
Minutes of meeting held at PPA Offices, The Esplanade
Thursday, 21 July 2016

ITEM 1 WELCOME AND INTRODUCTION OF MEMBERS

The Chair welcomed all present and declared the meeting open at 4.00pm. As there were a few new people (sent as proxies for sitting members) and guests present, 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)
Town of Port Hedland	Chris Linnell (CL)
Town of Port Hedland	Cr Julie Arif (JA)
South Hedland Business Association	Brent Rudler (BR)
South Hedland Business Association	Jan Ford (JaF) (for Gloria Jacob)
South Hedland Business Association	Brad Young (BY)
Madson Mechanical Maintenance	Garry Madson (GM)
Guests:	
The Esplanade Hotel	Cat Cahill (CC)
The Esplanade Hotel	Fonda Grapsas (FG)
The Esplanade Hotel	David Thomas (DT)
Port Hedland RSL Club	Val Middleton (VM)
Port Hedland RSL Club	Robyn Middleton (RM)
Port Hedland RSL Club	Damian Tully (DT)
PPA Staff:	
CEO (Guest)	Roger Johnston (RJ)
IMOC Project Manager (Guest)	Steffen Hornei (SH)
Harbour Master Regional Ports (Guest)	Myron Fernandes (MF)
Director Corporate and Government Affairs	Richard Barrett (RB)
Environment and Heritage Manager	Belinda Parker (BP)
Corporate and Government Affairs Specialist	Amy Hill (AH)

Apologies

Pip Short (Greening Australia), Michelle Scott (PH Chamber of Commerce), Natasha Fry (Port Hedland Visitors Centre), Melissa Wood (Care for Hedland), and Gloria Jacob (South Hedland Business Association)

General Business:

ITEM 3 RATIFICATION OF PREVIOUS MEETING MINUTES

AC motioned previous meeting minutes as a true and accurate record; seconded by RH.

ITEM 4 ACTION ITEMS

Action Item 1: *Presentation to Port Hedland Historical Society*

- JF advised PPA's Heritage Specialist Rob Brock presented to the Society on 19 May.
- AC provided feedback that the presentation was well received.

**ITEM 5 PRESENTATION: INTEGRATED MARINE OPERATIONS CENTRE (IMOC)
PROJECT UPDATE**

IMOC Project Manager, Steffen Hornei

SH provided an overview and update of the IMOC project including:

- IMOC project delivery process
- Site location and IMOC building form
- IMOC features and benefits
- Project contract interfaces (tower/building, VTS System, and demolition)

Questions

RH What is the height of the new tower?

SH It will be around the same height as the existing control tower.

RH There doesn't appear to be any provision for a lightning conductor. Isn't that necessary?

SH Yes, it is in the plan for the Design and Construct (D&C) contractor to consider in their final design of the building.

RH Regarding the demolition, the tower is a bit of a local landmark. Is there anyway the tower could be kept or relocated?

SH The existing control tower was built in 1968 and is no longer suitable for the growing operations of the port. The building has become maintenance-intensive and there is early evidence of concrete cancer within the structure. It would also block the line of sight of the new IMOC tower should the existing tower be kept where it is. In regards to relocation, that could possibly be investigated if a third party was interested and had a safe and suitable location in mind, however safety factors for the long-term sustainability of the structure would need to be thoroughly investigated.

AC Would it be possible for the Port Hedland Historical Society to retain a small piece from the tower to house in our museum?

- SH** Yes, absolutely. That is something PPA is also interested in retaining. Our Heritage Specialist, Rob Brock, will also be coordinating an archival record of the building, which we could also provide a copy of to the Historical Society and Town of Port Hedland.
- CC** What will be the method of demolition?
- SH** We've had a contractor investigate a range of options. The current methodology we are looking at is to cut the tower into sections, which are then lifted by crane. The bottom sections would be demolished by an excavator.
- BY** Could the top of the tower be retained?
- JF** The tower does have early signs of concrete cancer so the issue is around safety. In terms of creating a monument somewhere, perhaps if the Town of Port Hedland was keen to relocate the top of the tower somewhere suitable, then that could be investigated. However the long-term sustainability of the structure is a major consideration.
- FG** How long does the installation of the VTS system take?
- SH** The VTS contractor will determine timeframes regarding the installation and transition. The VTS contractor will be onsite early and engaged with the D&C contractor to ensure the installation is an efficient and smooth process.
- VM** Can you clarify what you mean by concrete cancer?
- JF** It's like what rust is to metal. We have already cut out some sections at the top of the tower to mitigate the deterioration.
- RH** Is the concrete cancer more at the top or the bottom of the tower?
- JF** It is at the top.
- RH** It is a town monument and I liken it to what the Eiffel Tower is to Paris. I would really like to see the consideration of preserving the top somehow.
- SH** Our demolition methodology allows for that option, which is only a recent development. One year ago, we didn't know that option would be available to us.
- JF** I need to reiterate the safety factors that would need to be considered for any future use of the top of the tower.

