

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

Thursday, 22 March 2018

**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 and General Manager Operations

John Finch (JF)

**PPA Staff:**

General Manager Development and Trade  
Director Corporate and Government Affairs  
Environment and Heritage Manager

Lyle Banks (LB)  
Richard Barrett (RB)  
Belinda Parker (BP)

Environment and Heritage Manager (West Pilbara)  
Corporate and Government Affairs Specialist

Dan Pedersen (DP)  
Albina Skender (AS)

**Committee Members:**

Town of Port Hedland (CEO)  
Town of Port Hedland (Deputy Mayor)  
Port Hedland Seafarers Association  
Port Hedland Community Progress Association  
Regional Development Australia Pilbara  
Port Hedland Chamber of Commerce  
Carter

Dave Pentz (DPe)  
Louise Newbery  
Chris Towsey  
Jan Ford (JFo)  
Diane Pentz (DPen)  
Peter Carter (PC) \*Proxy for Arnold

Port Hedland Ratepayers Association  
Care for Hedland  
Community Member  
Community Member

Roger Higgins (RH)  
Jo Smith (JS)  
Dave McGowan (DM)  
Joel Schreiber (JS)

**Guests:**

Town of Port Hedland Mayor  
PPA Manager, Special Projects

Camillo Blanco (CB)  
Steve Tyter (ST)

**Apologies**

South Hedland Business Association  
South Hedland Business Association

Gloria Jacob (GJ)  
Caine Otley (CO)

**General Business:**

**ITEM 3 ACTION ITEM**

- Chair reiterated guidelines of CCC membership and confirmed list of current endorsed members. Chair asked members to review Terms of Reference and provide feedback for the July meeting.

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**ITEM 4 OPERATIONS UPDATE**

*GM Operations, John Finch*

JF discussed the following topics:

- **Helicopter incident** – Helicopter incident occurred at port on 14 March 2018. AMSA and WA Police led the search and rescue effort, with assistance from PPA, Aviator Group and port contractors, such as tugs, pilot boats and Port Hedland Pilots. On 17 March, the helicopter wreckage and missing pilot were found. Fuselage from the helicopter was recovered on Monday 19 March. ATSB investigating the incident and WA Police will prepare a report for the coroner. PPA not in a position to comment on the investigation underway.
- **Marine event** – Main engine failure occurred on outbound vessel Stella Alice on 22 February. Port emergency declared and nine tugs allocated to assist. Vessel berthed alongside for 36 hours. Investigation underway.
- **Cyclone season** – TC Joyce crossed the Pilbara coast on 12 January. Port officially closed on 11 January and reopened on 13 January. Total closure of 43.25 hours.
- **Port statistics** – Record month for December with a total of 47.2Mt, increase of 6% from previous year. Month of January totalled 41.8Mt, increase of 3% from previous year, and February achieved 39.3Mt, increase of 9% from previous year. Year-to-date port statistics show a 3% increase from previous year.
- **Operational milestones** – December achieved number of records: Monthly throughput record in Dec (47.2Mt); a record tonnage of 2,183,611 tonnes in a 24 hour period on 15 December; record tonnage of 1,589,061 tonnes on a single tide (27 December 2017) and record vessel visit of 272.
- **Live Export Forum** – Forum to be held on 11 April at Ibis Styles Hotel; will discuss current and future livestock opportunities from Port Hedland; second forum of its kind following inaugural December 2015 forum.
- **Main Street Jetty** – Jetty will be closed from 9 April – 23 May to undergo essential maintenance and upgrades to Australian standards.
- **Marine Cadetship Program** – Advertised in February and promoted through South Hedland Senior High School and local paper. First cadet will commence at the Port of Port Hedland in June.

**Questions:**

**JFo:** What is the ultimate inner harbour capacity?

**JF:** 577mtpa is the current port capacity. We are expecting the delivery of the Channel Risk Optimisation Project to increase this by 12 – 18mtpa.

**DM:** Will the lower section of the Main Street Jetty be removed?

**JF:** The lower section won't be removed. The jetty will be upgraded to Australian standards.

**CT:** Will the carpark closure stop the Seafarers bus getting in to pick up seafarers?

**JF:** No. The Seafarers bus will still have access. We want to ensure that seafarer welfare is maintained.

**JFo:** Will you have one or two marine cadets as part of the Marine Cadetship Program?

**JF:** Initially one in Port Hedland and one in Dampier. However we have Board endorsement to potentially increase to two at each site if we have outstanding candidates.

**LN:** How many applications did you receive during the advertising stage?

**JF:** We received 32 applications. However, we swept 12 that weren't local. The first round of 20 applicants has met our initial criteria so that's a really good start.

**JFo:** (In regards to Stella Alice) Do they need a ship worthy certification?

**JF:** Yes, this includes safety certification for construction, engineering, equipment, oil pollution and a whole variety of other international safety certification. The obligation is on the ship owners to ensure the vessel is certified.

