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**Minutes of meeting held at Sealanes, 71 Richardson Street, Port Hedland**  
Thursday, 17 November 2016

**ITEM 1 WELCOME AND INTRODUCTION OF MEMBERS**

The Chair welcomed all present and declared the meeting open at 4.00pm. As there were new committee members and guests present, 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:**

Port Hedland Ratepayers Association

Port Hedland Chamber of Commerce

Town of Port Hedland

Town of Port Hedland

Dr Roger Higgins (RH)

Arnold Carter (AC)

Chris Linnell (CL)

Cr Louise Newbery (LN) (for Cr Julie Arif)

South Hedland Business Association (SHBA)

The Esplanade Hotel

Brad Young (BY) (for Gloria Jacob)

Port Hedland Progress Association

Cat Cahill (CC)

Community Member (also SHBA)

Jan Ford (JaF)

Community Member

Brent Rudler (BR)

Community Member

Helena Wells (HW)

Community Member

Bill Dziombak (BD)

Community Member

Gary Silcock (GS)

David McGowan (DM)

**PPA Staff:**

CEO (Guest)

Roger Johnston (RJ)

Director Corporate and Government Affairs

Richard Barrett (RB)

Environment and Heritage Manager

Belinda Parker (BP)

Corporate and Government Affairs Specialist

Todd Cardy (TC)

Harbour Master Regional Ports (Guest)

Myron Fernandes (MF)

Director Port Development (Guest)

Peter King (PK)

Marine Operations Manager (Guest)

Leon Strydom (LS)

**Apologies**

Port Hedland Seafarers Association

Allan Mower

Town of Port Hedland

Cr Julie Arif

Care for Hedland

Melissa Wood

South Hedland Business Association

Gloria Jacob

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**General Business:**

**ITEM 3      RATIFICATION OF PREVIOUS MEETING MINUTES**

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

**ITEM 4      ACTION ITEMS**

Action Item 1: *Pilbara Portal distribution list*

- AH has included all CCC members on PPA's Pilbara Portal distribution list
- TC added that all new members will also be included in the list.

**ITEM 5      SPECIAL PRESENTATION: GREENFIELD PORT PROJECTS**

*Director Port Development, Peter King*

PK presented on PPA's greenfield port projects including:

- Site locations of the greenfield ports (Cape Preston East, Balla Balla and Anketell)
- Timeframe, features and customer benefits of each project
- Update on the transfer of Port of Ashburton from Chevron Australia to PPA.

**Questions**

**RH**      Is Port Hedland the only port with an inner harbour?

**JF**      Dampier has an inner harbour as well as many other ports around Australia.

**RH**      Of Pilbara Ports' inner harbours, which one would have the greatest shelter during cyclonic conditions?

**JF**      Dampier because of the shelter of the surrounding islands; the 42 islands provide natural shelter.

**ITEM 6      OPERATIONS UPDATE**

*GM Operations and Harbour Master, John Finch*

JF discussed the following topics:

- An overview of PPA's latest throughput statistics for the quarter
- PPA's LTI was now 0.00 and that PPA's Occupational Health and Safety Management System (OHSMS) was audited against AS/NZS 4801 standard in October 2016
- New Helicopter Marine Pilot Transfer (HMPT) contract awarded to Aviator Group
- Recent advice from the Bureau of Meteorology that there is a high likelihood of more tropical cyclones off the northwest coast this season
- Recent visit by the Minister for Transport to the Port of Port Hedland.

**Questions**

Nil

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## **ITEM 7 ENVIRONMENT AND HERITAGE UPDATE**

*Environment and Heritage Manager, Belinda Parker*

BP discussed the following topics:

- PPA had been found to comply with ISO 14001:2015 after an environmental management system audit
- Revegetation trial planned for one of Port Hedland's Dredge Material Management Areas (DMMA C)
- PPA's participation in the Schools Tree Day held across the Pilbara and Six Mile Beach Clean-up
- An update on the Mangrove Program including that more than 20 Port Hedland community volunteers took part in a planting day held on 10-11 September.

### **Questions**

**AC** With the dredge material program, what type of rehabilitation are you pursuing? Mangroves?

**BP** We are going to use a native seed mix; a lot of different types of species, but not mangroves

**AC** And will the plants receive fresh water?

**BP** That is one of the variables we will be testing. Some experimental plots will receive water, others won't and we will have a control site as well.

