



## 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](mailto: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:	2011/000451-3
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 / 2021 to 30 / 06 / 2022		

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"><li>section C;</li><li>section D (if required); and</li><li>sign the declaration in Section F.</li></ul>
<input checked="" type="checkbox"/> No – please complete: <ul style="list-style-type: none"><li>section C;</li><li>section D (if required);</li><li>section E; and</li><li>sign the declaration in Section F.</li></ul>

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 12,819,570 tonnes of licenced commodities 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:	Schedule 2	Date(s) of non-compliance:	24/07/2021
Details of non-compliance:			
Lemmon Road TSP (LR) experienced an electrical fault on 24 July 2021 during a background sampling day. The sample for Lemmon Road for the period was invalid.			
What was the actual (or suspected) environmental impact of the non-compliance?			
<b>NOTE</b> – please attach maps or diagrams to provide insight into the precise location of where the non-compliance took place.			
There is no expected environmental impact.			
Cause (or suspected cause) of non-compliance:			
An electrical fault			
Action taken to mitigate any adverse effects of non-compliance and prevent recurrence of the non-compliance:			
The faulty HiVol unit has been replaced with a new unit.			
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: 30/10/2021 in Q1 Air Quality Monitoring Report	

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:	3.2.1- Continuous Monitoring during Shiploading Event	Date(s) of non-compliance:	25/07/2021 – 26/07/2021
Details of non-compliance:			
Port Way TEOM (PW) experienced a fault from 0820hrs 25 July 2021 to 1020hrs 26 July 202. PW TEOM PM10 results for the 25 July and 26 July are invalid due to having a no data period greater than 2 hours.			
What was the actual (or suspected) environmental impact of the non-compliance?			
<b>NOTE</b> – please attach maps or diagrams to provide insight into the precise location of where the non-compliance took place.			
There was no 'Shiploading Event' during the fault. As wind conditions were mostly from the East and West during the fault, any dust not measured during the fault would have been from offsite sources.			
Cause (or suspected cause) of non-compliance:			
An incorrectly set up Uninterruptible Power Supply (UPS).			
Action taken to mitigate any adverse effects of non-compliance and prevent recurrence of the non-compliance:			
The UPS set up was corrected			
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: 30/10/2021 in Q1 Air Quality Monitoring Report	



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:	3.2.1 – Monitoring of Ambient air quality for Lead and Copper to be continuous during shiploading events.	Date(s) of non-compliance:	13/11/2021
Details of non-compliance:			
HiVol sampling was not completed as required over the weekend for Copper Concentrate Vessel Ken SEI. The sampling units were left to run 48 hours, causing 2 days of invalid samples.			
What was the actual (or suspected) environmental impact of the non-compliance?			
<b>NOTE</b> – please attach maps or diagrams to provide insight into the precise location of where the non-compliance took place.			
<p>No suspected impact.</p> <p>Wind for 13/11/2021 was mostly from the south-west, away from monitors and receptors.</p> <p>Wind for 14/11/2021 was from the north-east. The monitor downwind of loading did not show elevated levels of dust.</p> <p>Copper levels were not elevated two days later when sampled.</p>			
Cause (or suspected cause) of non-compliance:			
A work scheduling and communication issue resulted in sampling not being completed by operational staff rostered over the weekend.			
Action taken to mitigate any adverse effects of non-compliance and prevent recurrence of the non-compliance:			
The importance of ensuring sampling is completed was communicated with relevant personnel to ensure monitoring undertaken as required in future.			
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: 31 / 01 / 2021 in Q2 2021/2022 Air Quality Monitoring Report	

