

Date:	10/12/2024	Time:	4.30pm – 6.00pm	Location:	KDCCI Meeting Room – Karratha
Distribution:	Members of the PULSC and project webpage				
Facilitator:	Jamie Robertson	361 Degrees			
Attendees:	Jai Lovett	Community Member (online)	Kelly Luskan	SCJV - Community & Stakeholder Engagement Manager (Chairperson)	
	Jemma Martin	Community Member	Damon Carter	Perdaman - General Manager HSE & Heritage	
	Ben Breheny	Community Member (online)	Nick Fabriziani	SCJV - Indigenous & Heritage Manager	
	Nathan Hudson	Business Member	John Guyer	SCJV – Deputy Project Director	
	Chad Hillier	Community Member (online)	Danny Van Niekerk	SCJV – Construction Director	
	Richard Hancock	Pilbara Development Commission	Alan Keitzmann	SCJV - Permits & Approvals Lead	
	Jerom Hurley	City of Karratha			
	Guests	Mel Russell	SCJV – Human Resources Business Partner	Mike Fountain	Murujuga Aboriginal Corporation
Apologies:	Sarah Whelan	Karratha Districts CCI	Dean Kent	SCJV - Human Resources Manager	
	Reegan Smith	Business Member	Kim Wood	Murujuga Aboriginal Corporation	

NO.	ITEM / DETAILS
1	INTRODUCTIONS
1	The Traditional Owners of the land were acknowledged by the Facilitator. Participants were invited to introduce themselves and an overview of sessions was provided.
2	ACTIONS ARISING – July 2024 Meeting

NO.	ITEM / DETAILS
	<ul style="list-style-type: none"> The project raised the feedback from the first PULSC meeting with Main Roads. The Main Roads works have now been completed. Action closed. The project investigated if it was possible to generate local supplier procurement reports from ICN WA. Unfortunately, this is not possible, but the project continues to report WA figures in the Accountability Report Action Closed The movement of the modules from the port was covered in the meeting Action closed An update on the new worker accommodation arrangements were emailed to PULSC members in October and are also covered in the meeting. Action Closed.
3	WORKFORCE UPDATE
	<ol style="list-style-type: none"> Changes to Roster – the project is transitioning to Virgin Charter flights from December 2024. Approval has been received from the Steering Committee to change staff rosters to 19:9 for the white collar workforce. Plan is to fly staff out on R&R’s Saturday mornings (Day 1) returning on Monday morning (Day 1). This will enhance workforce wellbeing while further reducing the risk of adverse construction workforce interaction with the local community. There are currently 500 people working onsite. Construction / extension of the Best Western Plus Ranges – the project has made a significant investment to underwrite the development of the Best Western Plus Ranges, expanding to 1,280 rooms. The modules are being constructed overseas and will start to arrive in Karratha in early 2025. The development has been designed to allow for multiple future uses and is being built to hotel specifications – see image below of external facade. The project will use the Best Western Plus Ranges as its primary worker accommodation for the construction phase of the Project. <div data-bbox="353 874 1200 1305" data-label="Image"> </div> Local Employment - 8% of the current workforce has been sourced locally. Indigenous participation is at 6% in the SCJV and 2% among sub-contractors. We believe the level of Indigenous employment among sub-contractors is higher and we are working with our sub-contractors to improve data collection.