**LN** With your mangrove program, what are the survival rates?

**BP** Of the ones we planted at De Grey, 20% survived. Some washed away, some did not survive as they did not receive enough tidal inundation.

**LN** The project at Redbank – what are the results looking like?

**BP** Interesting. We carried out the project as if we had no knowledge of what different mangrove species liked. But what we have seen is around a 20% success rate as well. We will share the results of this trial at a later date.

## **ITEM 8 COMMUNITY UPDATE**

*Director Corporate and Government Affairs, Richard Barrett*

RB discussed the following topics:

- Recreational Boating Safety Campaign that is currently being delivered across the Pilbara; there will be a new video to educate the community on safe behaviour in the New Year
- Community Support Initiative (CSI) including that support had recently been given to: Hedland Senior High School; North West Volleyball Association; North West Roller Derby; Hedland Junior Diamond Sports Association; and Hedland BMX Club
- Completion of the recent EOI process including the appointment of six new members to the committee.

### **Questions**

Nil.

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**ITEM 9      PROJECTS / SPECIAL ISSUES**

*General Manager Operations, John Finch*

JF discussed the following projects and special issues:

- Livestock loading ramp project
- Towage services including:
  - BHPBIO's Hunt Point Tug Haven and the new administration building and workshop at Nelson Point Tug Haven that are due for completion this year;
  - Following the execution of transaction documents on 8 November 2016, Pilbara Marine will commence planning for the construction of marine and landside facilities for a tug haven behind Anderson Point berths 1 to 3.
- Integrated Marine Operations Centre (IMOC) project including that Pindan Contracting Pty Ltd was the successful tenderer for the design and construct contract
- Channel Risk and Optimisation Project including that a tender for Stage 1 of the dredging component of the project is expected to be advertised during the first half of 2017.

**Questions**

- AC** With the building, what is the timeframe for the completion?  
**JF** Construction is due to end mid-2018 for the building. Fit out commissioning to occur in the third quarter 2018. And then there will be a transition from old to new. The old tower will be demolished in 2019.
- AC** And on the dredging contract– what is the timeframe?  
**JF** The work will take place over two consecutive years. In the first year, 2017, the work will tie in with our annual maintenance dredging cycle. Then in 2018, we will charter in a larger cutter and complete the project.
- RH** (In relation to the IMOC project) Do you require a significant amount of parking for staff?  
**JF** Not really. We are consolidating staff in one area – this isn't a project of bringing more people to the building. The building will have some 28 parking spaces underneath, which will, in essence, provide the same amount of parking as we do now.
- RH** I am concerned about the impact on the existing war memorial. I have attended a service on Anzac Day – it was very difficult for people to get a good view; and with the construction, it is my concern that there will be an impact on the memorial. I have proposed that some thought be given to relocating the memorial, potentially to the Telstra site. Would PPA assist with finance for them to do it?  
**JF** What I can say is that one of the key considerations of the (IMOC) construction contract was that the war memorial be respected at all times. We are engaging with the Department of Veteran Affairs as well as the Port Hedland RSL to ensure this. Relocating the memorial is not part of our current thinking; that would be a decision for the RSL. If there was a move, we would look at that and provide whatever support we could at the time.
- RJ** This is where our Community Support Initiative (CSI) would be appropriate. If an application is made, we can consider it through the CSI which is the appropriate mechanism.

**RH** As you would be aware, unfortunately, there was a fatality here during WWII. We are in a unique position to claim the raid and fatality as something of significance for the region, and I think it is something we can use to be a centre of any new memorial.

**JF** If there was a move for the memorial to be relocated, we would be happy to be part of the discussion.

[NOTE: Following this meeting, PPA received written confirmation from RSL Port Hedland stating that they had unanimously voted for the memorial to remain at its current location.]

**JaF** In the future, what do you expect the [channel] to look like given that you are sending tonnage to the new port? How does Lumsden intend to fix it?

**JF** We are not expecting to move to new facilities. There are two parts to Lumsden. There is the PPA proposal for Lumsden that seeks to develop a general cargo facilities and logistics hub. This includes potential for general cargo, lithium, scrap metal.... We are doing a demand study to determine traffic, and that will feed in to the business case.

