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**Minutes of meeting held at the 1904 room at The Esplanade Hotel,  
Anderson Street, Port Hedland**  
Wednesday, 29 March 2017

**ITEM 1 WELCOME AND INTRODUCTION OF MEMBERS**

The Chair welcomed all present and declared the meeting open at 4.05pm. 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

David Pentz (DP)

Town of Port Hedland

Cr Louise Newbery (LN)

Port Hedland Chamber of Commerce

Arnold Carter (AC)

South Hedland Business Association (SHBA)

Gloria Jacob (GJ)

The Esplanade Hotel

Fonda Grapsas (FG)

Port Hedland Progress Association

Jan Ford (JaF)

Port Hedland Ratepayers Association

Brad Young for Dr Roger Higgins (BY)

Port Hedland Seafarers Association

Chris Towsey (CT)

Care for Hedland

Melissa Wood (MW)

Community Member

Helena Wells (HW)

Community Member

Gary Silcock (GS)

PPA Staff:

Director Corporate and Government Affairs

Richard Barrett (RB)

Environment and Heritage Manager

Belinda Parker (BP)

Corporate and Government Affairs Specialist

Todd Cardy (TC)

Director Human Resources (Guest)

Damien Miles (DM)

Guests:

Kantar TNS Director

Jon O'Loughlin (JO)

**Apologies**

Port Hedland Ratepayers Association

Dr Roger Higgins (RH)

Community Member (also SHBA)

Brent Rudler (BR)

Community Member

Bill Dziombak (BD)

Community Member

David McGowan (DM)

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**General Business:**

**ITEM 3      RATIFICATION OF PREVIOUS MEETING MINUTES**

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

**ITEM 4      ACTION ITEMS**

Action Item 1: *Lumsden Point presentation*

- BD requested PPA present on Lumsden Point developments.
- JF advised that the presentation will be scheduled for the next meeting in July 2017.

**ITEM 5      OPERATIONS UPDATE**

*GM Operations, John Finch*

JF discussed the following topics:

- Port of Port Hedland latest throughput statistics – including a record shipment and draft recorded in March, 100Mt exports shipped from Utah Facility in November, and PPA's Board freezing port shipping charges until 1 July 2018
- Cyclone season update – port closures due to tropical lows
- New Helicopter Contract – Aviator Group commencing operations on 1 April
- New Port of Port Hedland Harbour Master Captain Myron Fernandes

**Questions**

- GJ**      How long do you expect port fees to continue to be frozen?  
**JF**      Port fees were frozen to assist all port users and their operations. When prices were first frozen three years ago, it was in response to the plummeting price of iron ore. PPA and its Board of directors took on feedback from port users in making the decision. Prices will remain at their current levels for another year. Prices will continue to be monitored by the Board. The price of iron ore has rebounded, however, PPA will continue to review and monitor the situation.
- JaF**      Is Utah Facility at full capacity?  
**JF**      No. Capacity through Utah Facility is approximately 25 million tonnes per annum (Mtpa). PPA has applied for minor variation for a couple of million tonnes to increase throughput from roughly 21.5Mtpa plus 10 per cent to 26Mtpa.
- CT**      Are the new helicopters big enough to take a stretcher?  
**JF**      No, they are not stretcher approved. We will continue to make them available [in emergencies] provided that there is medical assistance available either by the hospital, St John Ambulance or the Royal Flying Doctor Service. The responsibility [safety of life at sea and suitable assets] sits with the Rescue Coordination Centre managed by the AMSA in Canberra.

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## **ITEM 6 ENVIRONMENT AND HERITAGE UPDATE**

*Environment and Heritage Manager, Belinda Parker*

BP discussed the following topics:

- Recent clean up events held by PPA as well as others involving port users
- PPA Mangrove Program update
- DER licence amendment applications at PPA's Eastern Operations (Berths 1 and 2) and Utah Facility. CCC members were provided with a detailed overview of the amendment applications as well as the DER submission process.

### **Questions**

**JaF** If DER determines the applications to be substantial applications, will they be advertised?

**BP** We believe that DER will advertise the amendment applications possibly as early as next week.

**CT** Is the application for spodumene and other minerals? What happens if the makeup [of spodumene] changes?

**BP** We have applied to export spodumene ore. If there is a change in the degree of concentration, for example it become a lithium concentrate, we will need to submit another application to DER. There are different requirements for shipping depending on type and concentration of ore.

**CT** [Spodumene] is a fairly harmless mineral.

**BP** Spodumene is a direct shipping ore (DSO). Also, you may want to note that there are no proposed changes to handling at the facility. The ore will be brought in by truck, stockpiled, placed on conveyer belts and ship loaders before being exported.

**JaF** How many extra trucks will there be?

**BP** We are seeking to export up to 3Mtpa [of spodumene], but depending on the amount exported, other exports from Utah Facility would need to be balanced. I can't say how many trucks there will be based on this, but an average quad transports 110 to 120 tonnes.