ITEM 6 OPERATIONS UPDATE

GM Operations and Harbour Master, John Finch

JF discussed the following topics:

- Overview of PPA achievements for 2015/16 including a record annual throughput of 633.5 million tonnes (Mt)
- Marine Incidents – an overview of a broad range of marine incidents that occurred at the Port of Port Hedland over the previous quarter

- Maintenance dredging – to commence in late August 2016
- Safety update – no Lost Time Injury (LTI) in the period April to June 2016, resulting in a dropped LTI Frequency Rate to 0.55 (against a target of 2.7)

Questions

JaF Why are there so many mooring incidents?

JF With the big tides that we get in Port Hedland we do see a lot of mooring lines break (approximately two per month).

JA What does 'allision' mean?

JF When a ship runs into a fixed object (i.e. wharf or vessel that is stationery) that is allision, which is different from a collision which occurs between two moving objects.

AC How many incidents with recreational vessels would you have?

JF We average one or two per month. Large bulk carriers are draft restricted and do not have a good line of sight. Incidents usually result when people don't have a good understanding of the boundaries they need to keep around these large vessels. That's why it is very important to PPA to deliver its recreational boating safety campaign to keep getting the message out there. We report all incidents to the water police and some cases result in penalties.

JaF Are they always new or repeat offenders?

JF Mostly I would say new offenders.

RH Has there ever been a collision between a recreational vessel and a commercial vessel?

JF Not a direct collision, however there have been close calls and certainly we have had incidents where a recreational vessel is capsized in the wake of a large shipping vessel. In February this year we had an incident where a family of five, including children, ended up overboard when their boat capsized in the wake of a large vessel.

JaF (For those people involved in boating incidents) what ratio would you say have their boat registered?

JF We have been able to identify approximately 90% of people involved in incidents due to their registration.

JaF And they all live here in Port Hedland?

JF I would estimate 75% are residents.

JaF So you fine them and they don't repeat the offence. Sounds okay to me?

RJ The integrity of the shipping channel is absolute paramount. We keep records of every marine incident and they are reported monthly to our Board. I'll share an example of a serious incident we had recently. A recreational vessel was on the

western edge of the channel near the bend when they found conditions to be too bumpy to continue. They chose to cross to the eastern edge of the channel in order to come back, however they lost their engines mid-channel just as a bulk carrier was approaching. Luckily a tug boat at Hunt Point spotted the vessel in trouble and was able to push the craft out of the path of the commercial vessel. It was a very, very close call. This is why the training and education of the boating community must continue. PPA has been rolling this out for years and years and it is still a problem. We don't buy into the argument that it is only out-of-towners who need that awareness and understanding.

VM I have a boat and I've been fishing for 12 years. I've never seen an incident in that time. I would guess less than one per cent of boat users cause problems. The rest of the population are used to the big ships. The boating community get the impression PPA doesn't want fisherman in the channel at all. I personally don't go in the channel. The port has a heavy handed reputation for handling incidents and I understand that. Education has to be part of the solution; the port should come up with something that talks about the short sightedness of the ships.

RJ That is the story we tell with our campaign. The dangers can be fatal. That is why we cannot stop repeating the message.

JF We are talking about behavioural change and it is a continuous cycle. PPA will continue with the education campaign, but is a long-term, ongoing campaign. Behavioural change is not a short-term process. Those figures I've shared don't include security breaches, which would bring the recreational vessel incident statistics up to two to three per month.

ITEM 7 ENVIRONMENT AND HERITAGE UPDATE

Environment and Heritage Manager, Belinda Parker

BP discussed the following topics:

- Town Boat Ramp clean up – overview of PPA's recent clean up event that resulted in half a trailer of rubbish collected from the shoreline and roadside
- Vertebrate Pest Control – overview of PPA's program to reduce the threat of predation by feral cats and foxes on native animals
- Resource management – overview of PPA's various resource management programs and initiatives including efficient lighting, computer shut down campaigns and recycling

Questions

JA Why doesn't PPA recycle glass?