The proposed facility next door is the concept of the PFSCUF (Pilbara Fabrication & Services Common Use Facility Project) – the Department of Commerce project, which is not as advanced. This (DoC) project is a much longer-term concept. This was when exploration and the boom were in full swing and it was seen as a need for slipways, maintenance etc. Our part of Lumsden is probably five years away.

**JaF** Container ships - which ones?

**JF** We have limited container ships (into the Port of Port Hedland). There is a liner service from Dampier to Singapore. There is no short term demand for a regular container service to Port Hedland.

**AC** In summary that PFSCUF facility relies on commercial backing, not PPA.

**JF** It's not our project. It will need private backers. We are going to do the dredging (for our project), and they will piggyback on the dredging.

**BR** Can we have a presentation on Lumsden Point at the next meeting?

**JF** As I mentioned, we are doing a traffic study – so we could do a presentation during the second meeting of next year.

**JaF** What is the target number of ships and tonnes for the port? Based on what you are saying, does that mean that new trades wouldn't come here?

**JF** Last year we launched a Dynamic Port Capacity Model that proved we can facilitate 577mtpa which is 16% above the original 495mtpa. We are also expecting the CROP project to add some additional above that but we eventually reach a ceiling.

**JaF** Will there be more demand?

**JF** Our work is about meeting customer demand and improving efficiency.

**JaF** Any conflict with Lumsden?

**JF** It's off tide traffic so no impact.

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- JaF** With the new development and expanding trades at Lumsden, would that come into the air shed?
- JF** Most of the Lumsden cargo will be general cargo with limited dust generating ability, also the shipping industry has implemented low sulphur fuel to be fully implemented for all ships by 2020 so that will further reduce emissions.
- CC** Live exports, would that be an issue for the air shed?
- JF** The holding yards are going to be out of town. It's quite a distance from town.
- BZ** What is the process for ships to ballast and de-ballast?
- JF** For many years, Australia has signed up to international guidelines that vessels must follow in regards to changing their ballast water during a voyage. In the long term, there will be ballast water management plans and ballast treatment systems. However, these systems are five years away.
- GS** With (future) developments (at the port), will local businesses have the right to tender?
- JF** We have a local policy that encourages local businesses. In our criteria, if you have a head office in Port Hedland, you receive 10 per cent offset; if your head office is in other parts of Western Australia, it's 5 per cent; nil if interstate or international.
- JaF** Does the port authority have a policy on housing?
- JF** We have a residential model. Our Port Hedland staff resides in Port Hedland. We have very few FIFO.
- JaF** The reason I ask is that it has come to my attention that there is a new policy. Recently, I understand that a lease was ended and employees moved, and that PPA did not approve housing people in the West End.
- JF** I can check with HR but we don't have such a policy, not to my knowledge. The market has significantly changed. We are getting much better properties for our staff and looking at longer term arrangements. On average we have 120 properties that we rent. They are normally on three year contracts – so about one third change out each year.
- JaF** Do you have a policy on the West End?
- JF** To my knowledge, no. Our residential model has no prospect of changing. We live here; we have a live-work local policy.

[NOTE: PPA has not made any recent changes in the way that we source and provide housing in Port Hedland, and we continue to provide housing in the West End where appropriate i.e. meets the selection criteria for the family and has suitable rental rate and supporting maintenance.

PPA also makes employees with young families aware of recommendations in line with the Port Hedland Air Quality and Noise Management Plan.

From time to time PPA hand back housing across the Port Hedland/South Hedland area, and these decisions are based on the types of housing needed for our employees and their families, the ability to negotiate suitable rates, and achieve appropriate maintenance services and follow up.]

**RH** With the marina, what role will PPA play in planning and development?  
**JF** We have recently met with Landcorp. We have a development application process that Landcorp has committed to follow. That goes from concept to construction, and that will be followed, as everything else that is in or around the port. There is a structured process in place.

#### **ITEM 10 AOB**

- 2017 meeting schedule

RB advised that the proposed 2017 meeting schedule will be developed soon; however, he advised that PPA was likely to invite members to meet the PPA Board at a function in late March 2017.

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

<b>Action No.</b>	<b>Action</b>	<b>Who</b>
1	Committee request for PPA to present on the Lumsden projects <ul style="list-style-type: none"><li>• JF advised that a presentation may be possible for the second meeting of 2017</li></ul>	JF/ <u>BD</u>

**Date of next meeting:** TBA

**Close of meeting:** 5:40pm