



Annual Audit Compliance Report Form

Environmental Protection Act 1986, Part V Division 3

Once completed, please submit this form either via email to info@dwer.wa.gov.au, or to the below postal address:

Department of Water and Environmental Regulation
Locked Bag 10
Joondalup DC WA 6919

Section A – Licence details			
Licence number:	L4275/1982/15	Licence file number:	INS-0001135
Licence holder name:	Mid West Ports Authority		
Trading as:	Mid West Ports Authority		
ACN:	73 384 989 178		
Registered business address:	PO Box 1856, Geraldton WA 6531		
Reporting period:	01 / 07 / 2024 to 30 / 06 / 2025		

Section B – Statement of compliance with licence conditions
Did you comply with all of your licence conditions during the reporting period? (please tick the appropriate box)
<input type="checkbox"/> Yes – please complete: <ul style="list-style-type: none">• section C;• section D (if required); and• sign the declaration in Section F.
<input checked="" type="checkbox"/> No – please complete: <ul style="list-style-type: none">• section C;• section D (if required);• section E; and• sign the declaration in Section F.

Section C – Statement of actual production	
Provide the actual production quantity for this reporting period. Supporting documentation is to be attached.	
Prescribed premises category	Actual production quantity
58: Bulk material loading or unloading; premises on which clinker, coal, ore, ore concentrate or other bulk granular material (other than salt) is loaded onto or unloaded from vessels by an open material loading system	A total of 16,015,680 tonnes of regulated bulk granular products were handled through the Geraldton Port during the reporting period. Note: this excludes Grain, Petroleum, General Cargo, Stockfeed and Livestock.
58A: Bulk material loading or unloading; premises on which salt is loaded onto or unloaded from vessels by an open material loading system	0 Tonnes

Section D – Statement of actual Part 2 waste discharge quantity	
Provide the actual Part 2 waste discharge quantity for this reporting period. Supporting documentation is to be attached.	
Prescribed premises category	Actual Part 2 waste discharge quantity
N/A	

Section E – Details of Non-Compliance with Licence Condition			
Please use a separate page for each condition with which the licence holder was non-compliant at a time during the reporting period.			
Condition no:	30	Date(s) of non-compliance:	09/09/2024; 10/11/2024; 24 – 28/12/2024; 16/04/2025; 16, 17, 18, 21, 25, 26/03/2025; 26 – 27/05/2025; 30 – 31/05/2025
Details of non-compliance:			
<p>Condition 30 of the Licence requires that ambient air quality monitoring for particulates as PM₁₀ shall be continuous, with gaps of no more than 2 hours in a 24-hour period, and that monitoring is continuous during the handling of metal concentrates.</p> <p>Across the dates listed, various monitoring interruptions occurred due to equipment failures, power outages, UPS malfunctions, or operational delays. These incidents led to non-compliances with Condition 30.</p>			
Date(s)	Location / Unit	Cause	Duration/Impact
09/09/2024	All TEOMs	System-wide data outage (unknown root cause)	>8 hrs of downtime per site, invalid day
10/11/2024	Berth 1 TEOM	Power outage + UPS failure	>2 hrs downtime, invalid day
24–28/12/2024	Lemmon Road TEOM	UPS fault	Invalid days
16/04/2025	All HVAS	Late sampling due to last-minute ship schedule change	Missed ~40 mins monitoring of metal concentrate loading at Berth 4
16–26/03/2025 (6 days)	Berth 1 TEOM	A/C failure causing rack temp shutdowns	>2 hrs downtime each day, invalid days
26–27/05/2025	Port Way TEOM & HVAS	Planned electrical upgrade	Invalid days
30–31/05/2025	Connell Road HVAS	Consecutive power trips	2 invalid sampling days
Please refer to the 2024/2025 Quarterly Air Quality Monitoring Reports for further detail.			
What was the actual (or suspected) environmental impact of the non-compliance?			
<p>NOTE – please attach maps or diagrams to provide insight into the precise location of where the non-compliance took place.</p>			
No significant environmental harm is suspected from any of these non-compliances.			
Cause (or suspected cause) of non-compliance:			

<ul style="list-style-type: none"> • Network/system outages • Power outages and UPS failures • Scheduled electrical upgrades • Late notice of operational changes • Equipment malfunctions (e.g. TEOM air conditioner failure) • Operator error 	
Action taken to mitigate any adverse effects of non-compliance and prevent recurrence of the non-compliance:	
<ul style="list-style-type: none"> • Faulty UPS units at Berth 1 and Lemmon Road replaced • Power supply fault at Connell Road repaired by electrician • Air conditioning unit for Berth 1 TEOM replaced • Port Way compound electrical upgrade completed to reduce future risk • Internal communications improved to flag ship schedule changes earlier 	
Was this non-compliance previously reported to DWER?	
<input checked="" type="checkbox"/> Yes, and	
<input type="checkbox"/> Reported to DWER verbally	Date: / /
<input checked="" type="checkbox"/> Reported to DWER in writing	Date: Reported in 2024/2025 Quarterly Air Quality Reports



Section E – Details of Non-Compliance with Licence Condition

Please use a separate page for each condition with which the licence holder was non-compliant at a time during the reporting period.

Condition no:	Condition 5	Date(s) of non-compliance:	23/05/2025
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Details of non-compliance:

Condition 5 of the Licence states *the licence holder must; (a) implement all practical measures to prevent stormwater run-off becoming contaminated by the activities on the premises; and (b) treat contaminated or potentially contaminated stormwater as necessary prior to being discharged from the premises.*

On 23 May 2025, during a 5 mm rainfall event, iron-ore-contaminated stormwater was discharged to the commercial harbour from multiple locations within the port.

