

**Minutes of meeting held at the Sealanes Facility,
Anderson Street, Port Hedland**

Thursday, 10 August 2017

ITEM 1 WELCOME AND INTRODUCTION OF MEMBERS

The Chair welcomed all present and declared the meeting open at 4.00pm. The Chair asked all those present to introduce themselves.

ITEM 2 RECORD OF ATTENDANCE/APOLOGIES

Present:

Chair:

Pilbara Ports Authority

John Finch (JF)

Committee Members:

Town of Port Hedland

Robert Leeds (RL) (Proxy)

Town of Port Hedland

Cr Louise Newbery (LN)

Port Hedland Chamber of Commerce

Arnold Carter (AC)

South Hedland Business Association (SHBA)

Gloria Jacob (GJ)

SHBA

Caine Otley (CO)

Port Hedland Seafarers Centre

Chris Towsey (CT)

Port Hedland Seafarers Centre

Roger Higgins (RH)

The Esplanade Hotel

Dean Henry (DH) (Proxy)

Care for Hedland

Jo Smith (JS) (Proxy)

Port Hedland Community Progress Association

Jim Henneberry (JH) (Proxy)

Community Member

Gary Silcock (GS)

Community Member

David McGowan (DM)

Community Member

Bill Dziombak (BD)

PPA Staff:

General Manager Development and Trade

Lyle Banks (LB) (Guest)

Director Corporate and Government Affairs

Richard Barrett (RB)

Environment and Heritage Manager

Belinda Parker (BP)

Corporate and Government Affairs Specialist

Albina Skender (AS)

Apologies

Port Hedland Ratepayers Association

Jan Ford (JaF)

The Esplanade Hotel

Fonda Grapsas (FG)

Town of Port Hedland

Dave Pentz (DP)

Community Member

Helena Wells (HW)

General Business:

ITEM 3 RATIFICATION OF PREVIOUS MEETING MINUTES

AC motioned previous meeting minutes as a true and accurate record; seconded by LN and also moved by GS.

ITEM 4 ACTION ITEMS

Action Item 1: *Lumsden Point presentation*

- Lyle Banks to provide action item: update on Lumsden Point
- No other action items noted

ITEM 5 OPERATIONS UPDATE

GM Operations, John Finch

JF discussed the following topics:

- **PPA 2016/17 statistics** – A record total PPA annual throughput of 668.5Mt; record annual throughput of 500.9Mt for Port Hedland; record annual throughput at Utah Facility of 23.5Mt, and million tonnes on a tide achievement (79 times for the 2016/17FY)
- **Operational updates** – New twin engine helicopters commenced operations on 1 April 2017; successful trial shipments of spodumene; completion of Hunt Point tug haven and commencement of Anderson Point tug haven.
- **Incidents** – Three key incidents at the Port since the last meeting including the death onboard bulk carrier Pompano, Suction dredger Eastern Aurora (oil spill) and the bulk carrier Braverus main engine failure.
- **Cattle loading infrastructure** – New cattle loading infrastructure has arrived in port and due for commissioning, allowing for more efficient and effective loading of cattle, and safer for animal welfare and personnel.

(Comments during presentation)

CT: There are 66,000 seafarers which arrive to port each year, with on average, one fatality (within port limits) in every 66,000.

JF: The Port Hedland Seafarers Centre does a great job in looking after seafarers, and we facilitate more seafarers getting ashore than any other port

Questions

AC: When is the date for commissioning and export of livestock?

JF: A media release is being prepared and will be sent out tomorrow announcing the commissioning of the ramp. We'll also be making it known once the first shipment of cattle is confirmed.

AC: Is the ramp similar to the design used at Darwin Port?

- JF:** PPA went up to Darwin to inspect their livestock ramp, considered to be one of the best in the country. So, we had a look at their best practice, and had a new ramp built in WA, which was transported up to Port Hedland about a month ago.
- AC:** Have you had any problems loading lithium?
- JF:** No, we were conservative with it. It's a large rock, similar to the lump manganese or chromite. So, we are making sure we are being conservative, and have increased the load to about 2,000 tonnes an hour. The optimum rate seems to be 3,300 tonnes an hour.