NO.	ITEM / DETAILS
	<p>4. Diversity – With 18% female employees, the project surpasses industry benchmarks, where women account for approximately 14–15% of the construction workforce statewide. This achievement underscores the project's proactive approach to addressing gender disparities in a traditionally male-dominated field. The workforce's largest demographic, employees aged 45–54, aligns with broader Western Australian employer trends. This age bracket is particularly valuable for the construction industry, as it embodies a wealth of industry knowledge and technical expertise.</p> <p>5. Workforce transportation – The project is limiting the use of light vehicles on local roads by using dedicated coaches to transport personnel to and from site to the three camps currently being used by project – Civeo, Searipple and Velocity. These coaches are also completing airport drop off / collections.</p>
4	<p>PROJECT CONSTRUCTION UPDATE</p>
	<p>Project Highlights</p> <ul style="list-style-type: none"> • Project is on schedule • Concrete 14,450m³ installed out of 100,000m³ • Cooling tower pump main slab poured • Underground HDPE pipe installed to date 2,355m out of 6,705m, hydrotested 240m • Pile testing so far 246 all passed • Earthworks commenced at Pilbara Port Authority (PPA) for the Urea Storage Building • Trial pits completed in the DWA corridor and PPA area • Department of Water and Environmental Regulation (DWER) visit successfully completed • SCJV is tracking at 6.2% of total hours performed by Indigenous employees (target is 3% for total project incl. Subcontractors) • No reports of adverse workforce interactions in the local community <p>Project Lookahead</p> <ul style="list-style-type: none"> • ABB substations fabrication • Urea Sheds Construction Subcontract Award – Foundations now IFC, steel in fabrication • Load out for first PAR's – Ship booked for 29/Jan to begin loading • Completion of current crushing license (850,000 tons). Approval for additional in progress • Self-perform detailed backfilling around foundations • Installation of mega Glass Reinforced Epoxy (GRE) spools at Cooling Tower • Award of U/G cable pulling Electrical Subcontractor • Ammonia Tank Ring Beam Pour • Civil Package 5 (Conveyor and Port foundations) Award • Port Earthworks – Drill, Blast and Rock Wall Stabilisation Commencing December • MOF Road Culvert Installation Commencing in December (by PPA)

NO.	ITEM / DETAILS
	<p>Module Deliveries</p> <p>We expect 1 module to be delivered each month. Due their size, weight and topography, each module will take two days to transport from the port to the site. The first modules are expected to arrive in Karratha in early 2025. Consultations with other Burrup stakeholders are underway to minimise the impact on neighbouring operations.</p> <p>Local Expenditure</p> <ul style="list-style-type: none"> • \$200 million+ in procurement contracts awarded to Karratha based companies. The project has spent approximately \$520 million with Australian suppliers. Local spend consists of: <ul style="list-style-type: none"> ○ Accommodation ○ Vehicle & machinery hire, bussing transport services & heavy equipment hire ○ Batching Plant ○ Security Services ○ Waste Management • \$20 million+ with local Indigenous owned companies. Currently on target at 41% of the Project's total target Indigenous spend.
5	<p>CLIENT UPDATE (PERDAMAN)</p>
	<p>Local Housing</p> <ul style="list-style-type: none"> • Perdaman has committed to building 100 new homes for Perdaman's operational staff – construction commenced October 2024. The target completion for Phase 1 (31 houses) is October 2025. Target completion for all 100 houses is June 2027 • Perdaman is prepared to assist the State Government to build additional housing for social and key workers (subject to final negotiations) <p>Perdaman Solar Power Plant</p> <ul style="list-style-type: none"> • The 1GB Maitland solar project is still in development, with FEED to commence in early 2025. <p>Future Community Investment*</p> <ul style="list-style-type: none"> • Perdaman is currently exploring opportunities to invest in hotel and short stay accommodation with F&B and wellness centre. We are also exploring the construction of a new childcare facility. These investments are in the early stages of exploration. * Subject to FID and approval.
6	<p>ENVIRONMENTAL PERFORMANCE</p>
	<p>The project has developed and implement full suite of approved environmental management plans and protocols for environmental protection. We also have comprehensive project obligation tracking that is undertaken by environmental consultancy Enveng. The</p>

