announced, in 1976, the possible opening of the Gregory Coal mine in the Blackwater area with plans to export 3.2Mtpa to Japan through the Port of Gladstone.

It had long been the Gladstone Harbour Board's desire to own and operate a major multi-user coal exporting terminal to help facilitate the growth of coal exports well past the capacity of the original Auckland Point coal berth and the Board was already actively pursuing that goal.

Chairman Bill Golding was pushing forward with plans to extend coal export wharves from Auckland Point to Barney Point.

"In selecting this site for the new Coal Facility, the Gladstone Harbour Board had in mind:

- The large tracts of available land make it a simple matter to handle the longest lengths of train - 120 car trains with over 5,500 tonnes of Coal will be handled with ease.
- The area available for stockpiling and shipping facilities is virtually unlimited.
- The area through which the trains will pass and the stockpiles will be remote from housing development, thus eliminating noise and dust pollution problems.

In laying out the arrangements for the stockpile areas and ship loading system, it was paramount in the Board's mind that the arrangements will be such that -

- A number of users can be catered for.
- Vessels of up to 120,000 tonnes dead weight capacity can be handled.
- Provision is made for future expansion.

Land has been reserved to provide eleven separate stockpile areas each with a capacity of 300,000 tonnes.

Details of the Facility include:

Unloading rate from Trains - 4,000 tonnes per hour
Ship loading rate - 4,000 tonnes per hour

The Ship Loader being designed will be capable of loading a range of vessels from 20,000 tonnes dead weight capacity to 120,000 tonnes dead weight capacity.

The cost of the Facility is estimated at \$45M. Included in this estimate is \$20.5M for the deepening of the Harbour to cater for vessels of 120,000 tonnes dead weight capacity.

The Facilities will have a capacity of ten to twelve million tonnes per year and is being so laid out that a second Berth and second Rail Unloading system can be provided so that the capacity can be doubled. The Board considers that such planning is essential to ensure that the vast deposits of high quality Coal located west of the Port can be economically shipped".

quote from 1976/77 Annual Report

However, at that time the Harbour Board was building a reclamation bund wall around the Clinton Estate west of Auckland Inlet to facilitate the creation of future port lands.

Reg Tanna, the Engineer Manager, had assessed the natural deep water south of the mouth of the Calliope River and the potential sizeable

tracts of reclaimed land in the Clinton Estate as an economical and sustainable location for a new large scale coal terminal, which could potentially accept ships of up to 120,000DWT.

A Board inspection of the Clinton Estate following the BHP announcement confirmed the value of the site. The Board resolved to support the Clinton location and to send Reg Tanna to almost every major coal exporting terminal in the world to undertake a detailed assessment of alternative design capabilities for the new Clinton Coal Terminal.

Most coal exporting terminals used a stacker/reclaimer system but Reg concluded that the simple home grown Auckland Point design of a reclaim tunnel using dozers provided a less complex, more flexible and a lower capital cost solution.

When BHP announced its decision, in 1977, to proceed with the Gregory mine, it offered to design and build the Clinton Coal Terminal. BHP Engineering worked closely with Reg Tanna and designed the first major coal exporting terminal in the world to use dedicated stockpiles and reclaim tunnels. This was a significant decision as it created the potential for the terminal to easily become a multi-user facility.

The Gladstone Harbour Board saw the opportunity to pursue its ambition and from early 1978 the Board sought to enter into a Heads of Agreement with Dampier Mining Company [the nominated BHP subsidiary], which would make the Harbour Board the owner and operator of the Terminal.

However, the Clinton Coal Terminal was being primarily funded by BHP.

LEFT: Excerpt from Gladstone Harbour Board Heads of Agreement between Dampier Mining Company and the Board, 1978.

The Board will provide, at its cost -

- (i) Land for -
 - (a) Two Stockpile Areas (300,000 tonnes each).
 - (b) Railway Embankment.
- (ii) Workshop, Amenities Building and Office.
- (iii) Site drainage and grading.

The Board will make a capital contribution of \$2.5 m towards the cost of the Wharf.

Funds for all other aspects of the works will be provided by Damco by way of security deposit.

The Board will be the owner of the Facility and as such will be principal in all Contracts.

Damco shall be entitled to sufficient Stockpile space to store 380,000 tonnes of Coal whilst it is shipping at the rate of 3,800,000 tonnes per annum. The Company shall be entitled to increase its throughput to 6,000,000 tonnes per annum during the first ten years, without the payment of further security deposit, unless special circumstances pertain.

The Board will operate, maintain and insure the Facility.

Fortunately, the Gladstone Harbour Board had been handling BHP coal from its Cook and Leichhardt Collieries at Auckland Point for a number of years and had established strong relationships with BHP Coal executives, who supported the GHB's ambitions. This support led to constructive discussion and despite a very clear statement from the BHP CEO that the ownership of the terminal would not be vested in the GHB, his coal executives prevailed.

Vision, persistence and good customer relations won the day. The Gladstone Harbour Board was given the opportunity to become a major coal export terminal operator in its own right.

The first ship to be loaded at the Clinton Coal Terminal, the "M.V. Iron Capricorn" berthed at 0932 hours, Sunday 20th April 1980 without incident. The ship departed the Clinton berth on Thursday 24th April 1980 with 26,196 tonnes of Gregory coal bound for Port Pirie in South Australia.

The new 10Mtpa coal exporting terminal including the associated dredging cost approximately \$45 million. It was officially opened on 7th May 1980 by Sir James McNeill KBE, Chairman of BHP in the presence of the Hon. J. Bjelke-Petersen MLA Premier of Queensland.

Chairman Alf O'Rourke wrote in the GHB Annual Report of 1979/80:

"It would be remiss on this occasion not to mention the contribution which was made by the Broken Hill Proprietary Limited who pioneered the Clinton Coal Facility and who, through arrangements with the Board, provided a great deal of the initial finance and expertise which saw the facility completed. We are extremely grateful to all those associated with B.H.P. for this assistance. It is also pleasing to note that Utah Development Company, who have been a major user of the Auckland Point Coal Loader in the past, will now be exporting their coal through the Clinton facility."

LEFT: The "MV Iron Capricorn" is loaded with Gregory coal at the Clinton Coal Terminal in April 1980. MAIN BELOW: Stage 1 of the Clinton Coal Terminal, 7 May 1980.



WITH OWNERSHIP AND OPERATIONAL CONTROL OF THE CLINTON COAL TERMINAL, THE GLADSTONE HARBOUR BOARD EMBARKED ON ADDITIONAL HARBOUR DEEPENING AND EXPANSIONS TO THE TERMINAL.

By 1994, the Gladstone Port Authority had trebled the capacity of Clinton to 30Mt per annum without recourse to Queensland Government funds. All development costs for the expanded terminal were sourced from a combination of direct coal exporter contributions, Gladstone Port Authority accumulated surpluses and loan funds.

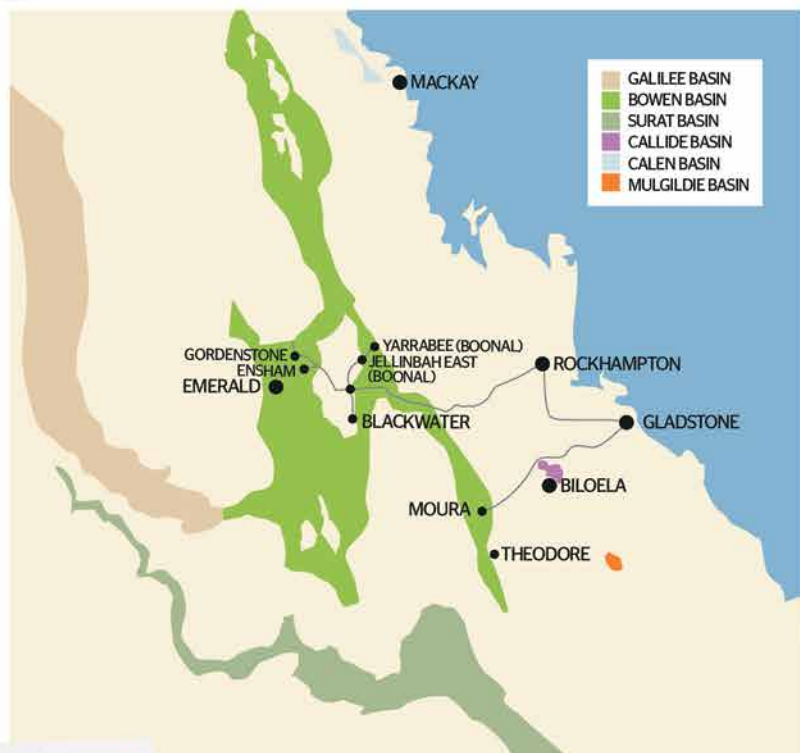
This greatly expanded shipping capacity enabled coal producers to respond to the growing demand for high quality coal from North-East Asia by establishing a number of new mines in the Southern Bowen Basin.

The Gladstone Harbour Board also fostered a positive culture of service to the coal shippers, which gained it a reputation as a dependable, co-operative and efficient coal export terminal operator. Indeed, the Bureau of Industry Economics reported in April 1993 that "The Clinton Coal Facility at Gladstone is amongst the best performers. Yet it is the only terminal owned and operated by a public Port Authority. This demonstrates that world class performance can be achieved by public as well as private organisations". The strong reputation paid substantial dividends in the early 1990s when two new mines, Ensham and Gordonstone, chose to export their coal through the Port of Gladstone and not Dalrymple Bay, despite both having to pay significantly higher rail freight charges to Gladstone.



In 1975 the coal exporting capacity of the Port of Gladstone was at 6Mt per annum. By 1994 the combined coal export capacity of the three coal export terminals, the Clinton Coal Terminal, Auckland Point and the Barney Point Coal Terminal, had grown to 37Mt per annum - making Gladstone the third largest capacity coal exporting port in the world.

LEFT: By 1994 the Clinton Coal Terminal comprised of 12 stockpiles and two shiploaders.



One of the major benefits of the Clinton Coal Facility design was the ability to accurately blend coal. This process enabled coal shippers to offer buyers blends specific to their requirements, resulting in shippers strengthening existing markets as well as developing new markets. It was such a marketing coup that between 1991 and 1994 the percent of blended coal being exported through the Clinton Coal Terminal increased from nine percent to 30 percent.

ABOVE: Central Queensland's mines and coal fields.

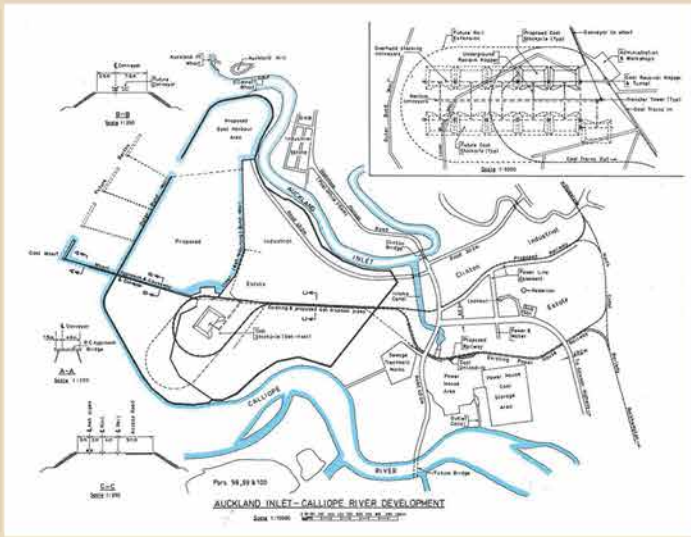
LEFT: Dozers operate at the Clinton Coal Facility in the 1990s.



CLINTON COAL TERMINAL DEVELOPMENT TIMELINE

1975

Plan for new coal export terminal after reclamation wall was completed in the Clinton area west of Auckland Inlet.



1979

Construction of the coal facility nears completion.



1980

The Clinton Coal Facility is officially opened on 7th May 1980.



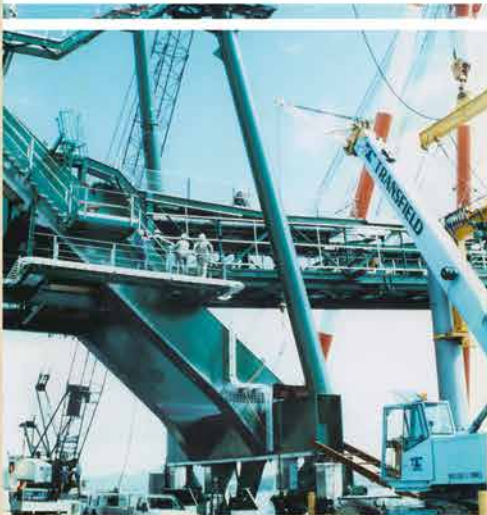
1980-1994

A second dump station, a second berth and additional stockpiles are constructed at the Clinton Coal Terminal.



1992

Construction of the second shiploader at the Clinton Coal Terminal commenced.



1994

The Clinton Coal Terminal has 30Mtpa of capacity.



GLADSTONE PORT AUTHORITY

Commemoration of

40 YEARS

of
Bulk Handling Coal

and

The Celebrations for the
Dedication of the
R G Tanna Coal Terminal
(Formerly Clinton Coal Facility)

August 10 & 11, 1994

Photography By Murray Ware
Gladstone

BELOW TOP RIGHT: The Hon. Wayne Goss MLA Premier of Queensland congratulates GPA General Manager, Reg Tanna.

BELOW CENTRE: Left to right - GPA Chairman, Leo Zussino, the Hon. Wayne Goss MLA Premier of Queensland, Chairman of Mitsui Japan, Ken Ejiri and GPA General Manager, Reg Tanna celebrate the renaming of the Clinton Coal Terminal.

BELOW BOTTOM LEFT: The Gladstone Port community celebrates 40 years of bulk coal handling at the Clinton Coal Terminal and its renaming as the RG Tanna Coal Terminal.

BELOW BOTTOM RIGHT: GPA's Administration Manager, Bryan Jordan (L) and General Manager, Reg Tanna (R) host the Managing Director of Mitsui & Co. Australia, Mr. S. Kawarabayashi and his wife at the 40 year celebration.





RENAMING OF THE COAL TERMINAL AS THE RG TANNA COAL TERMINAL

AT THE 40TH ANNIVERSARY CELEBRATIONS OF THE COMMENCEMENT OF BULK COAL LOADING AT GLADSTONE ON 10TH AUGUST 1994, THE HON. WAYNE GOSS MLA PREMIER OF QUEENSLAND OFFICIALLY ANNOUNCED THE RENAMING OF THE CLINTON COAL TERMINAL AS THE RG TANNA COAL TERMINAL.

Reg Tanna had displayed outstanding visionary leadership in the establishment and expansion of the Clinton Coal Terminal and in the planning for and execution of the massive harbour deepening project, which dramatically increased coal exporting capacity in the Port of Gladstone. This enabled coal companies to fully exploit the rapid growth in North-East Asian demand for Central Queensland's high quality coal by establishing a vibrant coal mining province in the Southern Bowen Basin and at Moura.

ABOVE: GPA General Manger, Reg Tanna receives the official plaque renaming the Clinton Coal Terminal as the RG Tanna Coal Terminal.

GLADSTONE'S INDUSTRY BASE



MAIN: Fisherman's Landing No. 4 berth under construction.

THE COMPLETION OF THE 1,100MW GLADSTONE POWER STATION IN 1976 PROVIDED THE IMPETUS FOR A NEW WAVE OF INDUSTRIAL DEVELOPMENT IN THE GLADSTONE REGION.



The Power Station was partly funded by the Federal Government on the condition that a portion of the power would be preserved for export industries.