ITEM 6 ENVIRONMENT AND HERITAGE UPDATE

Environment and Heritage Manager, Belinda Parker

BP discussed the following topics:

- **Clean up event** – PPA's Adopt-a-Spot clean-up took place on 24 June 2017, with support from 19 volunteers including PPA staff and port users. 21 bags of rubbish were collected. Next clean-up initiative is scheduled in October at Six Mile in support of WA Beach Clean Up event.
- **Sustainability initiatives** – New recycling initiatives at PPA to reduce waste at work; Mail Satchel Recycling Program and Secure Load Checks to reduce loose loads of rubbish from utes, trucks and other open vehicles.
- **Marine sediment sampling program** – Sample results, including last five years' worth of investigation, will be used to apply for a new sea dumping permit for maintenance dredging. Additional samples will also be taken around regional areas in Port Hedland to develop greater understanding of regional sediment quality.
- **Environmental Management Plan (EMP)** – The 2017/18 EMP has been endorsed by PPA's Executive, and is now available on PPA's website. The EMP forms a part of PPA's Environmental Management System which is externally audited to the international standard ISO14001 that specifies the requirements for a structured management approach to environmental protection.

Questions

- GS:** I recently saw a photo of a crocodile at the end of Finucane Island. Where did he go?
- BP:** We haven't had any recent sightings reported, but there was a photo taken of a crocodile in South West Creek some time ago.
- JF:** Last summer, there were three sightings of crocodiles; One at Finucane Island, Stanley Point Berth 2 and the back of the harbour at Anderson Point.
- BP:** There haven't been any further reports. We report any sightings to the Department of Biodiversity, Conservation and Attractions (DBCA).
- RH:** The Darwin Harbour captures around 290 crocodiles per year. Darwin Harbour is a much bigger port area, and crocodiles are territorial creatures which migrate to areas. PPA needs to take this into consideration.
- BP:** Traps have been placed in the harbour in the past by DBCA. These were extremely large and we were told by the DBCA ranger that they were too big. DBCA hasn't put any traps out recently but PPA keeps DBCA informed (of any sightings), and we also notify port users.
- RH:** So there are no traps per se? It will get to the stage where you need to think about setting traps.
- BP:** It is up to DBCA to set the traps.

- JF:** We tend to get the juveniles. They are transient and not a major issue for us. There are a few sightings each year that come within the port. Truck drivers have seen them near Utah Facility. We've tried trapping before which was unsuccessful. We have procedures in place for commercial divers, who must take this into consideration as part of their risk assessment.
- JH:** In relation to BHP Billiton iron ore operations, they sought an extension to its licence to increase exports to 290 million tonnes (Mt). Last we heard the Department of Environment Regulation (DER) suspended this allocation due to the recent amalgamation of departments (as part of the new government). This is now the Department of Water and Environmental Regulation (DWER). Does that mean PPA is now responsible for the licence conditions of BHP?
- BP:** The answer is no. The regulator is the new department DWER, which is an amalgamation of the former DER and the Office of Environmental Protection (OEPA).
- LN:** What about feral cats? What do we do at the port?
- BP:** We do trap feral cats as part of a trapping program which has been running for around nine years. PPA's contractor targets feral cats and foxes with traps within port lands and surrounding areas. PPA also coordinates this with other Port Users so we have a strategic approach to feral animal control.
- CT:** What about dust monitoring?
- JF:** We provided a presentation on dust management at the last meeting. If you have any other questions, this can be brought up in 'other business'.

ITEM 7 COMMUNITY UPDATE

Director Corporate and Government Affairs, Richard Barrett

- **Recreational safety vessel campaign** – Campaign has been launched for 2017 and now features a Port Hedland specific animation about boating safety, available on PPA's website. (Port Hedland Recreational safety video played).
- **Stakeholder Satisfaction Survey** – Annual survey has been completed with results available. Feedback was received from stakeholders in six key areas including reputation, stakeholder engagement, operations, safety and environment, financial management and long-term strategy.
- **PPA Value Proposition** – An infographic, brochure and video are available on PPA's website demonstrating PPA's achievements and highlights. (Value Proposition video played).
- **Community Support Initiative Program** – In 2016/17, \$295,000 in funding 2016/17 was distributed across Pilbara. Latest recipients include Port Hedland Game Fishing Club, Training Ship Pilbara and Port Hedland High School. Staff Community Grant was granted to local Volunteer Marine Rescue and St John Ambulance.

Questions

- RH:** Is this sea cadets program still functioning?
- DM:** Isle (Gosper) [from Training Ship Pilbara] is still there and the program is still functional.

5.00pm – CT leaves CCC meeting.

ITEM 8 PROJECTS / SPECIAL ISSUES

General Manager Operations, John Finch

JF discussed the following projects and special issues:

- **Integrated Marine Operations Centre (IMOC)** – Pindan has begun construction. The IMOC is due to be completed by July next year, followed by the Vessel Traffic Services fitout which is due to go live towards the end of next year.
- **Channel Risk Optimisation Project (CROP)** – This project is due to be fully delivered by late next year. Work will be carried out simultaneously with annual maintenance dredging.
- **Channel Marker Replacement Program** – Second tender for the replacement of three-land based structures is due to be released this month

Questions:

LN: How wide is the passing lane? [CROP project]

JF: 300m.