## **ITEM 7 COMMUNITY UPDATE**

*Director Corporate and Government Affairs, Richard Barrett*

RB and BP jointly presented on PPA's approach to dust management including:

- An overview of the history of dust in the region, comparisons with other regional centres, the establishment of the Port Hedland Industries Council (PHIC) and history of the Port Hedland Dust Management Taskforce.
- PPA's dust monitoring system, network and results.
- PPA's three tiers of dust management: dust elimination; engineering controls (water cannons and physical covers); and, administrative controls.
- PPA's reporting requirements to DER, and that while PPA throughput has been increasing, dust exceedances reportable to DER have been decreasing.

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## Questions

**JaF** What is the logic of adopting 70µg/m<sup>3</sup> [24-hour PM10 average at Taplin Street], when the national standard is 50µg/m<sup>3</sup>?

**BP** The national standard is set for all Australia including urban areas. The Taskforce found that this was not appropriate for a regional area such as Port Hedland with naturally higher background dust levels.

**JaF** I recall that the Town set this as a temporary measure because of all the industry works and upgrades that was occurring around the time. It was an interim measure to go from 50µg/m<sup>3</sup> to 70µg/m<sup>3</sup> from 2009 for five years.

**BP** I agree that it was an interim measure. It was to be confirmed by the Health Risk Assessment. I will check that.

[NOTE: PPA notes that the *Port Hedland Air Quality Health Risk Assessment for Particulate Matter* states:

Section 7.1 – Summary (p34) “Modelling scenarios of the lower 24-hour PM<sub>10</sub> concentrations of 50 µg/m<sup>3</sup> and 40 µg/m<sup>3</sup> indicated the level of risk between the interim guideline of 70 µg/m<sup>3</sup> and the NEPM was not discernible for the current population level in Port Hedland. Therefore the interim guideline of 70 µg/m<sup>3</sup> should provide adequate protection of health and wellbeing.”

Section 10 – Recommendations (p36) “Apply the current interim guideline of 24-hour PM<sub>10</sub> of 70 µg/m<sup>3</sup> (+ 10 exceedances to accommodate natural events) in residential areas of Port Hedland within a reasonable time frame that allows for local dust sources to be identified and managed (i.e. the spoil bank). A period of five years is suggested.” [The Health Risk Assessment is dated January 2016].

**JaF** There hasn't been any information to the public since then.

**BP** We understand that the DER currently supports this target [70µg/m<sup>3</sup> 24-hour PM10 average at Taplin Street].

**JaF** On an interim or permanent basis?

**BP** The DER would need to confirm.

**FG** You are testing at PM10; you are only talking about PM10. All the recordings are only for this certain size, nothing else.

**BP** The monitoring [at Taplin Street] is only looking at a fraction of total dust. Dust in the atmosphere can be anything that is airborne, what DER look at is respirable dust [which is measured at PM10].

**FG** It is about health implications, not the amenity.

**BP** That is what I understand. It is about the health issue, not the amenity. This standard [for Taplin Street] is about health.

**FG** This isn't about amenity.

**JF** That was the scope of the work at the time.

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- FG** The monitors that were in existence – do they still exist?  
**BP** The industry council’s monitors are still ongoing, and anyone can log on to their website and look at the data [[www.phic-hedland.com.au](http://www.phic-hedland.com.au)].  
**DP** All the information goes to the DER as well. They review and comment.
- CT** Do they look at why there is such a difference between South Hedland and Port Hedland?  
**BP** The difference is most likely due to local sources.
- GJ** Would you have the figures before 2012 because you will find, I bet, that those numbers [dust exceedances] will be far less. It used to have vegetation now you have undevelopable land, exposed land. When you drive your car from Port to South, you really notice the dust. That has only occurred since the developments began.  
**BP** This is all PHIC’s data so I can go back and search that for you.
- [NOTE: The data presented by PPA is what is publically available through PHIC’s annual reports (refer to [http://www.phic-hedland.com.au/phic/Annual\\_Report.htm](http://www.phic-hedland.com.au/phic/Annual_Report.htm))]
- FG** The scope that was given by the body at the time, they talked about air quality only having health – any other implications are being ignored. Reading this, you may determine that everything is okay, however, the work is ignoring other large particles moving around that affects amenity. There appears to be no one responsible for monitoring amenity, plant life, animals – no other work?  
**BP** Currently, monitoring [at Taplin Street] is carried out for public health [PM10].  
**DP** The DER does not address the amenity, only public health or the environment.  
**JaF** The [former] Department of Environment looked at social environment and the amenity. I think it came in in 1996 to include social amenity. It was adjusted in 2002, and that adjustment was made due to many applications for development.
- AC** Who defined those three categories [PPA’s three dust management strategies]?  
**BP** That is our approach. Each operator has their own approach.  
**DP** All holders of Part V, each of them apply individually [to the DER], and they all have to comply.
- CT** Is it fresh water or salt water [that you use for dust management]?  
**JF** Recycled on site. We capture water on site.
- AC** I was recently on a tour at [port proponent’s] site. I was infatuated with the dust controls in place. Every single conveyer system was controlled. They pick it [dust] up automatically and they didn’t have one single bit of dust.  
**JF** You shouldn’t get dust if it is correctly managed. That is really good feedback. PPA actually has a turnaround policy. If there is dust generated from tipping product in the bunker, we won’t accept it. We ask them [port proponents] to take it away, and re-condition the ore.  
**BF** [When asked about certain types of automation in dust management at other sites] We have some automation but we don’t have certain levels of automation.
- FG** How is that calculated [the Dust Extinction Moisture (DEM)]? It is the moisture level to control what type of dust? All sizes of dust?