In that year, Comalco announced its intention to establish an aluminium smelter at Boyne Island and Queensland Cement and Lime announced its intention to establish a clinker/cement plant at Fisherman's Landing.

Both proposed plants required port facilities.

ABOVE: Gladstone Power Station, 1988.

LEFT: Construction of the Boyne Smelter nears completion.

LEFT CENTRE: The wharf serving Boyne Smelter.



EXPANDS



FAR LEFT: The MV Borgnes carrying 16,451 tonnes of petroleum coke from Long Beach California docked at Boyne Wharf on 27 April 1982.

LEFT: Queensland Cement and Lime Clinker Plant, wharf facilities.

LEFT CENTRE: Queensland Cement and Lime Clinker Plant, Fisherman's Landing.

By 1994 port trade associated with Gladstone's industry was 13.5Mt, a dramatic increase from the 7.5Mt of trade in 1975.



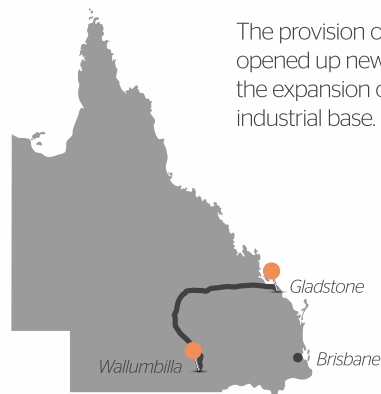
The Commonwealth Aluminium Act 1957 [Queensland] required Comalco to investigate building an aluminium smelter in Queensland and in 1972 Comalco entered into an agreement with the Queensland Government, giving it the right to opt for blocks of power from the new power station being built in Gladstone.

In 1975 Comalco opted for its first block of power and four years later, in 1979, after obtaining Federal, State and Local Government approvals, it commenced construction of the plant.

The smelter was completed in early 1982 producing 210,000 tonnes of aluminium per annum. The wharf facility, built and owned by the Gladstone Harbour Board received its first ship, the MV Borgnes with an import cargo of 16,451 tonnes of petroleum coke on 27th April 1982. The first export shipment of aluminium on the dedicated ship, the MV Calliope Maru, departed Boyne wharf on 11th April 1983.

IN ADDITION TO THIS INDUSTRIAL DEVELOPMENT, DURING THE 1980S AND INTO THE EARLY 1990S, EVERY EXISTING RESOURCE PROCESSING PLANT WAS SIGNIFICANTLY EXPANDED AND IN THE EARLY 1990s BOTH ICI AND TICOR ESTABLISHED AMMONIA NITRATE PLANTS IN THE YARWUN INDUSTRIAL ESTATE, ADDING TO THE PORT OF GLADSTONE'S TRADE FIGURES.

The Queensland Cement and Lime Company Agreement Act 1977 provided the right to Queensland Cement to build a Clinker Plant and shipping infrastructure at Fisherman's Landing. The Act required the port facilities to be built and owned by the Gladstone Harbour Board. The first shipment of clinker departed Fisherman's Landing Berth on the 4th January 1982.



The provision of natural gas opened up new prospects for the expansion of Gladstone's industrial base.

Construction boom downside

THE SIMULTANEOUS CONSTRUCTION OF BOYNE SMELTER, THE OCL CLINKER PLANT, THE CLINTON COAL TERMINAL, TWO ADDITIONAL UNITS OF THE GLADSTONE POWER STATION, BOYNE WHARF AND FISHERMAN'S LANDING WHARF AND THE HARBOUR DEEPENING PROJECT IN THE LATE 1970s/EARLY 1980s LED TO THE CONVERGENCE ON GLADSTONE OF THOUSANDS OF CONSTRUCTION WORKERS AND THEIR FAMILIES.

The city's housing, social and community infrastructure and services could not cope. Significant community concern was raised with respect to the lack of adequate accommodation, excessive rents, high costs of living, and the lack of transport, health care, child care, school places and recreational facilities.

The issue came to a head in 1981. Frustrated by a lack of government action, the Queensland Trades and Labour Council called a stop-work meeting of all members of all unions on all projects and other workplaces in the Gladstone area with community groups and citizens invited to attend.

The conservative Mayor of Gladstone, Col Brown voiced his guarded support for the action stating "Although I don't condone such action, it might be a definite means of gaining attention from the governments".

Gladstone's first and only general strike took place on 1st July 1981 with an estimated 4,000 persons attending the stop-work meeting at the Gladstone Showgrounds.

The Gladstone Observer of the following day proclaimed:

"Gladstone is a city in revolt."

"...at the very least, the actions of the workers will serve as a gesture of disenchantment, a symbol that a boom is only a boom when all reap the benefits."

RIGHT ABOVE: On 2 July 1981 the Gladstone Observer reported on the previous day's general strike.

RIGHT BELOW: Around 4,000 Gladstone workers attended the stop-work meeting at the Gladstone Showgrounds on Thursday 1 July 1981.



Inside Today
 • POWER men looking at proposals, PQ
 • HELICOPTER equipment, PQ
 • FLO on road, PQ
 • 1981 PM will act on Ultra, QS
 • DAILY Diary, Start, Crossword, P10

The Gladstone Observer
 THURSDAY, JULY 2, 1981 No. 1487 - 16c

WEATHER
 Today's forecast for...
CAMPAIGN STATE ROAD TOLL 550
 This year... 274
 Last year... 278

'WE'RE BLOODY AUSTRALIANS'



TRADE unionists show massive support for a yes to construction bans if there are no infrastructure safeguards attached to Gladstone's future development.

BY CRISIS HIPPOCRATES

A mass meeting of 3500 Gladstone workers voted overwhelmingly yesterday to ban future major construction projects in the area until adequate infrastructure aid was given to the city.

This action is believed to be unprecedented in the construction industry and is bound to have nationwide ramifications for Australia's resources boom.

Defiant Gladstone workers speaking in support of the ban proclaimed "Australia for Aussies" with reference to keeping benefits from developing resources in the country, and not in the pockets of multi-nationals.

One construction worker from the Boyne Island Aluminium smelter said: "We're bloody Australians, a vote for the ban is a vote for Australia."

His proclamation was met with unanimous applause from the workers, who gathered at the Gladstone showgrounds to consider the Queensland Trades and Labour Council recommendation to ban future construction until State and Federal Governments and companies come up with infrastructure requirements.

The ban endorsement gives the QTLC executives and the Gladstone TUC, in association with project unions, the power to ban any future construction project if the necessary infrastructure costs are not met.

The ban would immediately threaten the \$200 million Queensland Alumina fourth expansion and the \$100 million L and Lease coking plant to supply overseas and domestic steel mills.

The mass rally listened to three official speakers, Member for Port Curtis, Mr Bill Pratt, executive officer of the QTLC, Mr Hugh Hamilton, and president of the Commonwealth of Government Employees Association, Mr Greg Forster.

The speakers all addressed the problem of the lack of health services, housing, roads, schools, and public transport, problems the unionists at the meeting knew all too well.

"You've heard the three speakers all talk about the lack of facilities, we've had since the multi-nationals started developing Gladstone, and I reckon we'd be crazy if we didn't vote for the ban," said Greg Forster.

Speakers against the motion talked about jobs for the future and the need for diplomacy in sorting out infrastructure-finances between State and Federal Governments and companies.

Workers rise to call on bans vote

contribute to the "social fabric" of Gladstone's workers.

"They (the multi-nationals) make sure their workers have welfare schemes to cover their own, and folding of dangerous jobs that when the worker gets home, what about living conditions?" Mr Burns said.

The motion for the ban was moved by Mr Hugh Hamilton and seconded by Gladstone TUC President, Mr Ian Mitchell. It was carried by an overwhelming majority.

The meeting was chaired by the QTLC President, Mr Henry Heutschko, who said afterward he hoped the State Government would now see the error of its ways.

The decision reflects the deep concern the workers of Gladstone have for their quality of life.

"The situation will no longer exist where the multi-nationals can run roughshod over the State Government with meagre infrastructure contributions," Mr Heutschko said.

Accused

One speaker against the motion accused the QTLC of not doing enough for the members in the city of Gladstone.

One notable speaker in opposition, State president of the Australian Metal Workers and Shipwrights Union, Mr R W Burns said that the multi-nationals should



HARBOUR BOARD LEADS RESPONSE

The Gladstone Harbour Board understood the issue well. It had always lent its support to the development of social and community infrastructure in the city and stepped up its activities, especially after the commissioning of the Clinton Coal Terminal provided a new fleet of earthworks equipment and a greatly expanded workforce.

The list of projects undertaken during this period is extraordinary and the actions of the Board drew admiration and respect from the Gladstone community.

Provision of earthworks/ equipment from 1975 - 1994:

Kindergartens

- Gladstone Kindergarten
- Birralea Kindergarten
- Kookaburra Creek Kindergarten

Schools

- Gladstone Central Primary School
- South Gladstone State Primary School
- Calliope School Swimming Pool
- Clinton State Primary School
- Kin Kora Primary School
- Gladstone State High School
- Trinity College
- St John's Primary School
- Star of the Sea Primary School
- Chanel College
- Toolooa State High School
- Faith Baptist Christian School
- Rosella Park School
- West Gladstone State Primary School
- Boyne Island Environmental Education Centre
- TAFE College
- CQUniversity
- PELM Centre

RIGHT: GPA Plant Operator, Len Schofield kept Gladstone's sporting fields and parks neatly mowed as part of GPA's community support program.

When there were no trains to unload or ships to load the resources of the Harbour Board were made available to the Gladstone community.

Churches

- Jehovah's Witnesses Kingdom Hall
- St Andrew's Presbyterian Church
- Our Lady Star of the Sea
- Uniting Church
- St Saviour's Anglican Church

Aged Care Facilities

- Retirement Village - Whitney Street
- Hibiscus Gardens Hostel
- Boyne Island Bindaree Lodge

Hospital Grounds

- Carparks/streets
- Blood bank
- Doctor's residence
- Respite centre
- Extension area
- Helipad

Sporting

- Netball club
- Hockey fields
- Basketball courts
- Baseball grounds
- Darts Club - Barney Point Grounds
- Wolves Soccer Club
- Meteors Sports Club
- Valley's Football Club
- United Soccer Club
- Tennis courts
- Memorial Swimming Pool Grounds
- Gladstone Heated Swimming Pool
- John Dahl Swimming Pool
- Gladstone Race Track
- QASC Gladstone
- Clinton Sports Club
- BMX club
- Go Kart club

- Gun club
- Pistol club - Calliope
- Rifle club - Mt Miller
- Gladstone Speedway
- Mud Derby
- Gladstone Golf Club
- Gladstone Bowls Carpark
- Rugby grounds - Marley Brown Oval
- Touch Football club
- Hockey grounds
- Blain Park
- Palm Drive Junior Sports Club
- Yarwun Hang Gliding Club
- Ballantine Plains Hang Gliding Club
- Boxing club - Barney Point
- Benaraby Drag Strip
- Gladstone Pony Club
- Cricket grounds
- Harbour City Motorbike Track
- Calliope Race Track
- Calliope Bowls Club
- Calliope Polo Club
- Awoonga Dam Ski Club
- Boyne Island Skate Board Ramps

Recreational

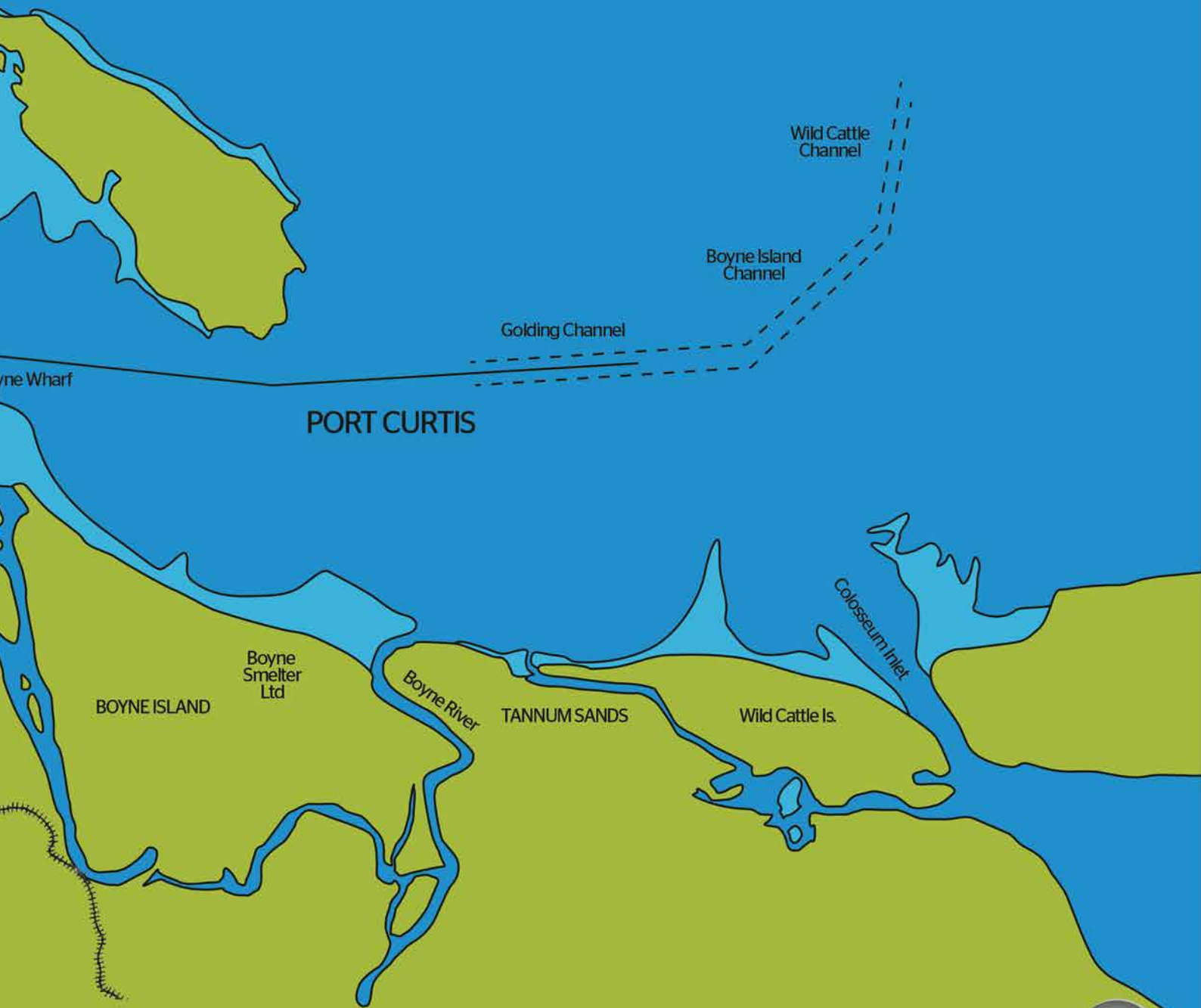
- South End Boat Harbour
- Auckland Creek, Calliope River and Marina Boat Ramps
- Port Authority Social Club



1985 PORT LO



LOCATION MAP



THE PORT OF GLADSTONE - 1985

T THE PORT OF GLADSTONE IS SITUATED AT 23°51' SOUTH LATITUDE AND 151° LONGITUDE AND APPROXIMATELY 300 SEA MILES NORTH OF BRISBANE. THE PORT IS SERVICED BY AN ENTRANCE CHANNEL SOME 10 KILOMETRES IN LENGTH WITH A BOTTOM WIDTH OF 183 METRES AND A DREDGED DEPTH OF 15.3 METRES AT LOW WATER.

