
Minutes of meeting held in Sealanes Centre, Richardson Road

Wednesday, 20 May 2015

ITEM 1 WELCOME AND INTRODUCTION OF MEMBERS

The Chair welcomed all present and declared the meeting open at 4pm. The Chair asked all those present to introduce themselves and state their area of interest in this committee.

ITEM 2 RECORD OF ATTENDANCE/APOLOGIES

PRESENT:

Chair	John Finch (JF)
Committee Members:	
Care for Hedland	Bridgette Poulton (BP)
Town of Port Hedland	Julie Hunt (JH)
Port Hedland Chamber of Commerce	Arnold Carter (AC)
South Hedland Business Association	Brent Rudler (BR)
Port Hedland Seafarers Association	Alan Mower (AM)
Hedland Dental Care	Dr. Roger Higgins (RH)
Madson Mechanical Maintenance	Garry Madson (GM)
PPA Staff:	
Chief Executive Officer (Guest)	Roger Johnston (RJ)
Director Corporate and Government Affairs	Richard Barrett (RB)
A/Environment and Heritage Manager	Belinda Parker (BP)
Project Manager (Guest)	Steffen Hornei (SH)
Communications Advisor	Lisa Halpin (LH)

Apologies

Mal Osborne, Gloria Jacobs, Natasha Fry, Michelle Scott and Pip Short

General Business:

ITEM 3 TERMS OF REFERENCE

JF suggested the Terms of Reference should be viewed as a draft and members should take away to study. PPA will send out Terms of Reference with the minutes of this meeting for approval.

ITEM 4 PPA OVERVIEW PRESENTATION

ITEM 6 OPERATIONS UPDATE

General Manager Operations, John Finch

JF discussed the following topics:

- PPA organisational structure, PPA port and staff locations

- Recent amalgamation of Port Hedland Port Authority and Dampier Port Authority
- Tranche 2 of PPA amalgamation
- Port Operating Models
- Port of Port Hedland overview
- Current Port of Port Hedland projects

ITEM 5 PPA CORPORATE VIDEO

An 8 minute PPA Corporate video was aired and DVD copies were distributed at the end of the meeting.

Questions

- RH** Is Lumsden Point on hold?
JF Lumsden is still envisaged but due to downturn in demand it is not an immediate priority and will be based upon cargo/usage demands
- RH** Are we considering Lumsden Point for live cattle exports?
JF Yes, it is one of the locations PPA is looking at as it is well situated.
- JH** Where do PPA marine pilots receive their training?
JF Pilots require a Master Class 1 certificate which takes about 12 years to attain and gain adequate experience. It takes two years to train a marine pilot in operations at the port of Port Hedland and during this time they reside in Port Hedland. There are eight licence levels for them to progress through. They also visit our ship simulator facility in Fremantle three times in the two year period.
- JH** How often do PPA recruit? Is it open to anyone to apply?
JF All of the time. Yes, it is however first you must be a Master of a ship for 12 years and then undergo 2 -3 years of pilotage training at the port.
- AC** Do tug masters come under PPA's jurisdiction?
JF Their training and competency assessment does.
- RH** Would it be feasible to locate a maritime college in Port Hedland?
JF It would be unlikely from a logistical point of view.

ITEM 7 ENVIRONMENT UPDATE

A/Environment and Heritage Manager, Belinda Parker

BP discussed the following topics:

- Local marine and landside environments
- Role and locations of PPA Environment team
- PPA Environmental Monitoring Programs including mangroves, dust and water quality
- PPA Sustainability and Maintenance Dredging Programs

Questions

RH What are PPA measuring using solar panels?

BP Dust. These monitors are solar powered and measure particulate matter.

RH Are PPA measuring the amount of dust or the composition of the dust?

BP This specific monitor measures volume of dust only. PPA's East side dust target is not to exceed 80µg/m³ averaged over a 24 hour period.

RH Why not add the dredged material to the spoil bank instead of dumping it at sea?

BP Material dredged during maintenance dredging is really fine material and not something you would want on the spoil bank. The fine silt is disposed at sea in accordance with PPA's Sea Dumping Permit conditions for maintenance dredging. However the more composite material obtained from capital dredging projects is often used for land reclamation and not disposed offshore.

AM PPA do a lot of recycling, is the Port able to be a drop-off area for recycling from members of the public?

BP No capacity at the port for public drop-off of recyclables, however, Care for Hedland organises monthly recycle days and has recently prepared a Re-use directory that lists items that can be recycled and drop-off locations.

JH Does the water from ships generate marine pests?

BP Ships are required to manage ballast water in accordance with IMO and Australian Government requirements to minimise the risk of transporting marine pests. Smaller vessels can pose more risk as they are slower moving and generally in port for longer carrying out maintenance or construction activities etc. The Environment team carries out an initial risk assessment on all coastal and construction vessels mobilising to the port in consultation with the Department of Fisheries. The Environment team also undertakes monitoring for marine pests within the port with samples collected for analysis by the Department of Fisheries.

JH Are fish caught in port waters safe to eat?

BP PPA has previously undertaken bioavailability testing of sediments in the port that has not indicated any issues to date.

ITEM 8 COMMUNITY UPDATE

Director Corporate and Government Affairs, Richard Barrett

This role is responsible for Government and Ministerial liaison, stakeholder and community engagement, media liaison and internal and external communication. RB discussed the following:

- PPA Community Support Initiative Program, including internal process, eligibility and recent sponsorships
- Value of sponsorships over the last three years

Questions

RH Is PPA's sponsorship program based on a percentage of PPA's annual profit?

RB No it is not a set percentage however it has increased each year of operation.

ITEM 9 INTEGRATED MARINE OPERATIONS CENTRE (IMOC)

Project Manager, Steffen Hornei

Integrated Marine Operations Centre (IMOC) – feasibility study undertaken, schematic design finalised (selected images presented) and tender process to commence soon. Construction is estimated to begin mid-2016.

Questions

JH Is the building energy efficient?

SH We will not be aiming for a green star rating but it will be to a very high level.

BR Is the proposed centre in the line of the helicopter flight path?

SH No.

RH Is the proposed centre the same height as the existing structure?

SH Vessel Traffic Services (VTS) Centre will be at the same level / height as the existing control tower but the overall height of the new tower will be slightly higher due to the taller radar mast.

ITEM 10 TIME AND DATE OF FUTURE MEETINGS

It was agreed to hold three meetings per calendar year. A Tuesday or Thursday at 4pm would be most suitable. The next meeting will take place on Thursday 20 August at 4pm.

ITEM 11 AOB

Questions

BR How will the proposed marina impact port operations?

JF PPA is supportive of a marina in the right location that does not add additional risk to PPA's operations and public safety.

Close of meeting: 5:45pm