**Text updates**

**PAGE 3 - CASE STUDY**

**PROVIDING A COMPLETE SOLUTION AT THE PILBARA PORT AUTHORITY**

**The Project**

The Pilbara Ports Authority contracted Arc West Group to lead and manage the Berth 3 Wharf Refurbishment Project at the Port of Port Hedland. The project requires the removal of the old coal-tar epoxy coating from 2,500 square metres of the underside of the wharf, the repair of the main structural supports and the recoating of the area. The project commenced in early 2014 and will be completed in Q3 2015.

**The Challenge**

Managing operator exposure to the hazardous coal tar epoxy being removed and minimising the environmental impacts were critical challenges for the Arc West Group team to overcome. In addition, Berth 3 is the main petrol and diesel fuel terminal at the port and is also utilised for bulk exports, so it was necessary to ensure there was no interruption to wharf operations.

**The Outcome**

The Induction Disbonder system was initially tested by Arc West Group and proven to be the safest, cleanest and least disruptive method for the removal of the coal tar epoxy. Following testing, the system was mobilised to the work front utilised on approximately 2,500 square metres of structural steel including the top metre of 60 piles in phase 1 of the project. The rate of removal achieved under the difficult circumstances was 3 square metres per hour. The toxic coatings could then be easily collected, removed and disposed of in line with environmental regulations. To complete the phase 1 remediation works the Arc West team then sandblasted the structural steel and sections of the piles and applied 2 coats of high build high solids epoxy coating.

In summary, the Induction Disbonder system ensured working with old hazardous creosote coatings was made much safer, quicker and manageable in the conditions prevailing under the wharf.