1

AUCKLAND POINT WHARF - NO. 1 COAL BERTH

Exporting coal in vessels in the 60,000 - 65,000DWT range through two bulk shiploaders with a capacity of 800 t.p.h. each. Stockpile capacity is 300,000 tonnes.

AUCKLAND POINT WHARF - NO. 2 GRAIN BERTH

Exporting grain products from the rich Central Queensland areas (wheat, grain, sorghum, oil seeds). Total Port storage capacity has been upgraded to over 80,000 tonnes. Redevelopment of shiploading facilities will allow a loading rate of 1,600 t.p.h.

AUCKLAND POINT WHARF - NO. 3 PETROLEUM PRODUCTS/GENERAL CARGO BERTH

Used for the import of petroleum products to supply the Central Queensland area. The wharf is used for the import of general cargo and special heavy lift consignments. With the upgrading of the grain facility, the berth is being extended by 71 metres.

2

BARNEY POINT WHARF

Owned and operated By Thiess Dampier Mitsui Coal Pty. Ltd. and handling coal from the company's Moura mine and C.S.R. Limited's South Blackwater mine. Shiploading capacity is 2,000 t.p.h. through a single mobile shiploader. Stockpile capacity is 400,000 tonnes.

3

SOUTH TREES WHARF - NO. 1 BERTH

Owned and operated by Queensland Alumina Limited, the wharf handles all cargo for the giant QAL refinery. Alumina is exported around the world and products required in the process of producing alumina - bauxite, caustic soda and fuel oil - are imported over the wharf.

SOUTH TREES WHARF - NO. 2 BERTH

Owned and operated by Queensland Alumina Limited, the wharf handles all cargo for the giant QAL refinery. Alumina is exported around the world and products required in the process of producing alumina - bauxite, caustic soda and fuel oil - are imported over the wharf.

4

FISHERMAN'S LANDING WHARF

Exporting cement clinker from Queensland Cement & Lime's Clinker Plant. Loading at the rate of 2,000 t.p.h. through a pivoting bulk shiploader into vessels of 25,000DWT capacity.

5

CLINTON COAL FACILITY - WHARF & SHIPLOADER

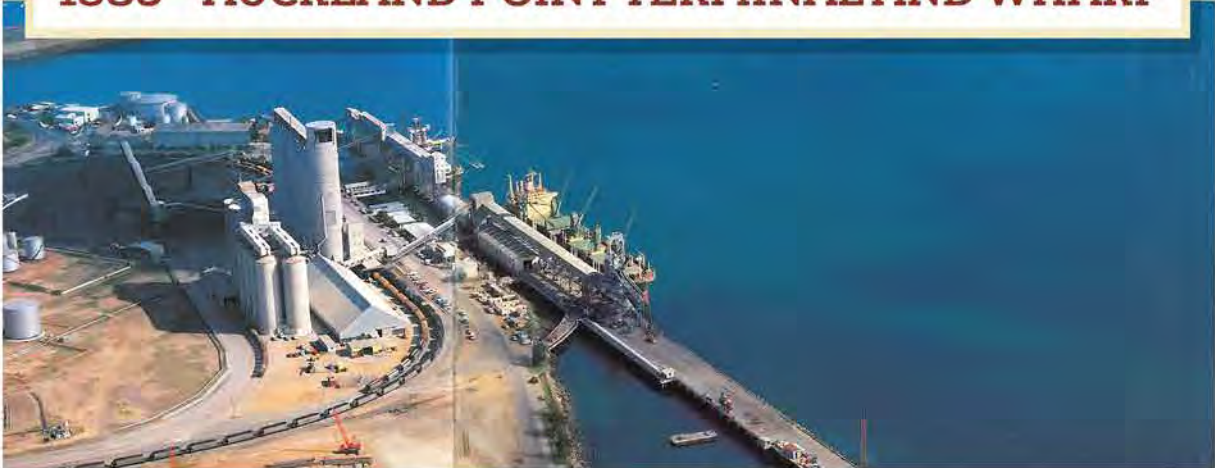
With an annual capacity of over 14 million tonnes, presently handling 10 varieties of coal. Vessels of up to 140,000DWT capacity can be fully loaded by the 4,000 t.p.h. travelling shiploader.

6

BOYNE WHARF

Constructed to serve the needs of Boyne Smelters Limited's Aluminium Smelter, the wharf is 250 metres long and will cater for vessels up to 60,000DWT. The finished product of aluminium is exported over the wharf. Erected on the wharf is a 400 t.p.h. mobile unloader to handle petroleum coke used in the smelting process.

1985 - AUCKLAND POINT TERMINAL AND WHARF



The
**RECREATIONAL
HARBOUR**
Develops



I IN 1980 THE GLADSTONE HARBOUR BOARD RECOGNISED THE NEED TO EXTEND SMALLCRAFT FACILITIES OUT OF AUCKLAND INLET AND IT ADOPTED A CONCEPTUAL PLAN FOR THE CONSTRUCTION OF A LARGE MARINA COMPLEX.

The shallow basin inside the Clinton Estate east of the Clinton Coal Terminal was set aside for that purpose.

The catalyst for development came when the Board negotiated final contract variation payments with the Dredging Joint Venture undertaking the 1981-1982 Harbour Deepening Project. The Board offered a specific lump sum to settle the variations on the proviso the Dredging Joint Venture agreed to dredge the marina basin to a depth of four metres.

The Gladstone Harbour Board had secured a major recreational boating outcome for the Gladstone community with a total water area of almost 50 hectares with sufficient

moorings for 600-800 vessels, in addition to 27 hectares for associated marina industry and some 40 hectares for future parklands.

With the water basin and reclaimed land in place, the Board started on the process of securing a private investor for the marina. A Board Committee of Mr. A.W. O'Rourke, Mr. J.A. Mawer, Mr. C.F. Brown, Mr. M.F. Bellet and Mr. G.R.M. Fenton, together with GHB Engineer Manager, Reg Tanna and Secretary, Bryan Jordan, was tasked with securing an investor and overseeing the development of the marina.

Following an extensive search, Pak-Poy Kneebone Pty Ltd of South Australia were selected as the preferred

developers in 1983.

After a number of false starts with Pak-Poy Kneebone, the Board, in December 1985, with encouragement from the Queensland Government - which had adopted a one day sailing marina strategy for the Queensland coast - decided to proceed with the marina development itself.

The initial marina of a service jetty and 100 pens was officially opened on Saturday, 5th March 1988.

By 1994 the very successful marina complex had 200 pens for small craft, a ferry jetty and terminal, a fishermen's wharf and a significant travel lift and slipway.

A BRIDGE CONNECTING THE CITY WITH THE MARINA WAS FIRST MOOTED IN 1982. THE INITIAL PROPOSAL WAS FOR A SIGNIFICANT SINGLE SPAN BRIDGE WITH A HEIGHT OF 12 METRES ABOVE THE HIGH WATER MARK TO PROVIDE UNRESTRICTED MOVEMENT OF BOATS UNDER THE BRIDGE.

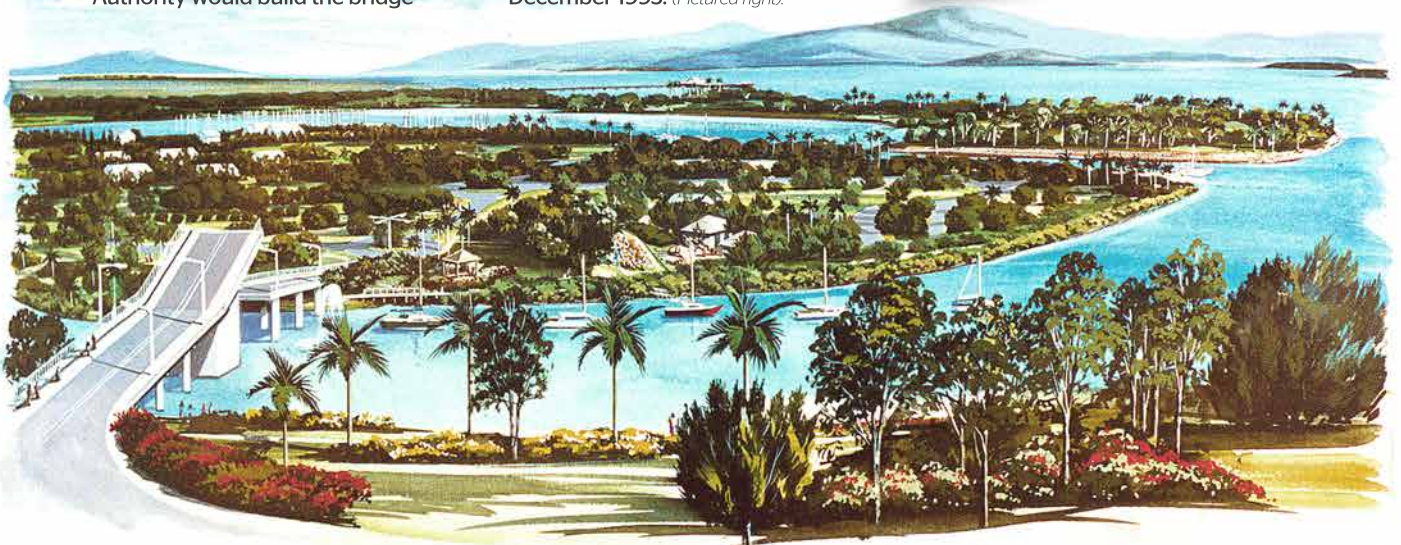
However, following further engineering investigations, a lower cost bascule bridge was chosen and was approved by the Board for construction in 1991.

The catalyst for the approval for the bridge was the Board's concern about the lack of approved B-Double truck access to the Auckland Point/Barney Point area.

Chairman Leo Zussino proposed an arrangement to the Gladstone City Council whereby the Gladstone Port Authority would build the bridge

and a new Harbour Festival site if the Council approved a B-Double route along Flinders Parade and took ownership of the bridge upon completion. The guaranteed B-Double access was required until the Gladstone Port Authority planned and constructed a sustainable access to Port Central.

The arrangement was accepted by the Council with the bridge officially opened by the Hon. Wayne Goss MLA Premier of Queensland on 7th December 1993. (Pictured right).



MARINA DEVELOPMENT TIMELINE

1987 *Initial 100 pens open.*

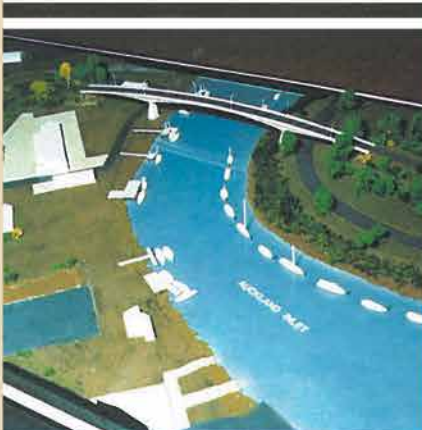


1982 *Dredging of the Marina Basin.*



1982

Bridge connecting Marina and city proposed.



1986

The Board decided to proceed with the Marina development itself.



1988

Stage 1 of the Gladstone Marina is officially opened by the Minister for Water Resources and Maritime Services, Hon. Don Neal on 5 March 1988.



1994

Marina complex now had 200 pens for small craft, a ferry jetty and terminal, a fishermen's wharf and travel lift and slipway.



1991

Construction of the bridge began.



1993

7 December - official opening of the Marina Bridge and Central Queensland University Marina Campus by the Queensland Premier, the Honourable Wayne Goss.



THE STRATEGIC VISION UNFOLDS

FRONT PAGE OF THE COURIER MAIL, 11 JULY 1992

Giant project unveiled for future Gladstone

By PETER MORLEY
in Gladstone

A \$450 million port development proposal, unveiled yesterday, is aimed at making Gladstone Australia's industrial capital.

The Gladstone Port Authority Project would expand the natural deep-water harbor by 10 wharves to 21 — capable of putting through 88 million tonnes of cargo a year.

This is nearly three times the present tonnage handled by the central Queensland port.

In the draft plan released yesterday, \$450 million would be spent by the year 2012.

Much of Gladstone's waterfront would be developed.

By 1997 there would be a new coal shiploader at Clinton Wharf and container facilities at Auckland Point.

This and other new infrastructure would be designed to handle cargo generated by planned magnesium, mineral sand, special steel and shale oil projects.

The plan has been developed by the Gladstone Port Authority which intends to fund the work from services and commercial borrowing.

The model needs ratification by State Cabinet but the Transport Minister Mr Hamill, endorsed the concept yesterday.

Mr Hamill said this was no phantom project. "Gladstone is destined to become the major industrial centre in Australia in the 21st century," he said.

The port authority chairman, Mr Leo Zussino, said Gladstone's future as a major industrial city was guaranteed

only if today's decision-makers had the vision to plan for the long term.

He said Gladstone hoped to avoid the common situation in which ports could not reach their full potential because short-term planning left them physically or psychologically hemmed in by the community.

Gladstone did not want to become another Newcastle or Port Kembla, Mr Zussino said. "What we are trying to do by planning now is make Gladstone a role model for a 21st century industrial city."

The infrastructure could be properly developed only if the authority remained a public body and operator, he said.

"Privatisation is put forward as the panacea to achieve waterfront reform," Mr Zussino said.

"The experts tell us we should become landlord port authorities and that private industry should be left to operate wharf facilities.

"We can best serve industry, best help generate additional economic developments and best ensure our competitiveness and our freight efficiency by doing exactly the opposite."

"What we are trying to do by planning now is make Gladstone a role model for a 21st century industrial city."

be published on

A AT THE BEGINNING OF THE 1990s FEW DOUBTED THAT THE PORT OF GLADSTONE CONTAINED ALL THE INGREDIENTS FOR AN OPTIMISTIC ECONOMIC FUTURE. THIS OPTIMISM WAS REFLECTED IN CHAIRMAN GRAHAM FENTON'S REPORT IN THE 1989/1990 ANNUAL REPORT THAT "IT IS A FUTURE WHICH THIS AUTHORITY BELIEVES WILL BRIM WITH SUCCESS AND PROSPERITY FOR THE REGION".

However, at that time throughout the western world, ports were increasingly coming into conflict with their communities. Major ports in Europe and the USA were being challenged by their urban communities who desired healthy harbours and waterways, waterfront land and access to their harbours. Some port facilities lost their licence to operate and were faced with making substantial infrastructure investments to relocate. Leo Zussino, who was appointed Chairman in September 1990, observed these trends and noted that whilst Gladstone residents gave strong support for the port, there was growing concern with

respect to the negative impacts of industrial pollution from QAL and of coal and general dust emissions from port and other industrial activities.

He determined the Gladstone Port Authority needed to take immediate and long term action to secure the economic, environmental and social sustainability for the port.

There were some very successful examples to draw from around the world. The Port of New York and New Jersey, which faced all of the issues of potential conflict with its large urban community, had crafted a pathway

for its port activities to continue with the support of its community. The Authority implemented a 60 Year Strategic Planning framework, which was developed in conjunction with its stakeholders and its community and was communicated effectively to a very supportive community.

In 1991, Zussino recommended to the Gladstone Port Authority Board that the GPA prepare a 50 Year Strategic Plan for the Port of Gladstone; that the Plan remain a living document subject to regular updates and that it be communicated regularly and in detail to the Gladstone community.

The three main considerations in the preparation of the plan were:

1

Determining the sustainable locations for future port developments

2

The future resiting of existing port infrastructure to sustainable locations

3

The mitigation of detrimental environmental impacts from existing port and industry activities

A master plan that placed port activity and industry in sustainable locations was a major requirement of the 50 Year Strategic Plan. However, this could only be prepared with an understanding of the marine environs of the harbour and the ecological suitability of each existing potential location for port infrastructure.

