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**Minutes of meeting held in Sealanes Centre, Richardson Road**  
Thursday, 19 November 2015

**ITEM 1 WELCOME AND INTRODUCTION OF MEMBERS**

The Chair welcomed all present and declared the meeting open at 4.15pm. The Chair asked all those present to introduce themselves.

**ITEM 2 RECORD OF ATTENDANCE/APOLOGIES**

**PRESENT:**

Chair	John Finch (JF)
Committee Members:	
Port Hedland Ratepayers Association	Dr Roger Higgins (RH)
Port Hedland Seafarers Association	Alan Mower (AM)
Port Hedland Chamber of Commerce	Arnold Carter (AC)
South Hedland Business Association (SHBA)	Brent Rudler (BR)
SHBA	Gloria Jacob (GJ)
Town of Port Hedland	Mal Osborne (MO)
Town of Port Hedland	Julie Arif (JA)
PPA Staff:	
Director Corporate and Government Affairs	Richard Barrett (RB)
Environment and Heritage Manager	Belinda Parker (BP)
Corporate Affairs	Albina Skender (AS)
GM Risk and Governance	Raechel Paris (RP) (guest left the meeting at 5.00pm)

**Apologies**

Melissa Wood (Care for Hedland), Pip Short (Greening Australia), Michelle Scott (PH Chamber of Commerce), Natasha Fry (Port Hedland Visitors Centre) and Garry Madson (Madson Mechanical Maintenance)

**General Business:**

**ITEM 3 RATIFICATION OF PREVIOUS MEETING MINUTES**

Members ratified previous meeting minutes as a true and accurate record.

**ITEM 4 OPERATIONS UPDATE**

*General Manager Operations, John Finch*

JF discussed the following topics:

- Recent monthly port statistics (Aug/Sep/Oct)
- Roy Hill commencement of operations (update on new berths at SW Creek)
- Annual maintenance dredging campaign (Juan Sebastiano Elcano/Elcano dredge)
- Main Street jetty upgrade - Construction is complete

- Safety update - National Safe Work Month campaign (Oct) and Working in the Heat campaign (Nov)
- Cyclone season preparations - PPA reviewing cyclone response checklists and plans

### Questions

**AM** Upon completion of the Lumsden Point facility, will PPA Berths return to public access?

**JF** No, these will remain a security regulated zone.

**GF** Are we expecting a big cyclone season?

**JF** PPA utilises the best weather forecasting system with data from the Bureau of Meteorology. It's forecasting a below average season, with the possibility of one significant cyclone event.

**Note:** The Main Street jetty is MSIC restricted with swipe card access only (commercial use only). The community will continue to have access to the existing jetty for recreational use.

## ITEM 6 ENVIRONMENT AND HERITAGE UPDATE

*Environment and Heritage Manager, Belinda Parker*

BP discussed the following topics:

- Cultural Heritage Management Plan (CHMP) and Heritage Action Plan
- De Grey River Mangrove Rehabilitation- overview of recent session
- Mangroves Ecosystems Community Seminar
- Golden Gecko Awards
- Utah Road clean-up

### Questions

**JA** What does the Heritage Specialist do?

**BP** Robert Brock is an archaeologist and anthropologist, specialising in European and Indigenous heritage. He produced PPA's CHMP, which ensures PPA complies with legislation and protects heritage values within our ports.

**RP** Robert was originally with the Department of Aboriginal Affairs (DAA), and seconded to PPA where he has been with us for three years.

**BP** He undertakes a large scope of work including the Burrup Peninsula in Dampier, consulting with a range of stakeholders and engaging with Traditional Owners.

**GJ** Can we obtain a copy of these documents?

**RB** PPA will provide you a link to these documents, which can be found on our website at <http://www.pilbaraports.com.au/Home/Environment-and-heritage/Cultural-Heritage-Management>

**MO** There was a recent media article regarding challenges faced with traditional owners on land and water around parts of the Port. What's the port's involvement in this?