BP We've spoken to a range of recycling suppliers about that and the feedback we are getting is they don't accept glass.

JA Will the IMOC be a green building?

SH We are not aiming for a green star rated building as that is very difficult to achieve in the climate of the Pilbara. However yes, we are taking the overall principles and

approach to a green building and adopting that into the design of the IMOC where possible such as solar hot water systems, efficient lighting etc.

ITEM 8 COMMUNITY UPDATE

Director Corporate and Government Affairs, Richard Barrett

RB discussed the following topics:

- Stakeholder satisfaction survey – overview of the process and key outcomes from the 2016 survey
- Recreational boating safety campaign – overview of the 2016 campaign
- Community Support Initiative update – overview of recent Port Hedland-based CSI recipients; including the recently agreed sponsorship partnership between PPA and Town of Port Hedland
- Staff community grant – awarded to SAFE Port Hedland
- Pilbara Portal – members were alerted to the latest edition

Questions

RH What is the CSI budget?

RB Last year it was \$250,000 and this year it is \$320,000. The CSI budget is set by our Board each year.

ITEM 9 PROJECTS / SPECIAL ISSUES

General Manager Operations, John Finch

JF discussed the following projects and special issues:

- Towage services update – Pilbara Marine Pty Ltd had been announced as the successful respondent to provide a second tug service at Port Hedland
- Utah Point asset sale – update on the sale process
- Channel Risk and Optimisation Project update – including next steps regarding environmental approvals

Questions

JA How many tugs will Pilbara Marine have?

JF They will start with a fleet of nine tugs.

JA And this is in addition to the Rivtow tugs?

JF Yes, BHP runs 18 tugs as part of their operation.

AM How does that impact or benefit shipping movements?

JF It won't have any impact to shipping movements. All it does is create a competitive environment for tug services at the port.

AC Is PPA still giving a concession to Utah Point users?

JF Yes, for a further 12 months.

- VM** Who would be a potential buyer of Utah Point?
RJ Treasury have conducted a global search for potential buyers. It is difficult to say exactly who as PPA doesn't have insight into that process.
- VM** Given the size and significance of this port, has any thought been given to the security considerations of the sale of Utah Point?
RJ Those involved in the process are aware there needs to be federal security considerations.
- GM** What does (the sale) mean for Lumsden Point?
JF There has been interest at various stages but nothing confirmed as yet. It is available and waiting to be developed, potentially for livestock exports or lithium exports.
- RH** Does PPA have any say on whether Utah Point is for sale?
JF No.
- RH** Have PPA said to government they don't want to sell Utah Point?
RJ This process is entirely in the hands of PPA's shareholder (government). It is not appropriate for PPA's Board or Executive to comment on the direction of the shareholder.

ITEM 10 AOB

JF invited feedback from members regarding the format of the CCC meetings. JF advised PPA would soon embark on an EOI process for new members to apply. PPA will also confirm the intentions of all existing members if they wish to continue on the committee.

Feedback received:

- JA** The information provided at the meetings is wonderful. I find we share the information, we do get asked questions but generally I find the meetings a bit one-way. We are members so we can feedback information to our community. We need to make the discussion two-way, more of a conversation.
- BR** There is often speculation in the community about various projects and issues. These meetings provide the answers to the rumors going around. From a business perspective, we can then go back to our networks and provide clarification. I personally really benefit from being part of the committee.
- JF** I would encourage all our members not to wait for the next meeting to ask a question.
RB Yes, please get in touch with AH or myself at any time. We are also always happy to facilitate a presentation by PPA to your group or organisation if that is of interest.
- AC** The meetings are very informative. A project we are all very aware of is the town marina. Can we discuss it here in the meeting?
JF We have discussed the marina at previous CCC meetings and I'm happy to discuss it again today.