CT: Is that 300m an addition to the existing channel?

JF: Yes

JH: Where is the dredge spoil going?

JF: The approved spoil grounds 7 and 9.

DM: Where has the funding come from?

JF: The funding comes from the Port Improvement Rate (PIR) program, which began in September 2013 and funds major capital improvement projects in Port Hedland.

LN: How much money do you make from the PIR program?

JF: We raise funds to be spent only on the approved PIR projects, there are strict governance rules in place.

ITEM 9 LUMSDEN POINT DEVELOPMENT UPDATE

General Manager Development and Trade, Lyle Banks

LB provided an update on the Lumsden Point Development, as requested by members in the last meeting (action item complete).

- **Lumsden Point Development Update** – LB provided background on Lumsden Point as the preferred location for general cargo facility; emerging and expanding trades (lithium, livestock and ammonium nitrate); strategic alignment with WA Regional Freight Network Transport Plan; environmental approval; general cargo facilities and logistics hub; and preliminary works.

Questions:

AC: What is your anticipated timeline for land to be available for commercial and business operators?

LB: As part of remediation works, we are preparing for the user (first stage of dredging) and at the same time, we are preparing Expressions of Interest for private investors.

- Private funding will build wharves, roads, surfaces and develop the industrial area. Ideally, we would be going out (with EOIs) by early 2018.
- AC:** Will access be done by private enterprise?
- LB:** Yes. We are seeking private enterprise and investors to build the wharf, access road and develop the area for the logistics hub to service the general cargo wharf.
- AC:** Will this land be leasehold?
- LB:** Yes
- AC:** And the terms of the lease?
- LB:** We can't tell you at this stage. We are operating this as a Build Own Operate Transfer model.
- AC:** The export of ammonium nitrate from [port user]. Will this be stockpiled?
- LB:** You can't stockpile it (ammonium nitrate). [These are stored in storage sheds past the airport and transported by truck in bulker bags]. It will be trucked and you can only have limited volumes. The Port of Dampier is restricted with its volume but we believe we can get more efficient transport shipments (at Port Hedland).
- AC:** Will private enterprise need to make a commitment to have dredging complete by a certain time?
- LB:** Yes, definitely. We have commercial arrangements stating that works begin at a certain date, and must be completed by a certain date.
- GS:** What's the current activity on the site now?
- LB:** That is the dredge contractor for Pilbara Marine dredging, storing some pipes and using the area as interim storage.
- GJ:** Any interest from Infrastructure Australia?
- LB:** We have been talking to Northern Australia Infrastructure and they have been very positive.
- JH:** With the Expressions of Interest, is capital expenditure required?
- LB:** Yes, this includes a body of work, and how much of it as a minimum requirement.
- JH:** What is the timeframe for fabrication (PFSCUF) of facilities?
- LB:** That is not a direct PPA project
- JH:** Are you taking any of the dredge material? Is it suitable?
- LB:** The leftover material is fines and sediments but we are after the grits.
- AC:** Is Lumsden a PPA project?
- LB:** The initial phases will be, but when it comes to private investment they will need to manage it within our procedures and guidelines.
- RH:** Has there been any approach for uranium to be exported out of Port Hedland, instead of via Adelaide?
- LB:** There are only two licensed uranium ports in Australia, which are in South Australia and NT.
- JF:** This is a government policy decision.
- RH:** Is it State or Federal?
- JF/RB:** State Government.
- RH:** Port Hedland is a logical place to export.
- RB:** The new State government is not approving any more (uranium) mines.
- RH:** Seems like it's political correctness nonsense.

JF: It is what it is.

ITEM 9 AOB

- CT emailed PPA on 9 August 2017 with questions on dust exceedances [PPA has responded directly to CT]
- Letter from the Esplanade Hotel (emailed on 9 August and 10 August 2017) to state another letter to PHCCC is being drafted to table.

JF asked members if they had any other business, comments or questions.

- JF raised an item JaF requested to be put on the agenda: Outer harbour in Port Hedland.

JF: There is no update on the outer harbour. The previous design of the proposed outer harbour in Port Hedland [by a port user] was for a 200mtpa iron ore export facility, and an additional multi-user facility with eight berths. Due to the price of iron ore in recent years, the project is deferred.

LN: Are there plans for a walkway at the end of Red Bank?

RB: We will get back to you on this one.

DH: On the issue of dust management, I'm a proxy for Con (Borbatis) and Fonda (Grapsas). Since 2012, dust has cost the hotel two and half million dollars due to corrosion and damage to the building and linen.

JF: We gave a full presentation on PPA's dust management at the last meeting. At the time, we made it known we can comment on what we can to control our dust emissions. As part of our dust management commitment, PPA opened up Utah Facility on the other side of the harbour in 2010, and there are also extensive monitoring regimes in place.