In 1991, Leo Zussino recommended the Gladstone Port Authority commission the Department of Environment to undertake a comprehensive environmental scan of Gladstone Harbour and the adjoining coastline to inform the plan. He also recommended immediate action with the establishment of the Gladstone Dust Committee to focus on the reduction of existing impacts for port and industrial activity.

The preparation of the Plan involved the Gladstone Port Authority engaging in extensive consultation with port shippers, major industry and the port

community, commercial fishing and recreational small boat users, all relevant Queensland Government departments, the Gladstone City Council, the Calliope Shire Council and the Gladstone community. A series of workshops were held in 1992 seeking input from stakeholders and the community for the Plan.

On 10th July 1992 the Port of Gladstone 50 Year Strategic Plan was launched in Gladstone by the Hon. David Hamill MLA, Minister for Transport. The next day the story of the plan filled the front page of the Courier Mail.

The Port of Gladstone 50 Year Strategic Plan was noted by the Queensland Cabinet. It was the first long term Port Strategic Plan in Australia.

LEFT: GPA Chairman, Leo Zussino presents GPA's Draft Strategic Plan to Prime Minister Paul Keating during a visit in July 1992.



GLADSTONE



PORT-TALK

Special Issue:
Draft Strategic
Plan

NEWSLETTER OF THE PORT OF GLADSTONE



Issue No. 10.

July 1992

A 50 YEAR 'VISION' FOR GLADSTONE

"The Gladstone region is destined to become the major industrial centre in Australia in the 21st century."

So proclaimed the Minister for Transport, the Hon. David Hamill, MLA as he officially launched the Draft Strategic Plan for the Port of Gladstone for public comment and consideration, while visiting the Port City recently.

"The draft plan provides the basis for strategic planning by the Authority and the State Government. The Queensland Government is seeking a co-ordinated approach to port development across the State, to ensure that appropriate levels of facilities are provided at each port."

Mr. Hamill spoke of the plan as being a document of confidence—confidence based on impressive performances in the past and exciting prospects for the future.

"Gladstone currently handles the export of substantial quantities of coal from the vast Bowen Basin, the export of Central Queensland grains and the import of bauxite from Weipa."

"In 1990/91 the port handled record tonnages, reaching almost 32 million tonnes. Export of commodities and goods was worth \$2.09 billion, almost 20% of the State's total export revenue."

"In addition to this trade, the region is attracting a wide range of value-added, export-oriented or import-replacement industries, based on alumina, coal and chemicals, with possibilities for other trades including magnesium, mineral sand, special steel and shale oil."

"I believe the deep-water, natural harbour at Gladstone is the key to the future creation of thousands of jobs for Queenslanders."

Following this release of the draft document the Authority will consult widely with industry and the community. The public is invited to make comment and have until 31 August to lodge written comments with the Authority.

The Minister stressed that this draft plan was not a commitment by the Government, the Authority or industry that the projects shown would be carried out.

Rather, it was a forecast of what is expected to be needed and the likely timing for such developments. This will contribute to the rational development of the port.

Minister for Transport & Minister Assisting the Premier on Economic & Trade Development, the Hon. D. J. Hamill, M.L.A. with GPA Chairman, Leo Zussino at the Launch of the GPA's Draft Strategic Plan on 10 July 1992.



EXPANSION OF WHARF FACILITIES

1962—LOOKING BACK 30 YEARS

In 1962, the Port of Gladstone had 2 wharves, Auckland Point Nos. 1 and 2 and a total trade throughput for the year of 443,363 tonnes. Coal, meat and other primary produce were the major exports. Petroleum and General Cargo were the major imports. Ships calling at the port were a maximum of 10,000 DWT and a channel depth of 8.23 metres was adequate for these vessels.

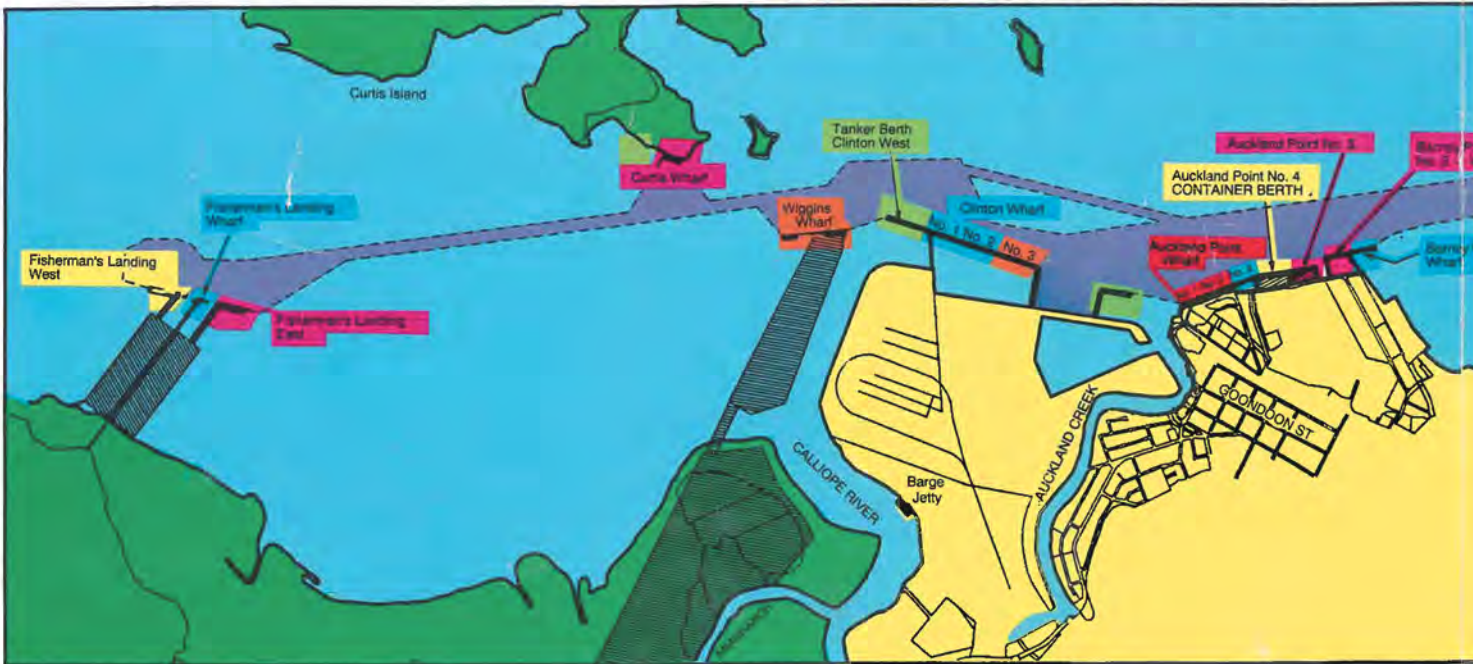
1992—PRESENT DAY

There are now 11 wharves with a total trade throughput of 31.8 million tonnes per annum. The two major industries, coal and aluminium, account for nearly 95% of this trade. Coal is the major export with a throughput of over 18 million tonnes. Alumina and aluminium exports total over 2.8 million tonnes. Other exports include grain, cement clinker and flyash. Bauxite and caustic soda are the major imports with other imports being petroleum products, chemicals and general cargo. Ships up to 220,000 DWT can be handled at the port with a channel depth of 15.7 metres to cater for these vessels.

2042—LOOKING FORWARD 50 YEARS

In fifty years time, the Port of Gladstone is expected to have a total of 24 wharves with a cargo throughput of 107.5 million tonnes per annum. These figures are in reasonable accord with world and local trade and population figures.

50 YEAR HORIZON—2042



CURTIS ISLAND
The Metal Plant has been joined by a coal to oil Conversion Plant. There are now two wharves with total output of 7 MTA.

FISHERMAN'S LANDING
This is now a three berth complex serving the cement industry adjacent and Yarwun and Aldoga industry. Throughput is 5 MTA.

WIGGINS
This is a two berth complex which services industry on the Yarwun and Carrara Estates. It handles scrap metal, manganese nodules, etc. on the bulk berth and oil derived from shale and methane products from coal bed drainage. Throughput over the two wharves is 7 MTA.

CLINTON
This is a 4 berth complex with 3 bulk berths and a tanker type berth for coal water mix. Throughput is 55 MTA.

AUCKLAND POINT
Auckland Point continues as general purpose wharves. No. 3 remains as the berth serving the petroleum tank farm. Minor general cargo is also handled over it. Throughput is 0.5 MTA. This berth may be committed to containers if shale is producing petroleum for the city and hinterland. No. 2 berth remains as the grain berth. It is locked into this situation with the major silo installations behind. Consideration is being given to upgrading the grain loader and wharf. Expected throughput is 1.5 MTA. No. 1 berth remains a miscellaneous minor bulk berth, handling products similar to the Woodchip/Limestone/Magnetite mix it handled in the 1990s. Throughput is 0.5 MTA.

AUCKLAND POINT CONTAINER BERTH
Both berths would be working at full capacity. Consideration may be given to reconstructing No. 3 as a container berth on the assumption that our petroleum needs are not for shale oil or coal-oil conversion. Throughput is 2.5 MTA.

Summary Table

No. of WHARVES	24
THROUGHPUT	
East Banks	5
South Trees/Boyne	20
Barney Point	4
Container Berths	2.5
Auckland Point	2
Clinton	55
Wiggins	7
Fisherman's Landing	5
Curtis	7
TOTAL	107.5 MTA

DREDGING
Channels have been dredged to 20 metres in the outer channel and complementary depths inside. Passing channels as far as Clinton/Wiggins.

PASSENGER WHARF
A wharf for passenger vessels has been constructed at the Marina. This location was chosen as it integrates with the maritime tourism facilities.



PAST, PRESENT & FUTURE

In the five year period 1992-1997, three new facilities are planned.

Auckland Point No. 4—Berth to handle scrap metal and containers.

Calliope River—Barge jetty to handle mineral sands.

Fisherman's Landing West—Berth to handle minor bulks and liquids for new industries in Carrara Industrial Estate.

In the next five year period 1997-2002, another three new facilities are planned.

Clinton No. 3—third berth to increase coal handling capacity to 45 million tonnes per annum.

Wiggins Island East—berth to handle scrap metal and ocean nodules.

Wiggins Island West—tanker berth to handle bulk liquids such as methanol (from coal bed drainage).

In the next twenty year period 2002-2022, a further four new facilities are planned. Cargoes by this time have increased threefold from present day throughputs.

Barney Point No. 2—berth to handle minor bulks.

Auckland Point No. 5—berth to provide additional capacity for container exports.

Curtis Wharf—berth for proposed metal plant on Curtis Island.

Fisherman's Landing East—additional berth to handle products for industries on Carrara and Aldoga Estates.

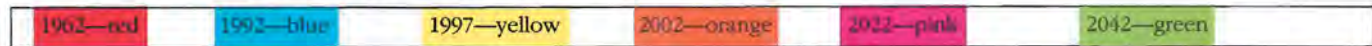
In the next twenty year period 2022-2042, another 3 facilities are foreseen plus a passenger berth.

Curtis Wharf No. 2—second berth to service coal to oil conversion plant.

Clinton No. 4—Tanker type berth for coal water mix.

East Banks—Bulk or liquid terminal for very large vessels.

Passenger Wharf—For cruise vessels constructed on outer bund of Marina complex.



BARNEY POINT
This would consist of two berths. The coal berth would be upgraded and refurbished or reconstructed and have new handling equipment. A new berth would have been constructed west of the existing berth. Probably have an extra approach on the western side. The wharves would handle non-dusty bulks and other products in Bulker Bags such as mineral sands exports and raw materials for process industry. Throughput would be 4 MTA.

SOUTH TREES/BOYNE
This is expected to remain an integrated Aluminium Industry. With upgrades, it would have a trade of about 20 million tonnes with exports being 5 million tonnes of Alumina and 1 million tonnes of Aluminium. Bunkering would also continue, handling 0.5 to 1 million TPA.

EAST BANKS
Bulk or Liquid Terminals for very large vessels.

ENVIRONMENTAL ASPECTS

It is the Authority's intention to be a "Good Neighbour" to the City of Gladstone by conducting operations in an environmentally sensitive fashion and co-operating with all relevant agencies on environmental issues.

Environmental procedures are being carried out in accordance with the Draft Environmental Policy for Queensland Ports. Specific actions include:—

The Authority has joined with the Department of Environment & Heritage to carry out an Environmental Scan of the Port and Coast. This study will be undertaken over a two year period and will lead to an ongoing monitoring program.

A planning study is currently being carried out by the Department of Transport for landscaping in the Auckland Point/Barney Point area.

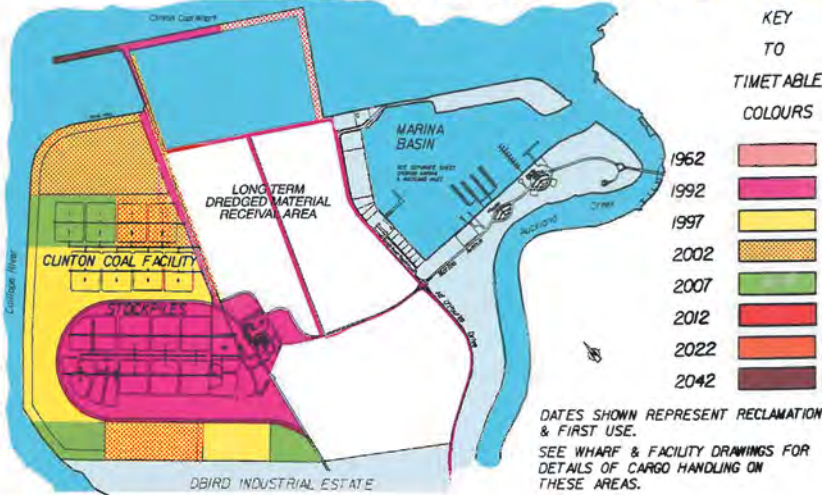
The Authority is a member of a committee set up by the Department of Environment & Heritage to look at ways of minimising dust from port industry.

Dune and midden protection has been carried out at Facing Island. A fire regime for the island is being developed. This island forms a significant breakwater for the harbour and its protection is essential to the continued operation of the Port.

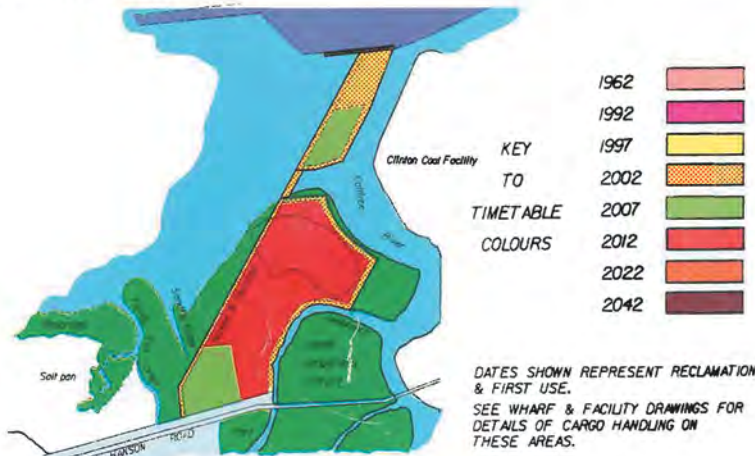
A consultant has prepared a Concept Plan for revitalisation of the Auckland Inlet foreshore area. This will occur over a ten year period.



SPECIFIC LAND USE AREAS



Clinton Coal Facility.