- BP** This scenario didn't have anything do with the port. DAA are the regulators who have been questioned in this process.
- MO** Does this pose a risk to the port?  
**RP** No, it doesn't. PPA is engaging with the Marapikurrinya people, and this is going through a legal process to ensure they are the appropriate representatives of Traditional Owners.
- RH** How long does it take for a mangrove seedling to grow into something that's more mature as we've seen in the photos?  
**BP** It's difficult to say because there are three different species of propagules, however it's generally about eight months before they reach a stage suitable for planting.
- RH** Has PPA investigated the optimum time to plant these mangroves?  
**BP** PPA is perfecting its propagation technique through ongoing trials at its mangrove nurseries at the port and has planted seedlings after 8 months growth.
- AC** When is the next planting season?  
**BP** Greening Australia approached PPA initially (De Grey River) and we donated a thousand seedlings for this planting session. PPA is very keen to continue monitoring the De Grey River seedlings and is open to further opportunities for mangrove planting sessions in the future.
- AC** How long does the monitoring process take?  
**BP** It takes about two to three years to evaluate the results.
- JA** Was there a good turnout at the community seminar?  
**BP** It was a good turnout.

## **ITEM 7 COMMUNITY UPDATE**

*Director Corporate and Government Affairs, Richard Barrett*

RB discussed the following topics:

- Recreational boating safety campaign - update on the campaign
- Launch of Pilbara Portal - PPA's new stakeholder e-newsletter
- Community Support Initiative update

### **Questions**

- AC** The recreational boating safety campaign has been effective and there's been good feedback from the local yacht clubs. However, I've been hearing loud blasts (about three blasts) recently. Does this mean recreational vessels are in the way of commercial vessels?
- JF** Yes. The international signal of five or more rapid short blasts mean I am unsure of your intention and you should avoid taking actions.
- JA** I'm not a boating person, but I guess this means we'll be hearing more blasts from the port?

**JF** Recreational vessel safety is a real issue. Despite our campaign, we had three incidents in the last month. We have invested heavily into this program, and this will require ongoing education and promotion.

## **ITEM 8 PROJECTS / SPECIAL ISSUES**

*General Manager Operations, John Finch*

JF discussed the following projects and special issues:

- Premier's Award - Winner of the Developing the Economy category
- Port Hedland Dynamic Port Capacity Model - additional capacity in port
- Channel Risk and Optimisation Project - overview
- Integrated Marine Operations Centre update - shortlist of four respondents
- Towage Service Update - Rivtow Marine contract and update on PPA's second towage license
- Australian Shipping and Maritime Awards - PPA is a finalist in two award categories

### **Questions**

**RH** Is there a commercial outcome or income stream as a result of the Tidal Model Project?

**JF** No, this is model based on a study, along with maintenance dredging that has produced a new Chart Datum.

**MO** Does the new 577mtpa capacity mean that it's 'shut the gate' time for the port?

**JF** No, it doesn't. The next few slides on the Channel Risk and Optimisation Project will explain on how we can achieve even further capacity.

**RH** Was there pressure from the government for the port to increase its capacity, or was this a project that PPA had undertaken?

**JF** This was absolutely PPA's intention. Our responsibility is to facilitate trade. As the Harbour Master, it is my obligation to run a safe and efficient port. In my opinion, WA has the best legislation in the country, which not only requires you to run a safe port, but also requires you to run an efficient port.

**RH** Are there specific KPIs that PPA is targeting or does it compete with other ports?

**JF** PPA does have internal KPI's but we do not compete with other ports. As our CEO recently said, we only compete with ourselves. It's all part of continuous improvement.

**JA** Where does the spoil from the dredging go?

**JF** We are given environment approval for the spoil to be taken to a nominated area that's appropriate for its disposal.

