
**Minutes of meeting held at the Sealanes Facility,
Anderson Street, Port Hedland**
Thursday 26 July 2018

ITEM 1 WELCOME AND INTRODUCTION OF MEMBERS

The Chair welcomed all present and declared the meeting open at 4.06pm. The Chair asked all those present to introduce themselves.

The minutes of the PHCCC Meeting of 22 March 2018 was moved by CT and seconded by JSc.

ITEM 2 RECORD OF ATTENDANCE/APOLOGIES

Present:

Chair and General Manager Operations

John Finch (JF)

PPA Staff:

General Manager Development and Trade

Lyle Banks (LB) (Guest)

General Manager Engineering and Infrastructure

Charles Kretzmann (CK) (Guest)

Director Corporate and Government Affairs

Richard Barrett (RB)

Environment and Heritage Manager

Dan Pedersen (DP)

Sustainability Coordinator

Nicole Bale (NB) (Guest)

Community Relations Advisor

Nur-Irdah Halik (NH)

Committee Members:

Port Hedland Seafarers Association

Chris Towsey (CT)

Port Hedland Community Progress Association

Jim Henneberry (JH) *Proxy for Jan Ford

Port Hedland Historical Society

Arnold Carter (AC)

Port Hedland Ratepayers Association

Roger Higgins (RH)

Community Member

Gary Silcock (GS)

Community Member

Joel Schreiber (JSc)

Guests:

Port Hedland Industries Council

Peter Pierre (PP)

Apologies

Care for Hedland

Jo Smith (JS)

Port Hedland Progress Association

Jan Ford (JF)

RDA Pilbara

Diane Pentz (DiP)

Town of Port Hedland

Telona Pitt (TP)

Community Member

David McGowan (DM)

General Business:

ITEM 3 ACTION ITEM

3.1 Review of PHCCC Terms of Reference

Chair reviewed the amendments to the current Terms of Reference which included changing references to PPA Board to PPA CEO and Chair, addition of a condition to the Conditions of

Membership, updating wording to the Conflict of Interest clause and reviewing the terms of appointment of the Chairperson.

Chair asked members to vote for the Terms of Reference to be adopted.

Passed 10/0

ITEM 4 OPERATIONS UPDATE

GM Operations, John Finch

JF discussed the following topics:

- **Safety Update:** At the end of the financial year, PPA has achieved a Lost Time Injury Frequency Rate (LTIFR) of 1.42 against 1.7. This comprises of three lost time injuries, including the two from the helicopter incident, and one PPA staff member who was involved in a car accident in South Hedland who was unable to attend work on their next rostered shift. When we started a focused and inclusive oversight of OH&S which included PPA, contractors and all direct service providers, PPA had an LTIF rate of 9.2, and we've managed to get it down to 1.42. To put it into context, our Health & Safety team obtained information from other ports on the LTIFR norms in the industry, and they found that the ports norm was between 4 and 6.5, and in heavy mining industry it was between 5 and 8.5.
- **End of Year Performance:** For the 2017/18 financial year PPA achieved a throughput of 699.3mtpa against a target of 700mtpa, which is 0.1 per cent off the target. At the Port of Port Hedland, PPA achieved a four per cent increase, just under 520mtpa and in the Port of Dampier and Port of Ashburton we achieved a combined throughput of 179.9mtpa. For the next financial year the target is for a four to five per cent increase across the board, and at the Port of Port Hedland the target for 2018/19 is 542mtpa, and overall we're aiming for approximately 730mtpa.
- **Monthly port statistics:** The June throughput of 48.3mtpa is the highest on record, beating the December 2017 record of 47.2mtpa.
- **Year to date port statistics:** There was a four per cent increase from the same time last year, from 500.9mtpa to 519.4mtpa with most of that from iron ore, however the most significant number is that in the 'Other' category which has gone from 4,683mtpa to 8,728mtpa and a lot of that is made up of spodumene which we started shipping 15 months ago.
- **Marine Event:** On the MV Tenacity, the pilot reported a minor engine failure upon berthing, however when one of PPA's Deputy Harbour Masters investigated they discovered the generators were only working at 20 per cent capacity, and the rest of the ship was found to be in a very poor condition. AMSA were called on board and they detained the vessel immediately, and the ship owner engaged local contractors to rebuild two of the generators. The vessel was detained by AMSA for 25 days, one of the longest detentions on record in AMSA's recent history. It did cause a lot of issues as the vessel had to be moved between Berth 3 and Berth 1, however all the repairs were done safely and it was sent to a dry dock in Singapore. The company who owns this vessel has a fleet of seven vessels in total and they have all been placed on PPA's Restricted Vessel List. This is not a regular occurrence, though it's an example of the type of incidents we have to deal with at PPA.