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:	3.2.1 – Monitoring of Ambient air quality for Lead and Copper to be continuous during shiploading events.	Date(s) of non-compliance:	05/02/2022
Details of non-compliance:			
The Post Concentrate HiVol samples for MV Ken Breeze 05/02/2022 had insufficient run time to be valid. This was due to a suburb wide power outage from 0840hours to 1030hours on 06/02/2022.			
What was the actual (or suspected) environmental impact of the non-compliance?			
<b>NOTE</b> – please attach maps or diagrams to provide insight into the precise location of where the non-compliance took place.			
The wind direction was from the South-West throughout the day and as such none of the compliance monitors were downwind of post loading operations for the vessel on Berth 6.			
Cause (or suspected cause) of non-compliance:			
A suburb wide power outage			
Action taken to mitigate any adverse effects of non-compliance and prevent recurrence of the non-compliance:			
No actions were applicable			
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: 27/ 04/2022 in Q3 Air Quality Monitoring Report	

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:	Schedule 2- A Background Sample will be collected every six days to obtain five samples per month.	Date(s) of non-compliance:	16/02/2022
Details of non-compliance:			
The Port Way Background HiVol samples were not deployed as scheduled. There was a power outage local to Port Way on 16/02/2022 from 1125hours to 1300hours, which prevented the samples from being deployed. The missed background sample was not rescheduled later in the month due to a high number of Concentrate loading days. 4 background sampling days were completed in February.			
What was the actual (or suspected) environmental impact of the non-compliance?			
<b>NOTE</b> – please attach maps or diagrams to provide insight into the precise location of where the non-compliance took place.			
There is no suspected environmental impact.			
Cause (or suspected cause) of non-compliance:			
A power outage			
Action taken to mitigate any adverse effects of non-compliance and prevent recurrence of the non-compliance:			
No actions were applicable			
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: 27/04/2022 in Q3 2021/2022 Quarterly Air Quality Monitoring Report	

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:	1.2.5 (a) implement all practical measures to prevent stormwater run-off becoming contaminated by activities on the premises; and (b) treat contaminated or potentially contaminated stormwater as necessary prior to being discharged from the premises.	Date(s) of non-compliance:	27/03/2022
Details of non-compliance:			
As a result of heavy rainfall experienced over a short duration on Sunday 27 <sup>th</sup> March, visual plumes of elevated turbidity were observed in the commercial harbour. Elevated turbidity was evident along Berth 5 and is believed to have discharged into the harbour via several licenced stormwater outfalls including SW7, SW8, SW10 and SW11.			
What was the actual (or suspected) environmental impact of the non-compliance?			
<b>NOTE</b> – please attach maps or diagrams to provide insight into the precise location of where the non-compliance took place.			
Elevated turbidity and discolouration of water occurred in the marine environment, contained within the commercial harbour, for a period of less than 12 hours. No discolouration of water was observed at the entrance to the harbour, indicating no impact occurred to the wider marine environment of Champion Bay.			
Cause (or suspected cause) of non-compliance:			
Iron-ore dust present on berths, roads and infrastructure around the port became mobilised in stormwater during the rainfall event. Due to the volume of rainfall in short duration, the retention time was insufficient to retain iron-ore fines within the stormwater system, resulting in discharge through stormwater outfalls.			
Action taken to mitigate any adverse effects of non-compliance and prevent recurrence of the non-compliance:			
A review of the stormwater system is underway in response to the event. Housekeeping procedures will also be reviewed with iron-ore exporters to minimise the potential for contaminated stormwater in future events.			
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: 29/03/2022	

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:	Schedule 2- A Background Sample will be collected every six days to obtain five samples per month.	Date(s) of non-compliance:	31/03/2022
Details of non-compliance:			
No valid Background HiVol samples were collected 31/03/2022 as scheduled. This was due to a regional power outage on 01/04/2022 between 0700 and 0845. The HiVol unit dates had been set incorrectly and they did not re-start when the power outage ended. Due to the invalid samples only 4 background HiVol samples were completed for March.			
What was the actual (or suspected) environmental impact of the non-compliance?			
<b>NOTE</b> – please attach maps or diagrams to provide insight into the precise location of where the non-compliance took place.			
There are no suspected environmental impacts.			
Cause (or suspected cause) of non-compliance:			
A power outage in conjunction with incorrectly set HiVol Units.			
Action taken to mitigate any adverse effects of non-compliance and prevent recurrence of the non-compliance:			
Additional training was provided to the sampler involved.			
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: 27/04/2022 in Q3 2021/2022 Quarterly Air Quality Monitoring Report	





