

Smithson Planning

From: "smithson" <smithson@smithsonplanning.com.au>
To: "Brad Williamson - Albany Port Authority" <brad@albanyport.com.au>
Sent: Wednesday, 10 March 2004 4:31 PM
Attach: AustUSFTASeminar.zip
Subject: Re: Port Response - Rainbow 2000 - a Regional Planning Strategy for Albany & the Great
Thanks Brad - to clarify :

Bunbury and Koombana Bay - but more recently the State Government's announcement re : relocation of the Mineral Sands export facility from Marsden Hill to complete that program and foreshore access to the Bunbury peninsula.

Fremantle and Cockburn Sound - last remnants of livestock export and container traffic I suggest especially if the State Government does not implement the Fremantle Eastern By-pass.

Cossack (Roebourne) was original port, but Dampier was established for Iron Ore, and once again a separate facility for Woodside LNG - clearly the existing location for various reasons was inappropriate, and the government of the day realised the need to establish a new location.

Pt.Hedland - the old State shipping wharf in town might be ok for Salt but was never going to do the job for iron ore : there was the Goldsworthy facility across the harbour followed by Newman's facility to the south, but questions and a huge law case arose from incompatibility of land use activity even within the confines of the established port management framework.

One can only use so many words in a promotional tool to convey part of the message.

It is interesting that you view the Port's obligations from a commercial viewpoint - have you conducted a risk analysis for the Albany Port Authority and the Albany Port User Group in terms of insurance liability and anticipated operating premiums arising after accidents along the transport route and loss time production after access to the port is unavailable due to derailment for example.

What about the anticipated travel-times for port related traffic over the next twenty-years as trucks and trains try to make their way through suburbia to an ever-increasingly isolated port while maintaining compliance with noise emission standards under the Environmental Protection Act.

Does the Port have any intention of providing adequate services to the Cruise Ship industry to promote the quality of experience for international travellers that they are seeking - a significant entry exit statement to the region's tourism environment, not to mention the commercial opportunity associated with an International Airport in terms of diversifying the Port's investment portfolio and susceptibility to short-term market fluctuations.

You may care to examine the Cairns Port Authority's Annual Report and wonder why they are in that position.

Brad - as long as the Port Authority doesn't object to what others will want to do in the coming years on the Albany foreshore associated with the Albany CBD, heritage precinct, the Anzac celebration and the WA Bicentennial, we won't mind if you want to close the port through long-term ineffectual access.

You on the other hand as the Port Authority CEO will have to convince the community, Local Council, State Government and Federal Government to build a combination road / rail freeway along the foreshore, and instigate a buy-back program for residential / commercial property, or alternatively at some future point in time argue the case for port relocation to some other place based on whatever commodities might still be around at that time. Good luck.

I'll let you forward this e-mail to the offices of Alannah MacTiernan, Wally Cox and Jeremy Dawkins if you like.

I have every confidence in the planning processes associated with 'Central Place Theory' and 'Land Economy', and the score is 18-nil in favour of port relocation - I think you have had your best run at Council and we will see if the current and future State Government's are really committed to regional development in Albany.

I have attached the Registration Form for the forthcoming Australia-United States Free Trade Agreement Seminar - hopefully, I will see you and some of the APA Board Members there taking an interest in the future of import export commodities.

It is interesting documenting these discussions for future generational analysis.

Regards Neil.

----- Original Message -----

From: Brad Williamson - Albany Port Authority

To: smithson

Sent: Wednesday, March 10, 2004 3:11 PM

Subject: RE: Rainbow 2000 - a Regional Planning Strategy for Albany & the Great Southern

Neil

I have discussed this with the Board. Rainbow 2000 is well understood locally and in Perth and all the Board members are familiar with the arguments.

The charter of the Board is to run the port as required by the Port Authorities Act. Issues such as relocating the port are not a commercial requirement for the Board, as we are confident the current location will be adequate for port operations well into the future. Therefore the Board does not wish to investigate these concepts further, given the enormous public investment in the current location. Naturally, should our owners – the state government, have a different view, we would undertake their requirements.

I think your vision is better aimed at senior levels of elected government.

Thanks for the opportunity to review your literature. Sometime I'll have to clear up the relocated ports in your document – which include Bunbury, Port Hedland, Fremantle and Dampier. I am familiar with all these ports and am not sure what you mean when you imply they are relocated.

Regards

Brad

From: smithson [mailto:smithson@smithsonplanning.com.au]

Sent: Tuesday, 2 March 2004 3:18 PM

To: Brad Williamson

Subject: Rainbow 2000 - a Regional Planning Strategy for Albany & the Great Southern

Our Ref : W97-0100

Mr Brad Williamson
Chief Executive Officer
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2 March 2004

RAINBOW 2000® - a Regional Planning Strategy for Albany & the Great Southern
ALBANY 2014-18 RE-ENACTMENT® - a Major Event promoting the Anzac Tradition
ALBANY 2026® - a Bicentennial Celebration of European Settlement in Western Australia

In November 1997, Smithson Planning of Albany, consultants in Organisational Management, Town Planning & Environment Assessment, published under copyright the Rainbow 2000® Project.

10/03/04

I request the opportunity to brief the Board of the Albany Port Authority on the Rainbow 2000[®] Project, noting that the actual Board has never been briefed before, but that the majority of then Board Members did attend a presentation to the Albany Port User Liaison Group meeting of Friday 25 September 1998.

The most recent full presentation of the Rainbow 2000[®] Project was to the 7th Australasian Urban History Planning History Conference in Geelong (Victoria) – a copy of that paper is available from our web-site.

I have attached for information (copies in post today) the following discussion papers for distribution as appropriate :

- Two page Abstract of the Rainbow 2000[®] Project
- Two page briefing note on the transport task facing Albany
- A One-page response to the financial question arising from a previous briefing session
- A One-page promotional flyer distributed to all foreign diplomatic missions to Australia (in Australia).

You will appreciate that with any change management process, there is initial denial, followed by anger, then opposition and finally adaptation to that proposed change - the imperative progresses from want, to need, to have.

Albany & the Great Southern have been doggedly conservative over the last 30 years, but the State Government's commitment to the Albany Boat Harbour & Foreshore Development Project raises the spectre of confronting the future relationship between incompatible land use activities, which may well feature in the next State election.

The central issue for Albany and the Great Southern Region to resolve is the relationship between the City and the Waterfront, and what impact that will have on continuity of access to the Port for bulk material commodities. Inter-twined is the likely opportunity associated with the events of the Anzac years and ultimately, the State's bicentennial celebration in 2026-27 – both represent significant tourism and cultural heritage challenges.

A presentation requires about thirty minutes (including questions), and I look forward to meeting the Board.

Yours sincerely,
SMITHSON PLANNING

Neil Smithson

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