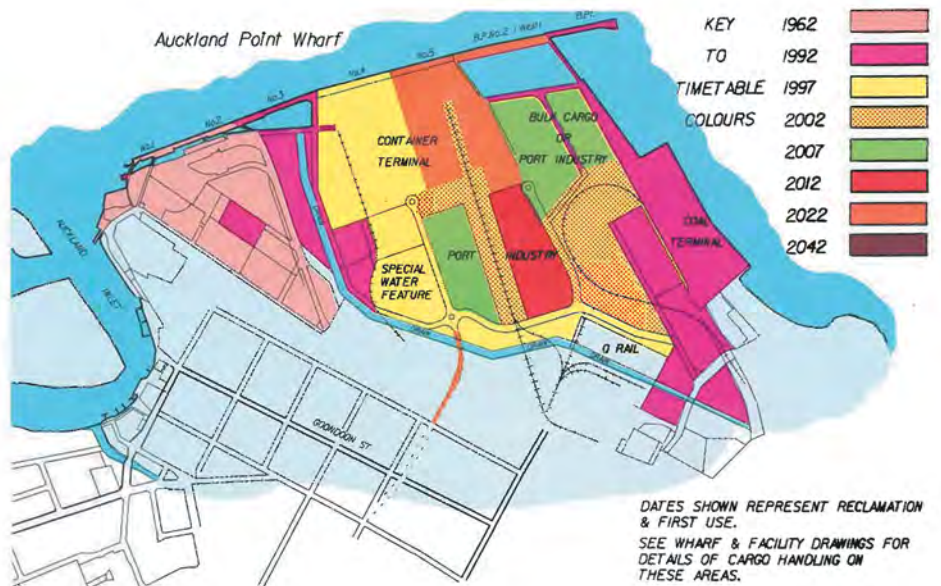
Wiggins Island.

WIGGINS ISLAND:

Construction of bridge and reclamation would not commence until a definite proposal requiring a wharf in this area was in hand. This could be the development of Shale Oil Project, recovery of ocean nodules or transfer of scrap metal product from Auckland Point. Handling of other liquids and solids such as chemicals for industry at Carrara would require full development of this area at a later stage.

AUCKLAND POINT-BARNEY POINT:

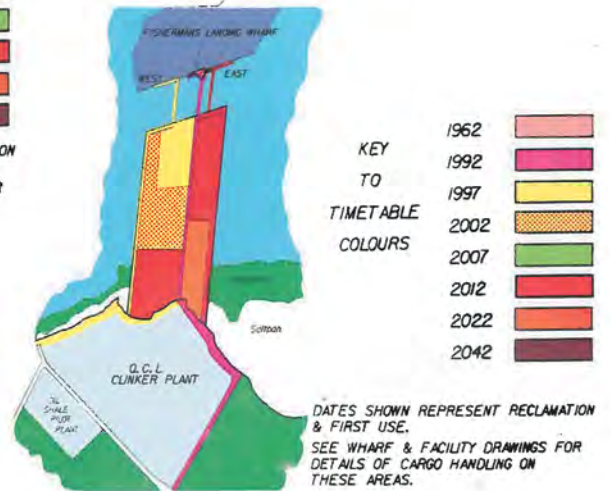
The major development foreseen is a combined scrap metal/container terminal adjacent to No. 4 wharf. Other growth includes increasing container throughput, benign bulks at Barney Point and associated industry developed behind the container storage area.



Auckland Point/Barney Point.

CLINTON:

Clinton Coal Facility is expected to fill most of the western area. The area between Clinton and the Marina, which is presently being filled with ash would be suitable for port industry.



Fisherman's Landing.

FISHERMAN'S LANDING:

The factor in the need for wharf facilities and back up land in this area will be the growth of industry on the proposed Aldoga and Carrara industrial estates.



SMALLCRAFT FACILITIES

By tradition, the Authority has provided boating facilities, including boat ramps, within the harbour area. This map shows these locations and possible future Marina sites.

GLADSTONE MARINA & AUCKLAND INLET:

The Gladstone Marina was established in 1987. This facility presently provides:—

- Marina Building and Ferry Terminal;
- 204 pens for private vessels;
- 38 pens for charter vessels;
- Service jetty and ramp;
- Barge ramp;
- Stage 1 of the Fishermen's Base;
- Refuelling facilities;
- Dry Storage facilities;
- Car parking and landscaping.

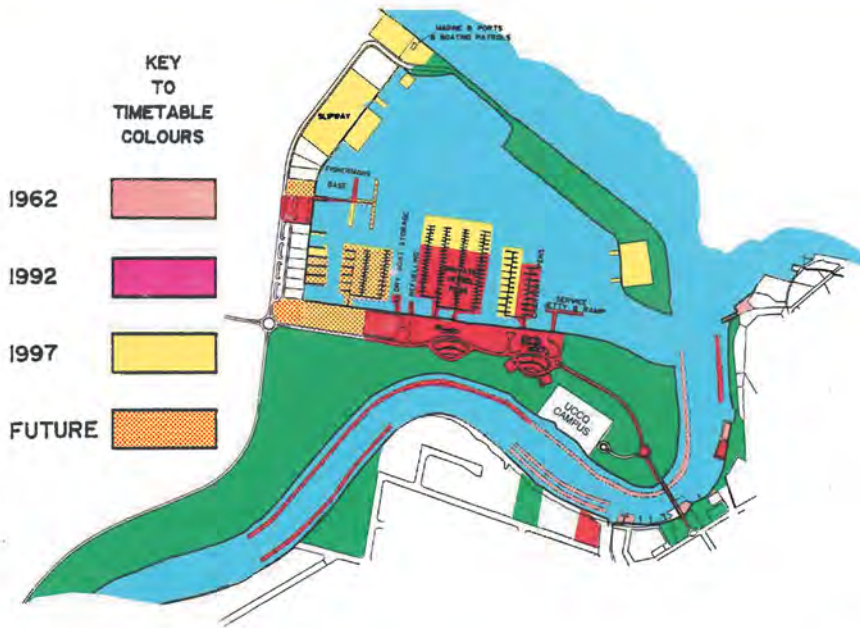
Work is in progress on the following:—

- Bridge access across Auckland Inlet and associated roads;
- Base for Marine & Ports Division of the Department of Transport;
- Boating Patrol section for the Department of Primary Industries;
- Slipway and Travel lift;
- Open space area for community use, parks and walkways.

The Marina is an important part of the Port/City interface, and as a graduated buffer between the city and the heavy industrial areas of the port.

The smallcraft facilities within Auckland Inlet will continue to play an important role for the boating community.

*Top—Gladstone Marina.
Bottom—Gladstone Harbour showing sites for smallcraft facilities.*



PUBLIC INPUT INVITED

It is incumbent upon the Gladstone Port Authority to provide cost efficient infrastructure to facilitate the movement of cargoes. This task requires long term planning.

This Draft Strategic Plan looks forward to a 50 year horizon and therefore is designed to be flexible.

To keep the Plan relevant, it will be necessary to update it annually to cater for changes likely to occur in this dynamic growth area.

Development of the Plan took into account projections made by local industry and by the Department of Business, Industry and Regional Development; on information provided by the Gladstone Regional Land Use Study, the Gladstone Transport Study, GPA marketing studies and specialised landscaping studies of the area.

Following the release of the draft document, the Authority will consult widely with industry and the community before committing to a final document.

The public is invited to make comment and have until 31 August to lodge written comments with the Authority.

This newsletter is a regular publication of the Gladstone Port Authority. For further information on articles in this edition, or matters relating to the development and trade of the Port of Gladstone, please contact:

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CHAIRMAN COMMENTS ON PORT'S FUTURE



GPA Chairman, Leo Zussino

At the presentation of the Gladstone Port Authority's Draft Strategic Plan, Chairman of the Authority, Mr. Leo Zussino stated that Gladstone's future as a major industrial city is only guaranteed if the decision makers of today have the vision and foresight to plan for the long term.

Mr. Zussino explained the necessity for each Port to set its sights on a long term planning horizon. "There have been several examples of major ports throughout the world as well as within Australia that cannot reach their full potential or maximum usage, because short term planning has left them physically or physiologically hemmed in by the community."

Historically, ports have been and will continue to be significant generators of economic development and jobs.

From 1962 to 1992, cargo through Gladstone increased 70 times from 443,000 tonnes to 32 million tonnes per year. The Strategic Plan foresees an annual cargo throughput of 88 million tonnes by the year 2022. By this time, the Port would consist of 21 wharves.

Within the next ten years, \$400 million will be required to fund the anticipated wharf, reclamation, dredging and ancillary capital works.

Mr. Zussino advised however, that the success of this plan was contingent on two premises:

- That the GPA remains a public body;
- That the GPA maintains its policy of building and operating its own multi-use wharf facilities.

"Both of these premises fly in the face of the reform agenda being touted by all and sundry throughout this nation. Privatisation is put forward as the panacea to achieve waterfront reform."

"History has shown, however, that although the major blame for the shocking manning levels and work practices that developed has been sheeted home to the unions, it was indeed the private foreign-owned shipping companies and their stevedoring arms which continually acquiesced to every union request."

"Efficiency and good long term constructive labour relations were never their goal—instead, keep the ship moving and the cost can be successfully passed on to others."

"In contrast, Gladstone Harbour Board in 1954, when it established the first bulk coal loader in Queensland, defied convention—and against strong opposition from stevedoring unions and companies used its own union labour to man the bulk coal loader."

"This set the basis for the GPA's strong competitive position in coal export and set the basis for our policy of creating multi-user facilities which we operate. It also set the basis for excellent labour relations with the ten unions in its workforce."

"The GPA is the only port authority in the world which operates a major exporting terminal. By 1994, Clinton would be the world's third largest coal exporting terminal."

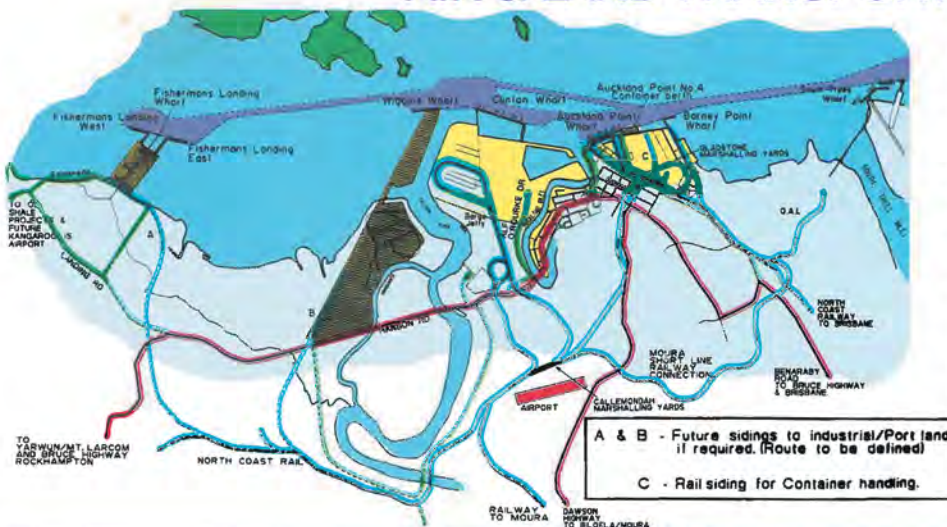
"The facility is world competitive, with a gross loading rate of 70% and an average cost to shippers to load a tonne of coal through Clinton of \$2.70."

"Our port is used by at least one major Japanese shipping line as the benchmark for setting the charter party conditions."

"We believe that we can best continue to serve industry by continuing to operate on the wharf—not by becoming a landlord Port Authority, and our plans are formulated on that basis."

"We have set the standard that other Ports must strive to live up to."

AIR & LAND TRANSPORT



Gladstone has excellent air and land transport facilities to complement its Port.

The Airport is planned to be upgraded to handle medium jet aircraft. Long term planning for an airport on Kangaroo Island is in hand.

A road transport study for the city and adjacent areas is nearly complete. Development in the short term will only require minor upgrading of roads until the population reaches 45,000 and 70,000 respectively.

Upgrading of rail will be carried out as required.



DEVELOPING A SUSTAINABLE PORT

DURING THE PREPARATION OF THE 50 YEAR STRATEGIC PLAN AND AFTER ITS ADOPTION, THE BOARD OF THE GLADSTONE PORT AUTHORITY ACTED TO ENSURE THE LONG TERM SUSTAINABLE DEVELOPMENT OF THE PORT OF GLADSTONE.

ECONOMIC SUSTAINABILITY

The Plan provided the opportunity to determine the potential ultimate economic development of Gladstone Harbour and its environs. It forecast a dramatic growth in berths in Gladstone Harbour from eight in 1992 to over 30 in 2042 with trade expanding by over 110Mtpa during the 50 year period.

The future direction of port activity was set with the major focus being on new wharf facilities at Fisherman's Landing, Wiggins Island and Curtis Island.

The Gladstone Port Authority worked closely with the Queensland Government to position several of its future port precincts so they could serve industry in the newly established Gladstone State Development Area.

The plan also facilitated the development of a master plan for the Clinton Coal Terminal including the proposed planned sequencing of the development.

SOCIAL SUSTAINABILITY

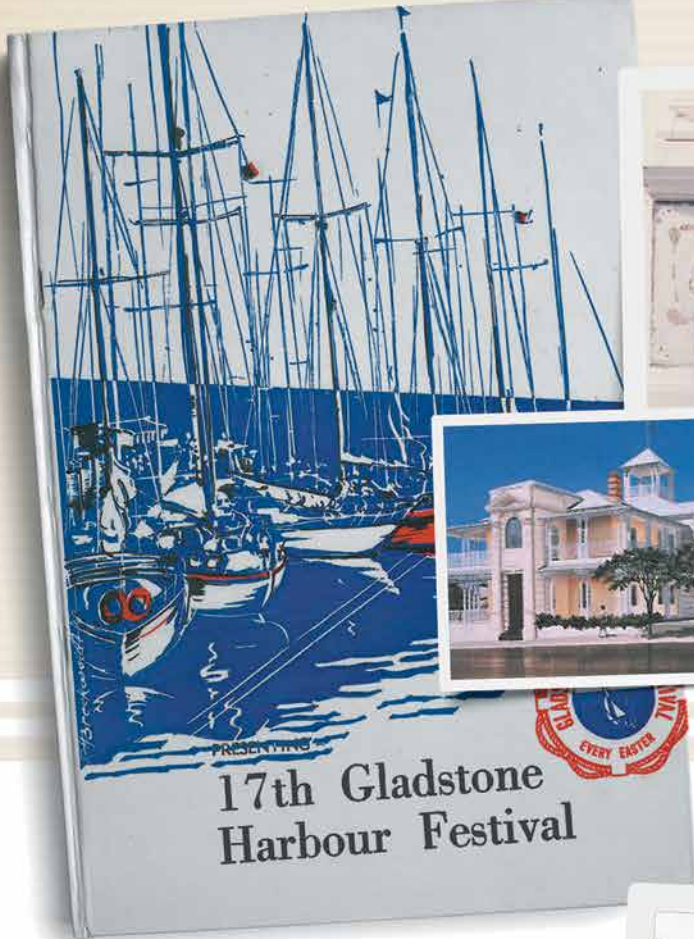
The 50 Year Strategic Planning process of the early 1990s provided a plan of sustainable infrastructure provision for the benefit of the Gladstone community into the future.

In 1991, the Board implemented a 10 Year Foreshore Park Development project to ensure that the 40-hectares of parkland site set aside would be fully developed by 2001. This included the creation of Gladstone Harbour Festival facilities on the marina lands and the construction of the Auckland Inlet bridge, both of which were completed and operational by 1993. The Foreshore Park Plan included the relocation of industrial premises from the east shores of Auckland Creek between the Port Curtis Sailing Club and the Fisherman's Co-operative wharf to the Hanson Road industrial precinct. The east shoreline on both sides of the Matthew Flinders Bridge was landscaped and a major community car park was constructed beside the Gladstone Yacht Club.