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:	1.3.4 - the licence holder shall ensure that measures are taken to prevent spillage entering the marine environment via the gap between the berth and the vessel.	Date(s) of non-compliance:	08/06/2022
Details of non-compliance:			
Spillage of fertiliser from grabs overtopping the hopper and into the marine environment occurred as a result of challenging wind and surge conditions. Spill plates were in place between the berth and the vessel, however spillage of product was observed between the spill plates, to the fender line and the marine environment.			
What was the actual (or suspected) environmental impact of the non-compliance?			
<b>NOTE</b> – please attach maps or diagrams to provide insight into the precise location of where the non-compliance took place.			
Approximately 200kg of urea was estimated to have been spilt from Berth 6 to the marine environment. Urea is soluble in water and would have resulted in elevated nutrient levels within marine waters in proximity to Berth 6. This is expected to have dissipated quickly due to surge conditions in the harbour. Environmental impact is considered to have been short-term and contained within the commercial harbour.			
Cause (or suspected cause) of non-compliance:			
Fertiliser discharge operation not allowing for grabs to be appropriately lowered and aligned into the hopper prior to discharge. Design and positioning of spill plates did not provide full containment around bollards to prevent spillage to the marine environment.			
Action taken to mitigate any adverse effects of non-compliance and prevent recurrence of the non-compliance:			
<p>Urea spillage on Berth 6 and the fender line was immediately swept up and recovered using a vacuum truck. The incident was investigated by MWPA and contracted stevedore with actions to prevent recurrence including:</p> <ul style="list-style-type: none"> <li>- Procedure for fertiliser discharge reviewed to ensure berth sweeping operations conducted continually during discharge; and operations ceased to allow for berth sweeping as required.</li> <li>- Training practices for crane operators reviewed, particularly in relation to managing surge and wind condition.</li> <li>- Engineering design of spill plates to be reviewed to provide improved coverage around bollards.</li> </ul>			
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: 09/06/2022	

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:	3.2.1- Continuous Monitoring during Shiploading Event	Date(s) of non-compliance:	21/06/2022
Details of non-compliance:			
At around 9am on 21/06/2022 there was a power outage to the Connell Road monitoring compound. At the end of the outage the uninterruptible power supply (UPS) unit remained in fault, preventing the TEOM from resuming sampling. At around 5pm the UPS was bypassed allowing sampling to resume. The 8 hours without sampling data resulted in the Port Way realtime PM10 data for that day to be invalid.			
What was the actual (or suspected) environmental impact of the non-compliance?			
<b>NOTE</b> – please attach maps or diagrams to provide insight into the precise location of where the non-compliance took place.			
There is no suspected environmental impact. There was no 'Shiploading Event' during the fault. The PW monitor was not downwind of the port for the majority of the fault period.			
Cause (or suspected cause) of non-compliance:			
A battery fault on the UPS connected to the TEOM data logger.			
Action taken to mitigate any adverse effects of non-compliance and prevent recurrence of the non-compliance:			
A new UPS installed the following day.			
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: 29/07/2022 in Q4 Air Quality Monitoring Report	

### Section F – Declaration

~~I / We~~ declare that the information in this Annual Audit Compliance Report is true and correct and is not false or misleading in a material particular<sup>1</sup>.

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

Signature <sup>2</sup> :		Signature:	
Name: (printed)		Name: (printed)	
Position:		Position:	
Date:	24 August 2022	Date:	
Seal (if signing under seal):			

<sup>1</sup> 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.

<sup>2</sup> 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.