NO.	ITEM / DETAILS
	<p>Department of Water and Environmental Regulation inspected the project in November 2024 and complemented the project on its environmental performance.</p> <p>Dust mitigation, monitoring analysis & recording is managed through an Air Quality Management Protocol. We have water carts onsite and real time air quality monitors measuring PM2.5 and PM10 dust particles. Noise monitoring is being managed through the Noise Management Protocol with permanent noise monitors onsite.</p> <p>The demolition of the shed at the port (classed as a contaminated site) to enable the delivery of the modules to site has removed an environmental hazard and also created new development land for the Pilbara Port Authority</p>
7	COMMUNITY INVESTMENT PROPOSAL
	<p>The SCJV has already made several small social investments including a school attendance program with Baynton West Primary School, that has been successful and is likely to be adopted by other local schools. The SCJV Local Community Initiatives (LCI) Procedure has been written and is awaiting final SCJV approval. The LCI is independent of the Social Impact Assessment /Social Impact Management Plan. A budget of \$200,000 has been allocated for social investment in 2025 and will be available after Clough/Webuild and Saipem have provided their final approval.</p> <p>The focus areas and potential recipients identified for 2025 are:</p> <ul style="list-style-type: none"> • Safety, Health and Wellbeing - Sporting Clubs, Cancer Support Services, Women and Men's Supports Services • Innovation and Education - Local Schools • Indigenous Partnerships – Indigenous Literacy, Cultural & Personal Development, Mental Health Support, early Learning Programs and Essential Services • Environment – Partnership with Cleanup Australia Day, rehabilitation and rescue of Native Fauna.
8	FEEDBACK AND PREFERENCES
	<p>Participants were asked to comment on their personal experience of attending the meeting. Participants indicated the meeting was informative and engaging and covered key issues that are of concern to the local community.</p>
9	OTHER BUSINESS
	<p>Participants raised questions during the meeting, and we have attempted to summarise the questions and answers below.</p>
Q1	<p>What was the driver for user charter flights?</p>
A1	<p>Once the workforce reached a certain level it made commercial sense to charter flights as these deliver savings to the project and also to lessen the impact on the commercial flights servicing Karratha.</p>
Q2	<p>Will the community benefit from the charter flights?</p>

NO.	ITEM / DETAILS
A2	Spare capacity on the charter flights can be shared with regular fare paying passengers – this is managed by the airline. While the project is continuing to increase its workforce there will be more seats available for the public, as the project reaches peak workforce the spare capacity will be reduced.
Q3	Will the charter flights continue during plant operations?
A3	No, the operations workforce will be based in Karratha.
Q4	Is there an opportunity to explore charter flights from the east coast with access to seats for regular fee-paying passengers?
A4	We understand the City of Karratha and the local community is keen to open an east coast air route and the SCJV has started exploratory conversations with stakeholders to assess the feasibility of introducing flights.
Q5	Is the Best Western Plus Ranges expansion a FIFO camp?
A5	No, it's a hotel standard development built in a resort style to cater for a range of future uses. While it can be used as FIFO accommodation, it is not transit worker accommodation design.
Q6	Who owns the Best Western Plus Ranges?
A6	The development is owned by a private developer with a long-term vision (15 years+). SCJV is underwriting the development, but it is not the owner.
Q7	How will the community benefit from the expansion of the Best Western Plus Ranges?
A7	The development has been designed to allow for multiple future uses and is being built to hotel specifications. Action: we will invite the developer to our next PULSC meeting.
Q8	Is it possible to have a high-level summary of the reasons why local businesses are not successful in the project's procurement process.
A8	All unsuccessful bidders have the opportunity to receive feedback. Action: We will collate a high level summary for the next meeting
Q9	Is the placement of the ammonia tanks in proximity to Burrup Rd problematic in an emergency (during plant operations) given it is the only road in and out of the Industrial Area?
A9	Perdaman is currently engaged in operational emergency scenario and risk assessment planning. Action: Perdaman will provide an overview of the emergency planning process at the next meeting
Q10	Are the houses being built for Perdaman operations staff using Karratha based builders?
A10	Yes, local builders have been engaged to construct the houses.
Q11	Will funding for the SCJV local community initiatives be investment in projects or donations?

NO.	ITEM / DETAILS
A11	The design of the funding allows for both donations and investment
Q12	Can the SCJV community initiatives be integrated into the Social Impact Management Plan?
A13	The introduction of a fund to support community initiatives is independent of social impact management and was not identified as an impact management requirement. The fund is a goodwill initiative to support local initiatives as a reflection of Clough/Webuild and Saipem's commitment to good corporate citizenship.
Q14	Will the PULSC has a role to play in determining funding priorities and recipients?
A14	The funding initiative must be consistent with the comprehensive corporate and accountability requirements of both Clough/Webuild and Saipem. Action: At the next meeting provide an overview of the decision-making process.
10	Meeting Closed
	The meeting closed at 6.00pm.