In addition to this new strategic approach to the provision of social benefits and community infrastructure for the Gladstone community after the adoption of the 50 Year Strategic Plan, the utilisation of Gladstone Port Authority earthworks equipment to build community infrastructure continued throughout the 1990s, as did the GPA's mowing of Gladstone's sporting fields.

LEFT: The Gladstone Harbour Festival site at Gladstone Marina, 1994.



FAR LEFT: 1979 Gladstone Harbour Festival program.
 LEFT: GPA Administration Manger/Secretary, Bryan Jordan receives the keys to GPA's newly acquired Kullaroo House.
 LEFT CENTRE: Artist's impression of Kullaroo House extension.
 BELOW: Vice-Chancellor, Geoff Wilson of Central Queensland University at the official opening of the Gladstone Campus site of the university.



IN 1993, WITH THE ENCOURAGEMENT OF COUNCILLOR PETER CORONES, THE GLADSTONE PORT AUTHORITY PURCHASED THE HISTORICAL KULLAROO HOUSE IN THE MAIN STREET OF GLADSTONE WITH THE INTENTION OF MAKING IT THE ADMINISTRATION HEAD OFFICE FOR THE AUTHORITY AT THE APPROPRIATE TIME.

The Gladstone Port Authority also offered to develop a site on the marina for a Gladstone Campus of Central Queensland University. GPA's Chairman Leo Zussino, who was also a member of the Central Queensland University Council and Chairman of the Gladstone Campus Committee, led the push to obtain Federal and State Government funding for the development of the marina campus. In 1992, a \$25 million funding package was set aside by the Keating and Goss Governments. The funding commitment was enticed by an offer from Gladstone's major industry of \$6 million towards equipment and course development to assist the links between the new university campus and Gladstone's industry.

It was also encouraged by the Port Authority's pledge to prepare the site, put in all services, prepare the building pads and construct and maintain all roads and grounds for the campus. In return, the University was required to expend the funds saved by GPA's action on a broader suite of tertiary



education opportunities for Gladstone residents. This was a major commitment by the GPA towards the advancement of tertiary educational opportunities for Gladstone's citizens.

The first building of the University of Central Queensland Gladstone Marina Campus, the Martin Hanson Building, was officially opened in 1994.

With the 50 Year Strategic Plan adopted, the Port of Gladstone had positioned itself for long term sustainable development, which could ensure significant economic and social benefits to the communities of Gladstone and the broader Central Queensland region whilst minimising impacts on the environs of Gladstone Harbour.

LEFT: A Central Queensland University researcher analyses samples taken from various marine environments.



ENVIRONMENTAL SUSTAINABILITY

The Gladstone Port Authority's commissioning of an environmental scan resulted in the Queensland Department of Environment's Curtis Coast Resource Report. This comprehensive environmental study of Gladstone Harbour and adjoining coastal areas assisted the Authority to select minimum environmental impact locations for future port infrastructure. It also set an environmental baseline upon which the Authority could assess the cumulative environmental impacts from future port developments. The Final Report was published in 1994.

With the election of the Goss Labor Government in late 1989, environmental regulation of port and other industrial development was escalated. For instance, the 1980s harbour deepening and land reclamation projects required only rudimentary Environmental Impact Statements.

The approval imposed few specific environmental conditions on the project and set limited monitoring requirements for the project. However, new environmental legislation and regulation was setting new standards, and data from the Curtis Coast Resource Report was crucial to assisting the Gladstone Port Authority evaluate environmental impacts from future port development.

In 1994, following the release of the Curtis Coast Inventory Report, the Gladstone Port Authority Board resolved to provide \$750,000 to Central Queensland University to undertake marine environment scientific research at the Gladstone Campus. The Board also allocated funds to the University to establish and implement a substantive monitoring program of the health of Gladstone Harbour. The GPA's sole requirement was that all monitoring data collected be made available to the public.



On the citizens' health issue, in 1991, the Board of the Gladstone Port Authority initiated the Gladstone Dust Committee. The Committee was a coming together of all potential polluters within the Gladstone region to work collectively to reduce dust and emission impacts on Gladstone citizens and to demonstrate that reduced impact through a comprehensive monitoring program. This initiative reaped a significant reduction in dust and emissions from the many port and industrial sites with over \$110 million committed in the first two years by the combined group to emissions reductions and to monitoring of emissions.

The Gladstone Port Authority Board made the decision in 1991 to cease loading coal at Auckland Point to lessen coal dust impacts on the Gladstone CBD. It implemented a mobile watering program within its ports sites and it commenced an aesthetics beautification project for the Auckland Point/Barney Point area with massive tree and vegetation planting. The Authority also resolved to undertake an Auckland Point/Barney Point Study to assess the long term viability of the port centre.

The Authority also installed a state of the art Dust Suppression System at the Clinton Coal Terminal, which was commissioned in 1994.



RIGHT: GPA Environment team members collect mangrove pods for re-planting, February 1993.
 BELOW LEFT: The Minister for the Environment, the Hon. Molly Robson at the launch of the Curtis Coast Study Resource Report with GPA Chairman, Leo Zussino.
 BELOW RIGHT: Foreword from the Curtis Coast Study Resource Report.

Gladstone became one of the few cities in Australia to have comprehensive and continuous monitoring of dust and air quality with the latest technology air quality monitors purchased and installed by Gladstone Dust Committee members.



Foreword

The Curtis coast study was established as a joint initiative of the Gladstone Port Authority and the Queensland Department of Environment and Heritage and meets their respective individual commitments to the Environmental Policy for Queensland Ports and the Coastal Protection Strategy.

The study was designed to investigate and document the resources of the Curtis coast with the aim of developing a strategy plan which will seek to establish the management of the coastline on an environmentally sound and socially responsible basis.

This report is the first published document from the study. It describes the range of resources, uses and values of the Curtis coast and provides the factual basis for the preparation of the Curtis coast study strategy plan.

The Curtis coast is a significant asset for the State and local community. It has high conservation values and important commercial, industrial and recreational uses. Many organisations and individuals have a legitimate interests in the way the Curtis coast is used. These interests can often conflict, to the detriment of employment, recreational opportunities and/or conservation values.

The release of this report provides the opportunity for all those who have an interest in the Curtis coast to express their views on the area and its future management. These views will be taken into account in the preparation of the strategy plan.

It is important to note that this resource report is not exhaustive, and comments from you, the reader, on the content and additional inclusions or alterations are welcome. We urge all interested members of the community to contribute to the planning process, and thank those who already have.

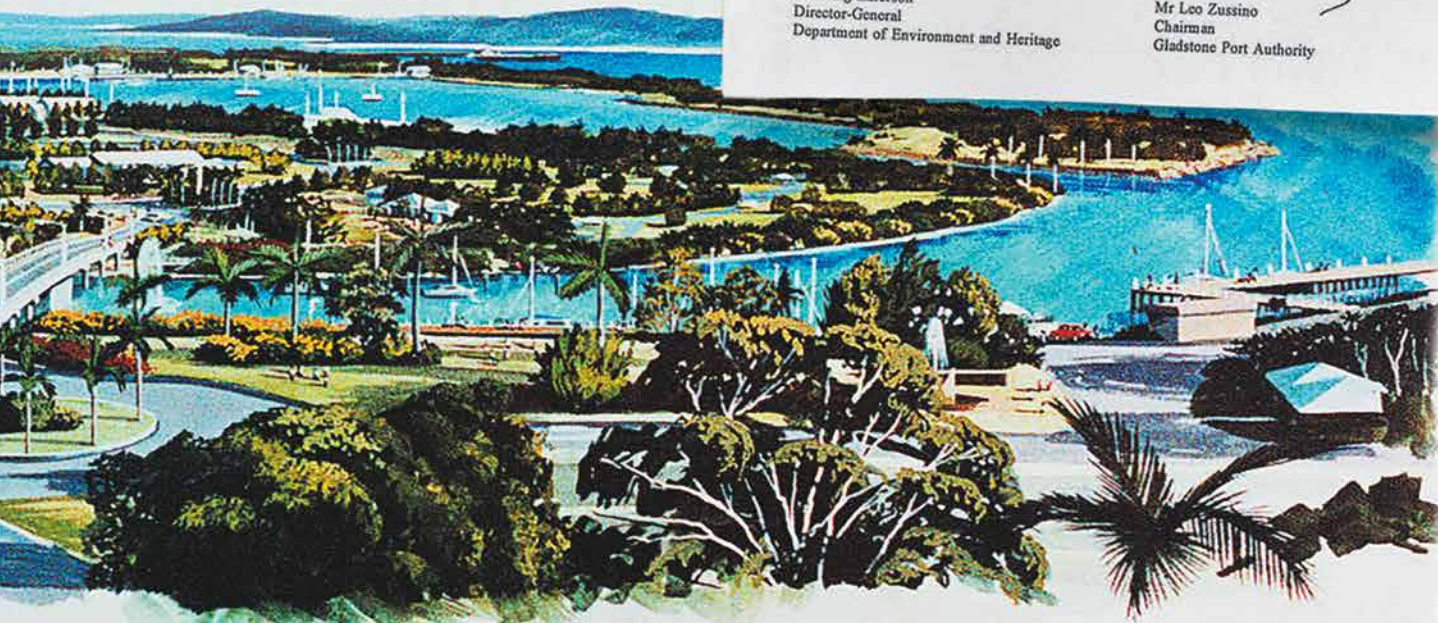
Written comments on this report, or views on the management of the Curtis coast should be directed to the Regional Director, Department of Environment and Heritage, PO Box 3130, Rockhampton Shopping Fair QLD 4701. Closing date for submissions is Friday 28 October 1994.

Craig Emerson

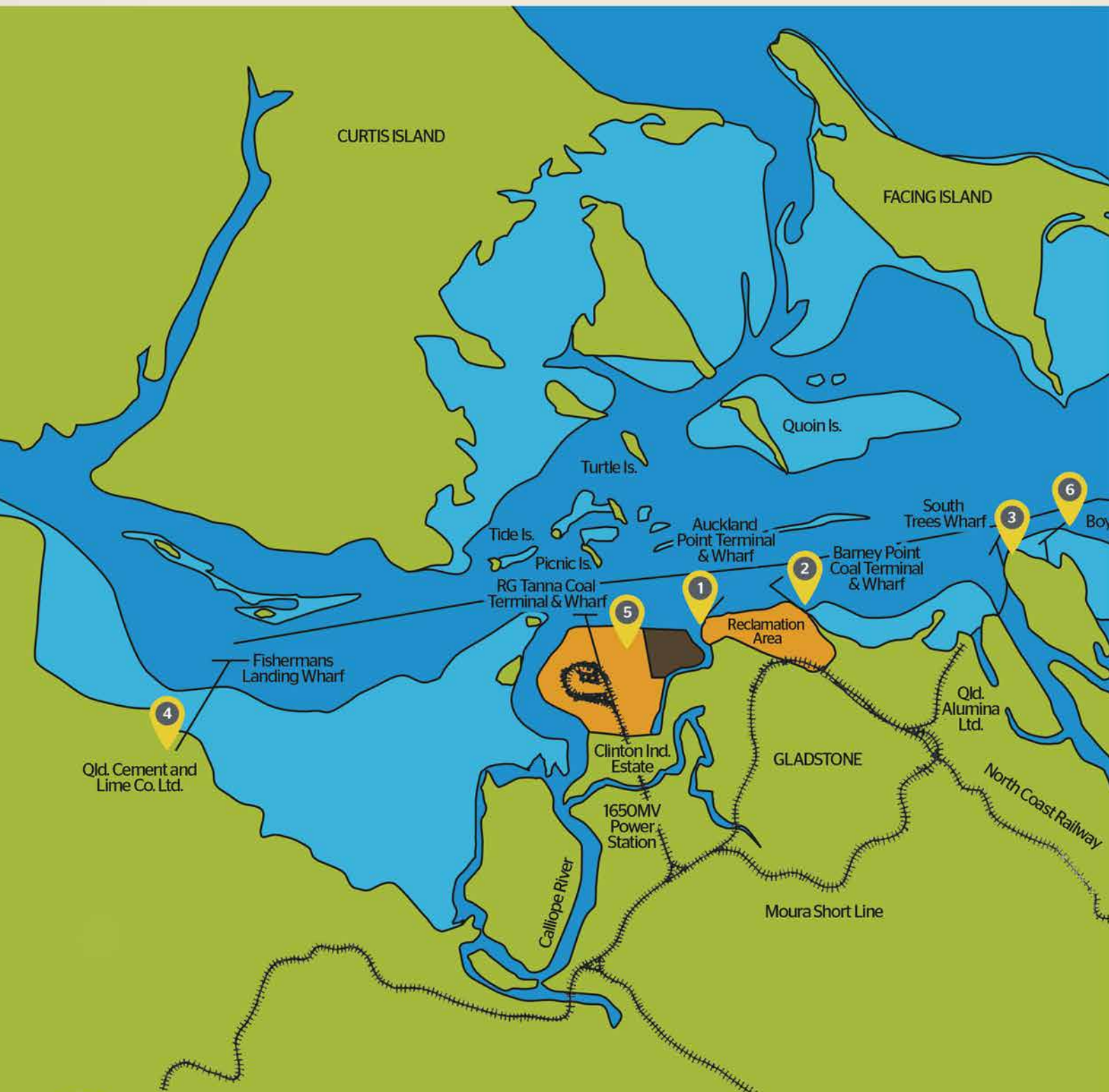
Dr Craig Emerson
 Director-General
 Department of Environment and Heritage

Leo M Zussino

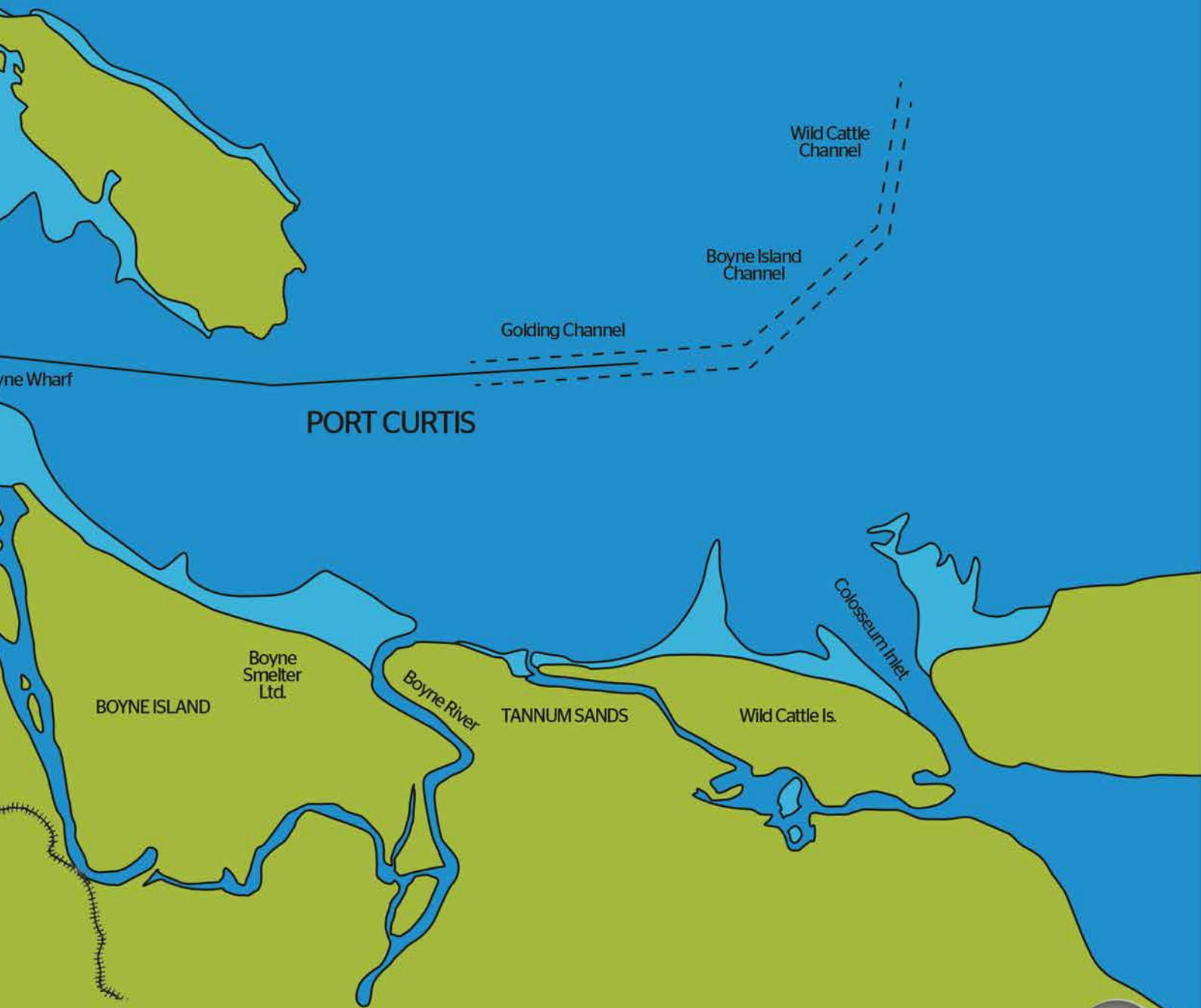
Mr Leo Zussino
 Chairman
 Gladstone Port Authority