**MO** Why is the shape of the channel the way it is? Why is it not simply straight?

**JF** We have taken advantage of natural depth.

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**ITEM 9 AOB**

- RH** Are local companies being considered for the tender process for the design and construct of the IMOC?
- JF** As part of the tender evaluation process, there was a weighting that supports local involvement.
- JA** Is Rivtow taking over Teekay's building?  
**JF** Probably. The Teekay building will be redeveloped as part of BHP's significant investment and upgrades (\$240 million) to existing facilities, including the new tug haven project at Hunt Point.
- AC** What's the timeline for the tug haven project?  
**JF** Lend Lease has been awarded the contract, and mobilisation for the project has already begun.
- AC** Was there a specific reason for a second towage operator in the port?  
**JF** We have assessed this by gauging the market appetite, which has indicated strong interest.
- JA** Why is BHP allowed to control all tug operations, including those for other port users such as FMG?  
**JF** It is part of their licence conditions. As part of their non-exclusive licence, they are obligated to provide towage services to other users in the port.
- JA** Do other users have to pay a proportion to use this towage service?  
**JF** Yes, it's a standalone business.
- AM** Once a second towage operator is announced, are they required to build a third tug haven?  
**JF** Yes. It's most likely to be developed behind Anderson Point or the Lumsden Point area.
- AC** What is the future of Lumsden Point?  
**JF** This will be market-driven. PPA is out there to drum up support for the facility. We are engaging with the Department of Lands, and looking at opportunities for the livestock industry to build a facility. There will be a forum on 7 December to gauge market needs and requirements in regards to livestock exports.
- GJ** Have there been conversations with the Department of Defense for maintenance and other services?  
**JF** Yes, including Australian Border Force. The PFSCUF (Pilbara Fabrication & Services Common Use Facility) has been engaged in this process.
- GJ** Is PPA aware of the Pilbara Economic Zone?  
**JF** We are, but this inquiry is best suited to our GM Development and Trade.
- RH** Will BHP still be constructing an additional two berths?  
**JF** It's difficult to say in this current market.

- JA** Will there be more competition in the harbour between the mineral exporters and the livestock industry?
- JF** There is no real conflict expected. Cattle ships are not deep draft large vessels so are not draft restricted like large bulk carriers.
- GJ** Has there been staff redundancies at PPA?
- JF** As part of our annual workforce planning, PPA reviews the workforce needs of the business and some positions were identified to become streamlined. A total of 12 positions across Perth, Dampier and Port Hedland were identified. Three positions were identified from Port Hedland.
- RB** Our updated organisational chart has not been released yet.
- MO** **QUESTION ON NOTE-** In the area south of the Great Northern Highway realignment, which is under the port's jurisdiction, there is a bad collection of paraphernalia. What will be done about this? Will this be released back to the Crown?
- JF** There will be a lands audit for the wreck of cars. PPA is working through this process with a Lands Usage Plan, also under development. PPA will update you of this at the next CCC meeting.
- JS** As part of a tourism strategy in Port Hedland, would PPA consider a cruise terminal at the port?
- JF** PPA is considered a regional port for cruise ships. Five is a good number for cruise ships. More than nine and there will need to be a significant regime of compliance, security and screening. There is also a cost impost that goes with this.
- JA** Would PPA turn away cruise ships?
- JF** No, however any proposal for a significant increase in cruise ship visits would need to go back to PPA's Board. There is a different level of expectations once you have over nine cruise ships.
- GH** This question refers to the land in Wedgefield. Would the port consider working together with local stakeholders to install a green screen, or planting mature sized trees to beautify the entrance to Port Hedland?
- JF** I'll take this on notice. As part of Lands Use Strategy, PPA will investigate longer term options.
- BH:** I want to commend the PPA on its achievements in 2015. It's been a great year and well done to the port.

### ITEM 10 ACTION ITEMS

Action No.	Action	Who
1	PPA to provide land use planning update for land south of Great Northern Highway alignment (Wedgefield) at next meeting.	JF

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2	AS to arrange PPA's Heritage Specialist to present to Port Hedland Historical Society on Cultural Heritage Management Plan and Heritage Action Plan.	AS
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**Date of next meeting:** March 2016

**Close of meeting:** 5:40pm