BP: These were implemented a long time ago.

JF: The controls that PPA puts in place are very good. Other issues, such as the air shed quantum – the dust taskforce management report raised questions around that. The report said there are a number of sources of dust, of which industry is one, and crustal [naturally-derived] dust is another, as well as other particles in the air, such as salt which all contribute to the air quality.

DM: Is Balla Balla going ahead?

JF: The final decision is expected early next year. State approvals were given and a final investment decision by the proponent BBI Group/Todd Corporation is expected early next year.

JH: Congratulations on the 500.9Mt. We should be supportive of the port's expansion but there are concerns it's impacting residents in the West End. We have been waiting for the Dust Taskforce Management Report for be released, announced by Alannah MacTiernan (Minister for Regional Development) this week. It's interesting to see in the report there are recommendations that no elderly people or children reside within the West End, due to increased health risks, impacted by port activities. The Town of Port Hedland (ToPH) and government bodies have

moved their staff. There are no tenancies from BHP, the port, Department of Health – they have all evacuated. We have been trying to identify the body who looks after this. Is it the port looking after the tenants or EPA, or DWER? The Mayor came out to say the (report's) recommendations weren't in the best interest in the community, but now he endorses them. We need to be communicated with about what's happening. There are to be no expansions until we know what's going on. This report is official.

JF: The report was made public yesterday and the Minister (Alannah MacTiernan) was on radio to say the report is open for public comment until 6 October. All we can say is that people can make comment on the report and its recommendations. PPA does have residential properties in the West End but generally not with young children. We do have current rental properties in the area.

LN: The ToPH and other departments haven't moved out. They are just renovating.

JF: There are consultants who have looked at the report, and have benchmarked Port Hedland with other industrial towns such as Mt Isa. They said there is a potential impact to health but it's not definitive of what that is. We have been told the impact to health could be about 30 mins to half a day of an average person's life expectancy.

BP: I'd have to double check. With a small population size, it is difficult to determine.

JH: We do have issues. In October, this was brought to attention. What's the port's involvement? Is it the tenant's responsibility? If the port can't meet environmental standards, they have to stop growing. The town has been around longer than industry. This is on our doorstep and when we hear about another rail line being brought in, we are concerned.

JF: I recommend you read the report and make submissions by 6 October 2017.

RB: The report was released by the former Department of State Development [now Department of Jobs, Tourism, Science and Innovation]. The comments will go to that department before it goes to DWER. DWER is the regulator. We have also made available Port Hedland Industries Council (PHIC) fact sheets tonight about dust management and PHIC's role. We are a member and PHIC is certainly making an effort.

JH: There's talk about diversification of the port, but there are health issues. If we all agree that it's not a health issue and practices have been put into place like moving to Utah, it doesn't address current health issues. But if we agree with it (that there are health issues), there would be claims of compensation. With all this diversification at the port, we can't let this happen with this dust issue.

JF: I encourage you to make yourself familiar with the report and make comments as you see fit.

RH: Has PPA possibly considered the health issue to be of such a magnitude where it could shut the port? We are the only place in the world to have set this standard. The report sets the limit on population growth, which suggests there is a risk to residents. If there is a risk, it doesn't matter how many people are living there, they are open to health risks. [Port user] is looking at opening a new mine, near

[Location]. A 2007 report showed concentrated levels of asbestos near the Hamersley Ranges. Once [port user] opens the new mine, the asbestos fibre risk is very high. Has the port authority considered the action it would take if the port is shut?

JF: We haven't considered the port being forced as an ultimate outcome. We cannot comment on [port user's] operations, but you can expect there would be mining approvals from the regulator. It is a wider dust issue, with dust accumulated from various sources and this is generally recognised. If we have no port, we'd still be a dusty place. We have a regulator in place. It's a complex issue and I don't have a simple answer.

DM: It's not the dusty place that causing the problem. It's all the sources combined that have resulted in the dust issue. Industrial dust is the issue.

BP: There is a good fact sheet online which reiterates that industry dust exceedances are regulated by DWER – these exceedances are monitored and reported.

GS: There is a rumour about [resource company]. Has there been an approach for a supply base to Port Hedland?

JF: There is some exploratory drilling off Port Hedland.

LB: It hinges on the success of the drilling program to determine a need for a supply base.

LB: On a non-Port Hedland related matter, PPA is now officially four ports. PPA was granted a management order of Cape Preston East land.

AC: Is Anketell still on the horizon?

JF: It's not on the short-term horizon.

ITEM 10 ACTION ITEMS

Action No.	Action	Who
1	Nil	

Date of next meeting: TBC

Close of meeting: 5:45pm