1994 PORT LO



LOCATION MAP



THE PORT OF GLADSTONE - 1994

THE PORT OF GLADSTONE IS SITUATED AT 23°51' SOUTH LATITUDE AND 151° LONGITUDE AND APPROXIMATELY 300 SEA MILES NORTH OF BRISBANE. THE PORT IS SERVICED BY AN ENTRANCE CHANNEL SOME 10 KILOMETRES IN LENGTH. THE HARBOUR CHANNEL CAN ACCOMMODATE FULLY LADEN CAPE SIZED VESSELS OF UP TO 220,000DWT.

1

AUCKLAND POINT WHARF - NO. 1 BULK MATERIALS BERTH

Since coal ceased to be handled through the facilities at Auckland Point Berth No. 1, it has been utilised as a multi-cargo facility. The bulk loader, originally used for handling coal, is now utilised for the shipping of magnesite and calcite.

AUCKLAND POINT WHARF - NO. 2 GRAIN BERTH

Exporting grain products (wheat, sorghum) from the rich Central Queensland areas. The construction of six additional grain silos increased total port storage capacity to 82,000 tonnes. New shiploading conveyors and a new 1,200 t.p.h. shiploader supplements the existing 400 t.p.h. loader.

AUCKLAND POINT WHARF - NO. 3 PETROLEUM PRODUCTS/GENERAL CARGO BERTH

Improved temporary facilities have been provided for the growing container trade currently being handled through the No. 3 Berth. A larger secured hardstand area has been constructed and access to adjacent storage shed facilities has been provided.

2

BARNEY POINT WHARF

Owned and operated by Thiess Peabody Mitsui Coal Pty. Ltd. and handling coal from the company's Moura mine and C.S.R. Limited's South Blackwater mine. Shiploading capacity is 2,000 t.p.h. through a single mobile shiploader. Stockpile capacity is 400,000 tonnes.

3

SOUTH TREES WHARF - NO. 1 BERTH

Owned and operated by Queensland Alumina Limited, the wharf handles all cargo for the giant QAL refinery. Alumina is exported around the world and products required in the process of producing alumina - bauxite, caustic soda and fuel oil - are imported over the wharf.

SOUTH TREES WHARF - NO. 2 BERTH

Owned and operated by Queensland Alumina Limited, the wharf handles all cargo for the giant QAL refinery. Alumina is exported around the world and products required in the process of producing alumina - bauxite, caustic soda and fuel oil - are imported over the wharf.

4

FISHERMAN'S LANDING WHARF

Owned by the Gladstone Port Authority and operated by Queensland Cement and Lime, the wharf at Fisherman's Landing exports cement clinker, cement, gypsum and fly ash, and imports caustic soda and ammonia.

5

RG TANNA COAL WHARF - NO. 1 COAL BERTH

Exporting coal in vessels up to 220,000DWT. The duplication of the main coal handling facilities now provides the terminal with a throughput capacity in excess of 30 million tonnes per annum.

RG TANNA COAL WHARF - NO. 2 COAL BERTH

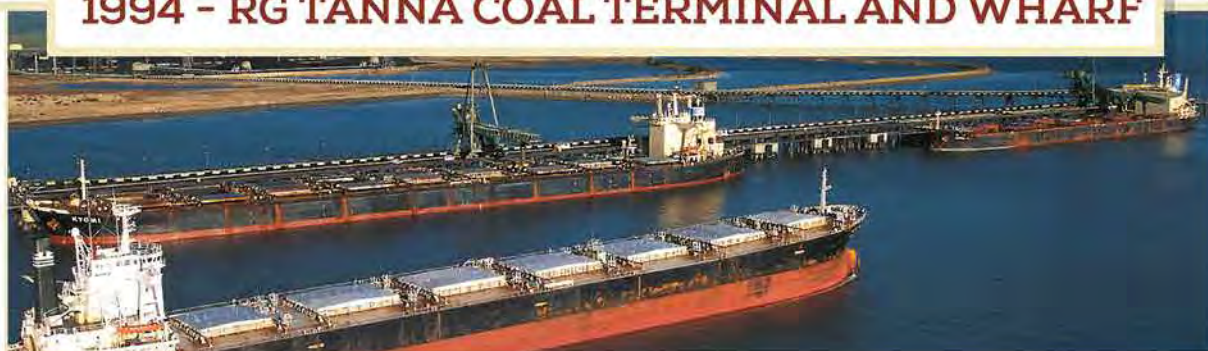
In the last five years major expansion works have increased capacity at the terminal to 30 million tonnes per annum. These works included a second berth to cater for the berthing of two 222,000DWT vessels simultaneously; a second 4,000 t.p.h. rail unloading station; a second 4,000 t.p.h. shiploading conveyor system; and a second 4,000 t.p.h. shiploader.

6

BOYNE WHARF

Owned by Gladstone Port Authority and operated by Boyne Smelters Limited, the Boyne Wharf exports aluminium and imports liquid pitch and general cargo.

1994 - RG TANNA COAL TERMINAL AND WHARF





PORT DEVELOPMENTS

1975-1977

1975/76

- 392 vessels
- Imports: 6,253,685; Exports: 8,086,846

General cargo

- Plans to encourage general cargo through the port. Auckland Point No. 3 Berth is identified as ideally suited to such trade.

Auckland Point

- Bulk Products Storage Shed – suitable for the handling of most Dry Bulk Material.
- Improved lighting installed in the area, services to berths and other facilities upgraded and beautification works in the area expanded.

Reclamation

- Establishment of Light Industrial Estate comprising 69.25 hectares approximately 1.5 kilometres west of Auckland Point.
- Plans for 670 hectares of land between Auckland Inlet and Calliope River.
- Plans for 250 hectares of land on the western side of Calliope River.

Smallcraft

- Auckland Inlet Small Boat Harbour - an additional 18 pile moorings were provided, bringing the total number of moorings to 137.
- Additional Boat Ramp constructed upstream of the Fish Board Jetty (with plans to provide a sealed parking area to service the ramp).

General

- Coal from the mines in the Moura and Blackwater areas is shipped from the wharves at Auckland Point and Barney Point.
- Announcement of possible opening of Gregory Mine in Blackwater by The Broken Hill Proprietary Company.
- Construction of the power station nears completion. Announcement that station will be expanded from initial 1,100 megawatt capacity to 1,650 megawatts.

- Comalco indicated that it intends to establish an aluminium smelter at Boyne Island.
- Queensland Cement & Lime Company Ltd. has been granted mining leases over limestone in the Mount Larcom area.
- Gladstone Harbour Board and the State Wheat Board, together with the Central Queensland Grain Sorghum Marketing Board, established grain handling facilities at the port.

1976/77

- 415 vessels
- Imports: 6,370,277; Exports: 8,741,976

General cargo

- Imports totaled 1,065 tonnes and 3,256 head of livestock were exported.

Auckland Point

- The cold store facility of 1,000 tonnes capacity, which has previously been operated by Port Curtis Co-operative Dairy Association Limited, will come under the control of the Board in early 1977/78.

Reclamation

- The Board's reclamation programme continued throughout 1976/77.
- Nine new lessees selected areas of land in the Light Industrial Estate, bringing the total number of businesses in the area to 51.
- Department of Commercial and Industrial Development is developing the Clinton Industrial Estate.

Smallcraft

- Work progressed on the parking facilities on the foreshores of the Auckland Inlet Small Boat Harbour.
- Queensland Fish Board established a wharf and freezing chambers for the large fishing fleet operating off Gladstone.

RIGHT: Children's sailing in Auckland Inlet Small Boat Harbour.

1977/78

- 403 vessels
- Imports: 6,199,945; Exports: 8,732,239

Auckland Point

- General cargo - Board is very keen to encourage trade of general cargo through No. 3 Berth.

Reclamation

- Board is proceeding with subdivision of an additional 33 blocks in Light Industrial Estate.

Smallcraft

- Lady Nelson Park - sealing of access roads and parking facilities at Central Wharf. Installation of additional berth and provision of landing steps at Central Wharf.

Auckland Inlet Small Boat Harbour – parking areas have been bitumen sealed, lighting installed, and parks and gardens established.

1978/79

- 442 vessels
- Imports: 6,411,910; Exports: 9,656,023

Reclamation

- Board continued its development of serviced light industrial blocks in the general area of Hanson Road. An additional 30 blocks were made available.

Smallcraft

- Board erected a building on the foreshores of Auckland Inlet for use by the Port Curtis Air/Sea Rescue Squadron.



1977-1981

1979/80

- 459 vessels
 - Imports: 7,127,606; Exports: 9,977,695
- Clinton Coal Facility
- First stage of the Clinton Coal Facility officially opened on 7th May, 1980.

Construction commenced for Stage 2 of the Clinton Coal Facility.

Smelter Port Facilities

- Aluminium smelter in construction for Gladstone Aluminium Limited at Boyne Island.
- Total cost of port facilities being constructed by the Board is approximately \$8.1 million.

Clinker Port Facilities

- Board let contracts for the construction of port facilities to service a clinker plant being established by Queensland Cement & Lime Company Limited.

Dredging

- In association with the development of the Clinton Coal Wharf and the Clinker Wharf, the board undertook a dredging program totaling approximately \$1.4 million.

General

- Gladstone Harbour Board and State Wheat Board let contracts for provision of an additional three silos each of 2,000 tonnes storage capacity.
- Extensive reclamation programme undertaken in the provision of lands in the vicinity of the Clinton Coal Facility.
- Works commenced on the provision of four new tug berths between Auckland Point and Barney Point.

RIGHT: Tug berth facilities.



ABOVE: Construction commenced for Stage 2 of the Clinton Coal facility.

- Planning continued for the deepening of the harbour to allow for 120,000 DWT vessels to be handled in the port.

1980/81

- 480 vessels
- Imports: 6,523,065; Exports: 11,279,023

Dredging

- March 1981 - major contract let for the deepening of Gladstone Harbour. 18 million cubic metres of material to be removed.

Clinton Coal Facility

- May 1981 - Stage 1 of the Clinton Coal Facility came into operation, consisting of 2 x 300,000 tonne stockpiles, rail unloading and shiploading facilities.



- Work proceeded on Stages 2 and 3 of the facility.

Smelter Port Facilities

- Work continued on the construction of port facilities to service the smelter. Facilities include a wharf, wharf approach and causeway incorporating an aluminium storage area.

Clinker Port Facilities

- Construction of port facilities continued including a wharf to service ships of up to 25,000 DWT, approach jetty and causeway.

General

- Plans approved and work commenced on the provision of a new fish handling wharf in Auckland Inlet.
- Further reclamation carried out in the vicinity of the Clinton Coal Facility and the Board's Industrial Estate.
- Preliminary reclamation work commenced on the site of a Marina complex adjacent to the Small Boat Harbour in Auckland Inlet.

Construction completed on four tug berths between Auckland Point and Barney Point.

1981 - 1984

1981/82

- 515 vessels
- Imports: 6,903,157; Exports: 12,194,940

Dredging

- Major development dredging proceeded on schedule.

Clinton Coal Facility

- Expansion continued. Three additional stockpiles constructed since operation commenced.

Clinker Port Facilities

- Port facilities completed for Queensland Cement & Lime's clinker plant, consisting of an earth and rock fill causeway to the wharf on which Q.C.L. erected a 2,000 tonne per hour pivoting shiploader.

Smelter Port Facilities

- Construction continued on wharf facilities.
- April 1982 - first vessel berthed at the facilities.

Marina Development

- Board commenced work on dredging the basin for the Marina complex.

General

- Construction of fish handling wharf completed.
- The following studies were commissioned:
 - Gladstone Harbour Model Study: to examine patterns of tidal currents around Barney Point Berth and Auckland Point Berth No. 3 under various tidal conditions and investigate ways of improving the conditions.
 - Auckland Point Grain/Coal System: to determine the capacity of Auckland Point berths, No. 1 Coal and No. 2 Grain to handle proposed increased tonnages.
 - Land Use Study - Auckland Point/ Barney Point: study of projected land use in the area between Auckland

Point and Barney Point.

1982/83

- 444 vessels
- Imports: 5,166,649; Exports: 13,398,100

Dredging

- December 1982 - completion of the largest dredging contract on the East Coast of Australia to date, allowing vessels of 16 metre draft to use the Port of Gladstone on any day of the year.

Clinton Coal Facility

- Stockpile No. 6 completed and construction commenced on Stockpile No. 7.

Marina Development

- Dredging of the Marina basin completed in conjunction with development dredging of the port.
- Board commenced design of access bridge spanning Auckland Inlet.

1983/84

- 510 vessels
- Imports: 7,749,202; Exports: 15,678,180

Clinton Coal Facility

- Stockpile No. 7 commissioned.
- Initial development commenced for Stockpile No. 8.
- Preliminary design carried out to allow the maximum beam of vessels able to be handled to be increased from 43 metres to 50 metres.

Grain Handling Facilities, Auckland Point

- Wharf loading gantry extended to handle larger vessels.

Construction of six additional grain silos increased capacity of port storage to approximately 82,000 tonnes of grain.



ABOVE: Six additional grain silos are constructed at Auckland Point.

1984 - 1986

1984/85

- 500 vessels
 - Imports: 6,875,507; Exports: 16,377,491
- Clinton Coal Facility

- Completed commissioning and operation of Stockpile No. 7.
- Contract awarded for construction of Stockpile No. 8.
- System of internal transferring of coal between stockpiles using the existing conveyor system was developed. Retractable tripper installed on shiploading conveyor where it crossed the unloading conveyor.
- Detailed design and tender preparation for 50 metre expansion of Clinton Coal Wharf.

Grain Handling Facilities, Auckland Point

- Construction of new shiploading conveyors and a new 1,200 tonne per hour shiploader to supplement existing 400 tonne per hour loader.
- 71 metre extension to Auckland Point Wharf.

Reclamation

- Reclamation programme continued.