A turbid plume was observed on the southern side of the harbour, adjacent to Berths 3 and 4, resulting from surface runoff from the mineral storage area on Gillam Road. A second localised plume was observed adjacent to Berth 5, linked to runoff from port infrastructure, including the Berth 5 deck and conveyor gallery. The event occurred between approximately 08:00 and 11:00 hrs.

This rainfall event was considered a "first flush" following a prolonged dry period and was the first significant rainfall of the 2025 winter season.

What was the actual (or suspected) environmental impact of the non-compliance?

NOTE – please attach maps or diagrams to provide insight into the precise location of where the non-compliance took place.

The plumes were observed to be localised and short-lived, with no visual impact at the entrance to the harbour and no impact to adjacent Champion Bay. The turbid water remained suspended for a short period before dispersing naturally.

The discharge was confined to the commercial harbour, with no observed harm to the marine environment beyond the berth areas.

Cause (or suspected cause) of non-compliance:

The event was caused by runoff during the first significant rainfall of the season. The accumulation of fine iron ore material on hardstand and infrastructure surfaces contributed to increased turbidity in stormwater runoff from Gillam Road and Berth 5 infrastructure.

Action taken to mitigate any adverse effects of non-compliance and prevent recurrence of the non-compliance:

- Preventative measures were in place prior to the rainfall event, including geofabric drain covers, rock filters, and routine drainage maintenance.
- Vacuuming and cleaning of spoon drains and Humeceptors was completed prior to the event to reduce the risk of contamination in stormwater runoff.
- In December 2024, upgrades to the Fenix Newhaul truck unloader were completed, which has since resulted in a substantial reduction in iron-ore-contaminated stormwater runoff within the catchment.
- A third-party review of the port's stormwater drainage system is currently underway to

<p>identify infrastructure upgrade opportunities that could further improve the treatment and management of stormwater.</p>	
<p>Was this non-compliance previously reported to DWER?</p>	
<p><input checked="" type="checkbox"/> Yes, and</p>	
<p><input type="checkbox"/> Reported to DWER verbally</p>	<p>Date: / /</p>
<p><input checked="" type="checkbox"/> Reported to DWER in writing</p>	<p>Date: 23/05/2025 – ICMS 94694</p>



Section E – Details of Non-Compliance with Licence Condition

Please use a separate page for each condition with which the licence holder was non-compliant at a time during the reporting period.

Condition no:	Condition 12 (Table 2) Condition 40	Date(s) of non-compliance:	20/03/2025
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Details of non-compliance:

Condition 12 of the licence states that *iron ore product must be stored within enclosed shed*, and Condition 40 requires *notification for any failure or malfunction of pollution control equipment, or any incident which has caused, is causing or may cause pollution*.

At approximately 12:29 am on 20 March 2025, a localised structural failure occurred at the northwestern end of the Lease 88 iron ore storage shed, leased by Newcam Minerals and operated by Campbell Transport.

Roughly three metres of internal sheet metal panelling collapsed while a front-end loader was pushing up the iron ore stockpile. This resulted in an estimated 500 kg of magnetite fines spilling over the internal concrete wall and into the adjacent rail corridor. The concrete wall itself remained intact.

The failure occurred during material handling activities for a Terra Mining iron ore product. The shed's tripper was not operating in the affected area at the time. The operator halted activity and pulled material back immediately upon observing the failure to prevent further spillage.

What was the actual (or suspected) environmental impact of the non-compliance?

NOTE – please attach maps or diagrams to provide insight into the precise location of where the non-compliance took place.

The spill affected an estimated area of 3 m² within the rail corridor. There was no discharge to marine or stormwater systems, and the environmental impact was considered short-term and low risk. Wind conditions were light (average 5 knots from the south), and the structure of the shed offered protection, limiting the potential for airborne dust dispersion.

No pollution or long-term environmental harm is suspected.

Cause (or suspected cause) of non-compliance:

The internal sheet metal panels failed due to overloading from stockpile push-up activities using a front-end loader. The panels were not designed to withstand such loading pressure, and the mechanical impact exceeded their structural capacity.

Action taken to mitigate any adverse effects of non-compliance and prevent recurrence of the non-compliance:

- The operator ceased pushing up immediately and pulled back the material from the damaged section to avoid further spillage.
- MWPA Rail Supervisor inspected the rail corridor and confirmed no rail safety hazard existed.
- MWPA coordinated cleanup of the spill using a bobcat, returning the product to the shed by 1000 hrs on 21 March 2025.
- Repairs to the damaged sheet panels were completed once contractor access to the shed

<p>became available and stock levels allowed safe entry.</p> <ul style="list-style-type: none"> • A follow-up discussion was held with the shed operators to review material handling practices near wall panels to avoid recurrence. 	
<p>Was this non-compliance previously reported to DWER?</p>	
<p><input checked="" type="checkbox"/> Yes, and</p>	
<p><input type="checkbox"/> Reported to DWER verbally</p>	<p>Date: / /</p>
<p><input checked="" type="checkbox"/> Reported to DWER in writing</p>	<p>Date: 25/03/2025 – ICMS 91577</p>



Section F – Declaration

I declare that the information in this Annual Audit Compliance Report is true and correct and is not false or misleading in a material particular¹.

I consent to the Annual Audit Compliance Report being published on the Department of Water and Environmental Regulation's (DWER) website.



Date:	26 August 2025	Date:	
Seal (if signing under seal):			

¹ It is an offence under section 112 of the *Environmental Protection Act 1986* for a person to give information on this form that to their knowledge is false or misleading in a material particular.

² AACRs can only be signed by the licence holder or an authorised person with the legal authority to sign on behalf of the licence holder.