**RH:** What happens in terms of compensation? Does it get paid to the shipping agent?

**JF:** In terms of the port emergency, response action and additional assets that are brought in, this gets charged back to ship. The port user has made a claim but I can't comment on that.

**RH:** Will the marine cadet be going on-board a ship to China?

**JF:** The cadet will be engaged via shipping company Oldendorff Carriers. The cadet will go through a fully approved maritime training system, where they will obtain a sea time certificate, which gives them entry requirements to go to Maritime college, receive a second mate certificate and become an Officer of the Watch.

**JFo:** How old are the cadets?

**JF:** The cadet would have completed Year 12, and left school in the last year or two, so from 18 – 20 years old.

**CT:** Are the helicopters still flying?

**JF:** It will be a staged return to full helicopter operations. We expect the aviation pilots to recommence stick time by tomorrow.

**CT:** Is it the helicopter company which was involved in the recent crash in QLD?

**JF:** No, it's not.

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

*Environment and Heritage Manager, Belinda Parker and West Pilbara Environment and Heritage Manager Dan Pedersen (BP be taking parental leave with DP acting in her role)*

BP and DP discussed the following topics:

- **IMS audit** – PPA has obtained and maintained certification by SAI Global Standard for Environment and OH&S, as well as Quality and ICT. PPA completed the 2017/2018 Surveillance Audit in February 2018, with an auditor visiting the Perth, Port Hedland and Dampier office.
- **Environmental Approvals** – Application submitted (December 2017) for Port Hedland maintenance dredging – Long-term sea dumping permit (2018- 2023). Under assessment by Commonwealth Department of Environment and Energy; Application for a Sea Dumping Permit for Stingray Creek Southern Swing Basin (to improve swing basin utilisation and future-proof Lumsden Point development).

- **Channel Risk and Optimisation Project (Phase 1)** – Environmental monitoring programs implemented in accordance with approved Dredge Management Plan and Sea Dumping Permit. No environmental incidents reported during Phase 1
- **Wilson Street Clean-Up** – PPA supported National Clean up Australia campaign with its port users, targeting roadside rubbish along Gilbert and Wilson Streets. Successful day with 19 volunteers collecting 31 bags of litter from the roadside followed by a BBQ breakfast.
- **Environment Fact Sheets** – PPA is creating a suite of fact sheets on its environmental projects and initiatives to share information with the community. Two fact sheets have been produced so far – Innovative State Wide Array Surveillance Program and Passiflora.

**Questions:**

**DPe:** Is the dredge material (from Stingray Creek) good quality?

**BP:** The dredge material is more consolidated because its capital material.

**DPe:** Where would you put it?

**BP:** Offshore would be best. The material would not be suitable around mangroves.

**ITEM 7 COMMUNITY UPDATE**

*Director Corporate and Government Affairs, Richard Barrett  
RB discussed the following topics:*

- **Community Support Initiative Program** – Recent recipients include Port Hedland Chamber of Commerce and Industry, Imprint Solutions, Pilbara Red Dawgs and Hedland Senior High School.
- **Stakeholder Satisfaction Survey 2018** – 156 people interviewed (port users, service providers, local and state government and community); results will be presented at next CCC meeting (26 July).
- **Community Relations Advisor** – Nur Halik will join the Corporate and Government Affairs team on 9 April, based in Port Hedland but also cover Karratha/Dampier and Ashburton/Onslow. The role will coordinate CCC meetings, oversee community events, involved in sponsorship and community and stakeholder engagement.

**Questions:**

**JFo:** We are building a maritime university and at a high level, seeking funding opportunities and community contributions. Who is the best contact from PPA to discuss this with?

**RB:** I am happy to be the contact from the community side of things.

**JF:** Richard and his team can be contacted from a community perspective. There would be a fair few hoops to jump through to get this proposal up and running, such as implementing appropriate qualifications that are AMSA approved.

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**ITEM 8 PROJECTS / SPECIAL ISSUES**

*General Manager Operations, John Finch*

- **Integrated Marine Operations Centre (IMOC)** – Internal works continue with the installation and certification of services, including fire protection and internal walls. Operations expected to commence in December 2018 with a formal launch early next year and CCC members will be invited to the formal opening.
- **Channel Marker Replacement Program** – Project well underway with three land-based structures replaced and commissioned. Marine-based channel markers are in design and procurement stage.
- **Channel Risk and Optimisation Project** – Dredging for Stage 1 was completed in Jan 2018 used Trailing Suction Hopper Dredger Charles Darwin. Dredging works for Stage 2 (Phase 1) is expected to commence in June 2018.

**Questions**

Nil.