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- RJ** PPA cannot come out in the political arena and enter into a debate about the marina. We cannot transgress into the political field where Ministers will debate an issue. What we can do is put forward our concerns from an operational and safety perspective directly to the parties who own this project. We have briefed our Minister (Minister for Transport) and he supports PPA 100 per cent. He is very well aware that the original proposal has grown to the extent that we are facing 400 to 600 recreational vessel launches per day within 600m of a critical part of the shipping channel. PPA continues to work through the issues and I have tried to set up a discussion framework for moving forward on this with Landcorp and the Town of Port Hedland. If the project parties are willing to have a discussion and consider an alternative, then PPA will take that alternative to the Board. My understanding of the current proposal is there is no provision for water policing. That has been confirmed by the Department of Transport. Who is responsible? All PPA can do is go directly to the project stakeholders with the issues as we see them; we cannot enter into a public and political debate.
- AC** It is difficult to accept the negativity around the project. Is there no alternative the port would consider?
- RJ** It is not PPA's responsibility to come up with alternatives or solutions – this is not our project.
- AC** If you had minimum requirements of what would be acceptable to the Board, shouldn't that be communicated to the community or the council?
- RJ** I wrote to the Town of Port Hedland on 8 May 2015; it was a long letter outlining the issues. I did not receive a response to this letter and the Town went ahead with plans. The risk report stated the Spoil Bank is the riskiest of all options. PPA's Board assessed the report. I put forward a discussion framework so all stakeholders could discuss the issues. Even prior to this when I came on board as CEO I was made aware of the project and the fact that the concept had grown even between 2009 and 2012. I wrote a letter in July 2012 to Landcorp asking to be engaged in the process.
- AC** I dislike the lack of communication and confidentiality around this issue. The public want a boat ramp but they are not getting the information they need. It is wrong and unacceptable.
- VM** The information we've heard today is information we are hearing for the first time. Personally, I'm not a great believer in the marina. There is an alternative and that is Finucane Island. That location would provide an all-weather marina with room for parking and security.
- BR** This project actually started back in 1996 and we're still arguing about it. Four hundred pens is ludicrous. All the boating fraternity want is safe access in and out. The ability to wash down and an area to clean our catch would be a bonus. Whoever is driving this project should consult with the boating community and get their feedback on what they want.
- CL** If I may speak on behalf of the Town of Port Hedland. The marina is a State Government project. Landcorp is the lead agency and the Town of Port Hedland is a joint partner. We have spent \$2 million to date on design concepts. We conducted a community survey interviewing people at boat ramps and received 500 responses. This feedback is helping us to redefine what the project should be. We have had

proactive conversations with PPA. Those discussions with the port and Landcorp continue and are ongoing. Regarding the risk assessment, that is based on maximum usage which is why you see the high figures of pens etc. Roger has very relevant points for the safe operations of the port and we are trying to address those points. We've taken the residential component out. We are reducing the number of pens. Eight boat ramps are not necessary and this will help reduce the number of expected boat launches. What we want to focus on also is how we activate the landside for tourism and caravanning. There are huge benefits to be had for the town. We do have work to do and that is acknowledged.

RJ I asked our marine operations team to audit the number of boat launches over time. In the last 42 days we recorded an average of 8.26 trailers/launches per day; 29 of those 42 days recorded less than 10 launches. I don't believe the original research that states we need eight ramps.

JaF I have sat on lots of consultation committees and you have to have the tough conversations, so this has been positive. I would like to raise the health report on the impact of dust emissions in Port Hedland. The same Premier who announced the marina announced the establishment of the Dust Taskforce and the report was released in February 2016. Now it is the elephant in the room. Is it safe here or isn't it? Is the west end safe or does it need to be vacated? Can we please discuss this issue at the next meeting?

JF That is not a topic for this committee.

JaF Who do we go to regarding this issue?

BP The Department of Health are the lead agency on the health report. The Port Hedland Industries Council (PHIC) provided data for the report.

CL The Town of Port Hedland are also providing feedback to the Taskforce. We met with Minister Marmion last week. The Town's pragmatic view is we disagree with introducing planning mechanisms as the only solution to manage dust. It needs to be a multi-pronged approach.

VM On behalf of the RSL I would like to thank PPA for inviting us to attend today. I'd also like to say we appreciate the maintenance and ongoing support you have provided for the memorial.

DT How will the IMOC construction impact the footprint of the memorial?

SH It is identified as criteria for the contractor to ensure the memorial is returned in the same state as it was prior to construction. Once the contractor has determined the final design and delivery method for construction, we will know the footprint, however regardless it will be returned in the same state it was.

JF closes official proceedings and invites members to a tour of the Shipping Control Tower.

ITEM 11 ACTION ITEMS

Action No.	Action	Who
1	AH to ensure all CCC members are on the Pilbara Portal distribution list.	AH

Date of next meeting: 10 November 2016

Close of meeting: 5:45pm (followed by tours of the Shipping Control Tower)