235 employees.

BELOW: As at 30 June 1985, the Gladstone Harbour Board's workforce consisted of 235 employees.



1985/86

- 513 vessels
- Imports: 6,407,250; Exports: 17,946,588

Clinton Coal Facility

- Stockpile No. 8 completed and commissioned in late 1985.
- All earthworks associated with Stockpile No. 9 completed.

Harbour Channels

- Board called for tenders for the widening of the Inner Harbour Channels to 180 metres and deepening of the channel by an average of one metre to allow handling of vessels in the 200,000 DWT class with loading to maximum draft being achieved after further deepening of the port's approach channels.

Auckland Point

- Additional approach to No. 3 Berth constructed.

Minister for Water Resources and Maritime Services officially opened new 1,200 t.p.h shiploader on July 9, 1986.

Marina Development

- Development plans and concepts for Stage 1 of Marina construction accepted by the Board.
- Land associated with the Marina development continued to be reclaimed.
- Roadway areas and proposed sites for various shore buildings completed.

Community Involvement

- Stirling Park established as part of a scheme to upgrade the Boyne River Foreshore.
- Assistance given to Gladstone City Council for landscaping fresh water lake in Callemondah area.
- Yarroon Street Overbridge approaches and abutments landscaped and beautified.
- Board allowed Flying Angels Stella Maris Club to occupy its previous office building in Flinders Parade to more adequately cater for the needs of visiting seamen.
- Board provided accommodation for Gladstone Harbour Festival League.

BELOW: Official Opening 1,200 t.p.h Grain Loader. (L-R) Mr. Don McKechnie, Chairman Bulk Grains Queensland, the Hon. Martin Tenni MLA, Minister for Water Resources and Maritime Services, Cr. A.W. O'Rourke MBE, Chairman, Gladstone Harbour Board.



1986 - 1989

1986/87

- 552 vessels
- Imports: 8,045,518; Exports: 18,829,795

Dredging

- Joint dredging venture completed \$32 million dredging contract, which provided for the widening and deepening of the harbour channels.

Clinton Coal Facility



ABOVE: Additional stockpile storage progresses at the Clinton Coal Terminal.

Additional stockpile storage completed and further contracts awarded to extend storage capacity to 2.4 million tonnes.

- Blending operations improved by controlling operations with computers through PLC (Programmable Logic Control) and integrating weightometers to each belt of the reclaim operation into the circuitry.

- Dredging for a second berth completed.

Gladstone Marina

- Development proceeded at a dramatic rate.
- Strong interest in available tenancies from both users and commercial interests.

Community Involvement

- James Cook Park - establishment of landscaped and floodlit waterfall.
- Annual Gladstone City Garden Competition for best light industrial landscaped area in port's industrial estate.

- Board contributed \$10,000 to Gladstone Area Promotion and Development Bureau Limited to part fund feasibility study for holding of class one touring car race within Gladstone Marina.

1987/88

- 560 vessels
- Imports: 7,866,054; Exports: 20,275,058

Dredging

- Undertook further stage of developmental dredging programme. Harbour approach channels - additional 0.4 metre obtained after the removal of 1 million cubic metres of material.

Clinton Coal Facility

- Completion and commissioning of a further stockpile - Stockpile No. 10.

Gladstone Marina

- Rate of occupancy grew dramatically.
- Stage 1 of the development comprising 130 moorings, service jetty and associated onshore facilities was officially opened by the Minister for Water Resources and Maritime Services, the Hon. Don Neal on March 5, 1988.

BELOW: GPA employees secure a bulk carrier at Clinton Wharf, 1989.



1988/89

- 575 vessels
- Imports: 8,520,909; Exports: 20,441,935

Clinton Coal Facility

- Construction of a second berth proceeded well ahead of schedule and it is anticipated that the first vessel to load from the berth will be accommodated during the later part of August 1989, some three and a half months ahead of schedule.

Gladstone Marina

- Installed an additional 50 private mooring pens.
- Completed works on additional onshore facilities and amenities.
- Plans for a further 50 pens to be installed in the near future.
- Expressions of Interest considered for the establishment and operation of first class slipway complex on the western side of the Marina.

General

- Modifications to the control operator's cabin on the No. 2 Auckland Point grain loader to allow operator to more effectively and safely load larger beam deep draft grain vessels.
- Focus of reclamation work on Clinton Coal Facility and Gladstone Marina development.

1989 - 1992

1989/90

- 590 vessels
- Imports: 8,148,280; Exports: 21,422,200

Clinton Coal Facility

- Wharf extension lifted the annual shipping capacity to 21 million tonnes per annum by allowing a second vessel to berth and commence loading while the first vessel awaits a departure tide.
- The opening of new coal mines in Central Queensland and increased production from some existing mines indicated that further expansion was necessary. Construction of additional stockpile storage commenced in April 1990 and construction of a second rail unloading station commenced in May 1990.

Gladstone Marina

- Fisherman's Base Wharf - first stage of a base to service Gladstone's valuable and long-established fishing industry. Cost in excess of \$1.5 million.

Port Lands

- Auckland Point - ICI Australia completed construction of their caustic soda terminal.
- Guidelines as established by the Queensland Government, covering development of coastal areas require the Authority, as the developer in this instance, to undertake a detailed assessment study of the reclamation scheme. Terms of Reference for the study were issued by the Department of Transport.



ABOVE: Construction of the bascule bridge across Auckland Inlet progresses.

1990/91

- 651 vessels
- Imports: 9,515,620; Exports: 22,388,849

Clinton Coal Facility

- Construction completed on second rail unloading station and coal handling facilities for an additional stockpile area.

Gladstone Marina

- Construction of a Marina to City Bridge across Auckland Inlet commenced.
- Expanded smallcraft facilities.
- Completion of Fisherman's Base Wharf to serve fishing industry.

Port Lands

- Plans in process to provide sufficient industrial land for the future.

Port Operations

- A gross loading rate of 70% of the design loading rate achieved.
- Monitoring of all port charges paid by users in effect.

Environmental Management

- Pollution aspects addressed.
- Environmental scan of harbour planned.
- Preparation of Strategic Plan and Environmental Policy for ports.

LEFT: Chairman's Christmas Dinner, 1993.

1991/92

- 676 vessels
- Imports: 8,503,882; Exports: 23,472,519

Clinton Coal Facility

- Construction work commenced on the stacking and reclaiming of facilities for two additional stockpile areas (Stockpiles No. 11 and No. 12).

Gladstone Marina

- Commencement of a slipway facility and travel lift capable of handling vessels up to 250 tonne capacity.
- Construction work commenced on Operations Bases for the Departments of Transport and Primary Industries.

Construction of the bascule bridge across Auckland Inlet nears completion.

- Initial design and planning commenced for open-air stage construction and plaza area.

Port Lands

- Authority received approval to proceed with reclamation of 508.8 hectares of port lands located on the western side of the Calliope River and adjacent to Fisherman's Landing Wharf.

As at 30 June 1990, the Authority's workforce consisted of 286 employees.



1992 - 1994

1992/93

- 690 vessels
- Imports: 9,258,385; Exports: 23,864,270

Clinton Coal Facility

- Construction of the stacking and reclaiming facilities for Stockpiles No. 11 and No. 12 completed.

Construction commenced on the duplication of shiploading facilities.

Auckland Point

- Plans investigated to engage a consultant to conduct a feasibility study into establishing a container facility in the area.

Port Land

- The Port of Gladstone 50 Year Strategic Plan was launched in Gladstone by the Hon. David Hamill MLA, Minister for Transport on 10 July 1992.
- Planning study of the Auckland Point/ Barney Point area, which contains some 130 hectares of strategic port lands, proceeded to approved documentation of the Land Use and Landscaping Master Plans.

BELOW: 1993: The boom is fitted to the second shiploader at the Clinton Coal Terminal.



ABOVE: The community celebrates the official opening of the Gladstone Campus of Central Queensland University at the Gladstone Marina.

Gladstone Marina

- North-western corner of Marina transformed with the construction of a Nav Aids Complex for the Department of Transport and a Boating Patrol Facility for the Department of Primary Industries.

1993/94

- 670 vessels
- Imports: 8,824,741; Exports: 23,730,706

RG Tanna Coal Terminal

- March 1994 - the final stage in a program of progressive and strategic duplication of the main coal handling facilities was completed.
- Plans for the construction of an additional stockpile area (Stockpile No. 13).

Auckland Point

- Detailed design work on access roads and services for the future container terminal site located in the Auckland Point/Barney Point area.
- Preparations underway for a stockpile area to store in excess of 80,000 tonnes of woodchip.

One vital development for both the Marina and the Gladstone region was the establishment of the Gladstone Campus of Central Queensland University.

Gladstone Marina

- The construction of a bascule bridge was completed. It was named the "Matthew Flinders Bridge" and officially opened by the Queensland Premier, the Honourable Wayne Goss, on 7 December 1993.

Port Land

- Focus on reclamation work for the expansion of the RG Tanna Coal Terminal.
- Earthworks projects also carried out in Gladstone Marina, which enabled the construction of Stage 1 of the Gladstone Campus of Central Queensland University and for the future construction of the Department of Environment and Heritage's complex.



CHAIRMEN OF THE BOARD

FROM INCEPTION IN 1914 THROUGH TO THE 1990s

Mr W N Kingdon	1914 - 1916
Mr T Morgan	1916 - 1917
Mr I S Crow	1917 - 1918, 1920 - 1922, 1923 - 1924, 1927 - 1929
Mr W J Prizeman	1918 - 1919
Mr J H Kessell	1919 - 1920, 1922 - 1923
Mr G G Dennis	1924 - 1927
Mr A E Easterby	1929 - 1930
Mr A W Drewe	1930 - 1935, 1937 - 1938, 1942 - 1943, 1946
Mr E W Crow	1935 - 1936
Mr W J Prizeman	1936 - 1937, 1938 - 1942
Mr C W B Macfarlan	1943 - 1946
Mr W R Golding	1946 - 1949, 1958 - 1979
Mr M Hanson	1949 - 1958
Mr A W O'Rourke	1979 - 1988
Mr G R M Fenton	1988 - 1990
Mr L M Zussino	1990 - 1999

ABOVE: L-R: Mr. D. Neill-Ballantine (Calliope Shire), Mr. M. Fenton (QLD Govt), Mr. C. Marshall (Monto Shire), Mr. B. Jordan (Secretary), Mr. W. Golding (Miriam Vale Shire/Chairman), Mr. R. Tanna (Engineer/Manager), Mr. A O'Rourke (QLD Govt/Deputy Chairman), Mr. W. Prest (City of Gladstone), Mr. J. Grant (Calliope Shire), Mr. J. Semple (Banana Shire).

ENGLISH WORD TRANSLATIONS

BAILAI (BYELLE, BYELE)

A baby	Wondoo	Father	Meegan	Sister-elder	Darwar
A black woman	Wooroo	Fire	Boowi	Sister-younger	Koondoolan
A blackfella	Kingkel	Fish	Goodna	Skin	Korral
A white man	Koowin	Fly	Moolum	Sleep	Yeengan
A young man	Wondool	Foot	Didna	Snake	Darm
An old man	Darl	Grass	Bowan	Stone	Dargin
An old woman	Barbooran	Hand	Mooloom	Sun	Kine
Bark	Kooka	Head	Karun	Teeth	Puta
Beard	Yan	Hill	Biapa	The Blacks	Booma
Black duck	Goonanga	Hungry	Tooloorin	Thigh	Karl
Blood	Koomi	Kangaroo	My	Three	Koorel
Boomerang	Darga	Laughing jackass	Toonee	Thunder	Broomgi
Breasts	Doolgool	Moon	Elam	Tomahawk	Mareway
Brother-elder	Marm	Mosquito	Boowan	Tongue	Dalmin
Brother-younger	Weegool	Mother	Yaya	Track of a foot	Eli
Camp	Koonim	Mouth	Tonka	Two	Booli
Crayfish	Didbee	Native companion	Goolonga	War-spear	Kiam
Crow	Toonwell	No	Wondo	Water	Koonga
Ear	Bidna	Nose	Piree	White cockatoo	Keegoom
Egg	Booroom	One	Webben	Wild dog	Meeree
Emu	Nurin	Opussum	Koommonka	Wind	Beeyan
Excrement	Koodna	Pelican	Parangool	Wood duck	Goochang
Eye	Mill	Rain	Bonoo	Yes	Koal
Father	Koolkin	Shield	Koomar		

GOORENG GOORENG

Axe/stone	Dukkeel	Fish hawk	Gillan	Owl	Nyarla
Beach	Balarm	Fish/general	Gooral	Oyster	Deewah
Blossom	Yarra	Fishing net	Boonjilli	Parrot	Goothouthah
Boat/canoe	Goondool	Flame	Boree	Pebble	Wellair
Boomerang	Bugarn	Flying fox	Barung/Bulgwoyn	Pelican	Gooloolagum
Boy	Dubarl	Forest/bush	Guparl	Pigeon	Wonarlum
Bream/boney	Goonyill	Frog	Ghunghunbil	Place of shells	Yallarn
Brown hawk	Kalloom	Galah	Toolah	Platypus	Dunbye
Butterfly	Yulehlah	Grass	Baan	Plum tree	Noosgoom
Campsite/home	Waybear	Gumtree	Yarrandjee	Possum	Dillar
Catfish	Gineegooral	Honey	Kubbye	Prawn	Ghukn
Cave	Dukkeelwaybere	Horse	Yarraman	Pretty face wallaby	Kooraweena
Children	Duppeel	Ice/frost	Nghitooon	River	Kooroon
Cloud/rain	Boonoo	Ironbark	Jhoongee	Salmon	Chillbine
Corroboree/dance	Nureegoo	Island	Dhoogoon	Sand	Balarm
Crab	Ghukn	Kangaroo rat	Bye	Scrub	Guparl
Crane	Gurkinyooloom	Kangaroo	Booroo	Sea hawk	Takoko
Creator/God	Barrarbee	Koala	Ghoolar	Sea Oak	Yurimblah
Creek	Durargoon	Kookaburra	Ghukoonghn	Sea	Whoolghn
Crocodile	Garrarbee	Leaf	Gillair	Silver jewfish	Bunda
Crow	Wongwong	Lightning	Deil	Smoke	Boolim
Day	Ngheeree	Lizard/gecko	Ghyrmarhl	Snake	Wungye
Dingo	Mirree Gurrum	Magpie	Ghooloo	South	Yingore
Dove	Wonarlum	Meat	Guthoo/Jarm	Stars	Toongoongool
Duck	Nurar	Milk	Marm	Stone	Dukkeel
Dust	Boonim	Money	Dukkeel	Stormbird	Darlaren
Eaglehawk	Goolyair	Moon	Narnooloom	Sun	Ghinmine
Earth/soil/dirt	Thdou	Mountain	Woondoo	Sunrise	Ghinmine wobarn
East	Goondoo	Mt Larcom	Pyelee	Sunset	Ghinmine ghurnmam
Eel	Yinbol	Mud	Dareraregair	Thunder	Booroomgar
Egg	Dile	Mullet	Goorool	Turkey	Wugoon
Emu	Morben	Mussel	Mumoy	Turtle	Millbee
Figtree	Boolarbee	Night	Nyoolmin	Wind	Baarne
Figtree	Bularbi	Noon	Ghinmineburye		
Fire	Ngorn/nyorn	North	Dhurye		

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*The rare Kookaburra shells or *Biplex pulchellum* also known as *Gyrineum jacundum*, can be found on muddy substrates particularly around the Gladstone region. It is one species of several known as Kookaburra Shells because it resembles a Kookaburra's head when viewing the shell from its side profile. These shells are not found outside the Gladstone latitude except for isolated occurrences.*