**ITEM 9 SPECIAL PRESENTATION: LUMSDEN POINT DEVELOPMENT**

*GM Development and Trade, Lyle Banks. LB discussed the following:*

- **Lumsden Point Remediation Works** – Work commenced in November 2017. Includes repairs to existing bund walls in DMMA C; removing unsuitable geotechnical material from DMMA C (Area 1) for further declaration and transported with DMMA B. Completion scheduled for end of May 2018.

**Questions:**

**CT:** Where are the fines being deposited? Will it be sterilised?

**LB:** Fines are being deposited in silt ponds next to FMG stockyards. This area will continue to be used for fines/silt deposition.

**CT:** Can it be used to create a sporting field?

**LB:** There is still a lot of capacity and PPA will require the area for future dredging campaigns.

**CT:** Do you see it as being a sellable product?

**LB:** No, the material is very fine, and not suitable for soil/ fill material.

**ITEM 10 OTHER BUSINESS**

*Chair asked members if there were any other questions or matters they wish to raise.*

**LB:** The Minister for Transport has announced that the Berth 3 Deck Replacement Project will be one of the pilot projects under the State Government's WA Industry Participation Strategy to ensure local content and local participation is encouraged as part of the tender process. You can find out more on our website.

**JFo:** I saw a projection that showed the inner harbour could reach capacity of 790mtpa. Could we be heading that way with the CROP bringing more ships in? What is the growth?

**JF:** I am not sure where 790mtpa came from. A total of 495mtpa was the previous ultimate capacity. Following tidal plane modelling, a move to larger ships and targeted dredging, the current inner harbour capacity stands at 577mtpa. With the optimisation of the CROP and dependent on growing fleet profiles, we could reach a capacity of between 590 – 595mtpa.

**CT:** In the Port Hedland Port handbook, there are six proposed berths. Is that in anyone's plan or schedule?

**JF:** AP6 is a potential fuel berth, and AP7 will accommodate the Boodarie Industrial Estate. Two proposed berths in South West Creek (SP3 and SP4) haven't been developed and that allocation hasn't been awarded. BP1 and BP2 are allocated to BHP in the current plan, but there is a significant dredging cost.

**CT:** Are berth AP6 and AP7 scheduled for development yet?

**JF:** This will be driven by fuel demand and the Boodarie Industrial Estate.

**JFo:** People have approached me with concerns about a copper loading incident occurring on Tuesday 20 March on Berth 2. People were saying it was a hot and still day and excessive dust was coming from copper loading containers that were being tipped into the ship. People have said standards at the Port Hedland are not the same as other ports. My question is why do we have a different standard to other ports? It leads people to wonder about the emissions and whether lithium will be contained?

**JF:** Copper is exported out of Berth 2 using a rotainer loading method, which has a low risk of dust production if the product is within Dust Extinction Moisture (DEM) levels. But, we have a number of controls in place to minimise dust and one of the key methods is ensuring the product meets moisture requirements.

**JFo:** They didn't think the process was as stringent as with other ports and it is being quite relaxed.

**BP:** We receive data from all port users regarding their moisture testing levels, including the stockpiles they are taking the product off. This information is reported back to the regulator.

**JFo:** So were you aware of the problem?

**BP:** There is a high level of compliance. There are preventative measures, as well as real-time dust monitors. The monitors also capture measurements of copper in the air. Alarms are set however none of these were triggered on the day.

**JFo:** There are contractors working on site who feel that best practices weren't being met and have reported to me they feel they would be penalised. Is there a suggestion box for people to voice their concerns? How do we keep things keep accountable to ensure best practice is being met?

**JF:** We are accountable and have KPIs set. This includes those who ship the product, the specifications of the product, as well as KPIs for the stevedores. We have dust monitors at our site and there were no exceedances reported. We have a very robust reporting system and there is an obligation from port staff to port users and stevedores to report any non-conformance. Regulatory regimes are already in place. If there are people

who have concerns they can raise it with their shift supervisor, our environment people. Please direct them to the appropriate people. Those reporting measures do exist.

**JFo:** So, they can raise it with their supervisor?

**BP:** If people want to know more, we are happy to make available awareness sessions on what we are currently doing.

**JFo:** If people want to raise an issue they don't have to be anonymous?

**JF:** All our port users, service providers can use our system of reporting. It is the system to use for full compliance of all our port users.

**(PPA provided Feedback email address to JFo for people to contact PPA)**

**CT:** What power does PPA have with emissions from ships?

**JF:** We don't have control over this as we are not the environmental regulator. There is no proven capacity to measure emissions from individual ships.

**DP:** We are not the regulator and for us to effect change is very small. It's not an area that we are in. Watch this space and regulation around it.

**CT:** Can you fine the ships?

**JF:** There is no international standard. We can't measure it.

#### **ITEM 11 ACTION ITEMS**

<b>Action No.</b>	<b>Action</b>	<b>Who</b>
1	Members were asked to review current Terms of Reference and provide feedback at the July CCC meeting.	All

**Date of next meeting:** 26 July 2018

**Close of meeting:** 5:43pm