- BP** There is an Australian Standard for calculating DEM. DEM is different for each type of ore. I understand it is determined from all dust collected [in the laboratory process]. There is a lot of science behind the process.
- JF** [Testing of ore DEM] is completed by an independent lab, not the port user.
- FG** Should measurements of other larger particles be done – particles more than PM10.
- BP** We look at PM10 – it's a fraction of total dust. While it is a fraction, in theory if you are managing PM10 levels you are also managing total dust levels.
- JF** DEM is total dust. When you are hitting that point there should be no dust; however, testing is done on samples.
- DP** What can the DER do [if port user breach licences]?
- BP** DER can find that the user is in breach of their licence. They will seek evidence that processes and controls were in place, ask for investigations to be carried out, reasons for exceedances, for example.
- JF** There has never been any action against PPA. We have a very robust approach that seeks to eliminate dust.
- DP** As the port authority, do you get advice of exceedances [of other port users]?
- BP** No, we are not advised. Each proponent has a relationship with the regulator. We do not share that [licence compliance] information with one another.
- JaF** No one shares? Really?
- BP** While port users share information on approach and other processes, compliance dust exceedance information is only shared with the regulator.

[NOTE: Data collected from the PHIC ambient dust monitoring network is shared between port users.]

RB further discussed:

- PPA's Recreational Boating Safety Campaign that is currently being delivered across the Pilbara.
- PPA's Port Hedland based CSI recipients including support given to: North Pilbara Football League, Port Hedland Gold Club Pro Arm, Port Hedland CCI and some local community members to attend sports events.
- RB invited guest JO, from the research company Kantar TNS, to provide CCC members with background on PPA's annual Stakeholder Satisfaction Survey.

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

*General Manager Operations, John Finch*

JF discussed the following projects and special issues:

- New BHP Tugs and Hunt Point Tug Haven
- Commencement of Pilbara Marine (FMG) tug haven dredging
- Update on the Integrated Marine Operations Centre (IMOC) project in particular the start of the construction at the site
- Update on the Channel Risk and Optimisation Project (CROP)

- Update on the Channel Marker Replacement Program (CMRP) in particular that the tender for the offshore structures had been released.

### **Questions**

- JaF** Where does the spoil go [as part of the FMG] dredging?  
**JF** To shore. There is a pipeline from the site that goes to a [nearby dredge material management area].
- DP** What happens to that dredge [as part of the CROP]?  
**JF** It will go to a spoilground, offshore, out at sea.
- CT** How many contractors employed with all the projects going on?  
**JF** Pindan will have about 100 at the peak construction period. I don't have the other information at hand.

### **ITEM 9 AOB**

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

- BY** I commend the port for freezing charges. It's good for business.
- GS** With the new spoilbank development, is the port authority going to have some sort of input with the development, particularly on the marine side?  
**JF** We are involved but only to the extent that it involves marine safety. We have engaged the Town of Port Hedland and Landcorp throughout the process, and expect that they will focus on ensuring the development is safe for all. In terms of the design, it will be designed to Australian standards for marinas, and [other works] will be through our normal [development application] processes. We don't have input into aesthetics, which is for Landcorp.
- GS** Hayden marina. Can PPA assist with logistics? We can't get anywhere near?  
**JF** I can follow up with you on after the meeting.
- [NOTE: PPA continues to explore options for the loading area at the commercial jetty.]
- JaF** BHP has an application for another 20mtpa [of throughput]. They have had heaps of submissions and now it is suspended. How does that affect you? Is it going to affect your approval?  
**JF** We hope not. We are a different operation. We would hope that our performance and our controls are taken into account.  
**JaF** It would be really sad that you get held up in this process.
- LN** I have been informed that there has been some dumping of old wharve logs at landfill in January? Why not reuse or donate?  
**BP** We will have to take that on notice.

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[NOTE: A number of old sleepers were disposed of at landfill in January. These sleepers were from the private residence of a PPA employee, and had been eaten by white ants and could not be reused. However, PPA does have a number of old sleepers in storage. In the event PPA does not require these sleepers for future projects, PPA may consider requests to donate the materials.]

- LN** We have a proposal for a walkway going through the Redbank. It would give tourists a great vista of the port. Could this be something that we can look at?
- RB** We will have to take that on notice.

#### **ITEM 10 ACTION ITEMS**

<b>Action No.</b>	<b>Action</b>	<b>Who</b>
1	Nil	

**Date of next meeting:** Thursday, 20 July

**Close of meeting:** 5:45pm