- **Pilbara Marine Second Towage Licence:** Pilbara Marine was awarded the second towage licence. The new infrastructure is well advanced and they're in the final stage of fitout which includes firefighting equipment, electrical supply, lighting and pipework. It will all be completed by the end of next month, and we're expecting the first of the new tugs to arrive at the end of the year. They'll be entering with nine rotor tugs and they'll go through a robust training regime, which PPA will have to sign off on. We expect the delivery of services in Port Hedland in May 2019.
- **Marine Cadetship Program** Kyal Randazzo, a local student educated at the local high school was the successful candidate for PPA's Marine Cadetship program. He has spent a couple of weeks at the Port of Port Hedland and he is currently at Challenger TAFE in Fremantle doing some of his pre-sea studies. He'll be back at the port in September for a few weeks, before doing his final proficiency of survival craft and firefighting in October. Kyal will complete his cadetship with Oldendorff who are regular visitors at the port. He'll be at sea from late November/early December to start his accumulation of sea time to get his second watch-keeper certificate. This is a great outcome for PPA, it's a step in the right direction where we get the opportunity to invest in the local youth of Port Hedland and give them a career at sea. The Dampier cadet program will begin in September.
- **Marine Salvage Workshop:** This is the first time PPA has undertaken this exercise. In May we invited four international shipping companies to Port Hedland to participate in the workshop which involved a scenario with their ships and they had to set up an Incident Management Team (IMT) in their head offices. We went through a live scenario with their IMT and PPA's IMT – there was an IMT in Athens, Singapore, Tokyo and Lubeck – and tested their real time incident management process, their response to our expectations and also allowed us an opportunity to understand what level of knowledge and skills these ship operators have internally. One of the main learnings was the lack of knowledge about the level of expectation around Australian media; they were surprised at the level of media scrutiny you would have regarding a maritime incident in Australia compared to other parts of the world they trade in.
- **Annual Oil Spill Exercise:** More than 80 participants took part in this exercise which included PPA staff and port users. We deployed oil spill pumps and oil spill booms, testing our response capabilities. DoT brought up one of their response trailers, where they trialled new drone technology which captures real time imaging of the oil spill and gives direct feedback to the IMT of the direction of the oil spill and volume of oil in the water.

Questions:

AC: How do you assess the LTIFR of 1.7?

JF: At the start of the year, the Executive reviews the work programs that are underway for the next 12 months, and they look at those programs that may be of higher risk than normal business, such as the Channel Marker Replacement Project, the IMOC construction, Channel Risk Optimisation Project and the Berth 3 Deck Replacement. The Executive then make a recommendation to the Board, and that number is endorsed by the Board, or not. The new number for 18/19 went to the Board today and it will be between 1.5 and 1.7, and when we find out what the final number is we will notify the CCC members.

AC: Does this assessment include projects like IMOC?

JF: Anyone who is directly working for and has a relationship with PPA, which includes contractors, service providers, tug crews, line boat crews, stevedores, pilots

and helicopters, is considered in assessing the LTIFR. Those who are not considered include port users who sit in their own site and employ their own staff.

CT: Are the seafarers included in that consideration?

JF: No, we don't include any activity that happens on the ships as PPA has no legislative responsibility, which is AMSA's responsibility.

CT: Do the other ports come into the figures?

JF: Not yet, the legislative instrument that allows the transfer of the other ports hasn't passed yet.

RB: It has passed through the Lower House, and has been placed on the Upper House agenda so hopefully it will be considered when Parliament resumes in a couple of weeks.

JF: We're expecting it will pass around October and then it needs to be ratified which will allow the Shipping and Pilotage Act (SPA) ports to transition to PPA. Once a transition order and a transition date is agreed by the three parties – PPA, Department of Transport and the proponent - the Minister will sign off on the order. We expect the transitions to commence within 12 months. We will be bringing in Varanus Island, Port Walcott, Barrow Island, Onslow and Cape Preston. It will take a period of years to absorb the five ports and then we have two greenfield ports which are Balla Balla and Cape Preston East. At some point down the track, maybe in five years PPA will be an organisation that will be overseeing 10 ports and facilities along 650 miles of coastline.

CT: PPA will be the biggest port authority certainly in the West I presume?

JF: In terms of throughput, if we're targeting 730mtpa and then you add on another 200mtpa from Cape Lambert and Port Walcott, and then add on 30mtpa from Barrow Island, and 12mtpa from Onslow and a bit from the others, it's not beyond the realm of possibility that PPA could become the first port authority to achieve a billion tonnes per annum. I think the highest at the moment is Ningbo in China which operates three Chinese ports and had between 750 to 800mtpa this year, Singapore has about 650mtpa, Rotterdam has about 600mtpa, so to put it in a global context it's huge.

CT: Are we up there in the number of shipping movements?

JF: It's difficult to compare – Rotterdam does about 80,000 shipping movements a year but a lot of that is barge traffic that goes through the inland waterways so it's not apples for apples. We had roughly 19,000 shipping movements this year, and 6,500 of that was in Port Hedland, and 12,000 in Dampier which a lot of that is offshore supply vessels, where in Port Hedland all of ours are the large vessels. You're not comparing risk and the complexity of the operations of the shipping movements, so there's a bit of interrogation required to accurately compare the shipping movements.

RH: Why did you discover the engine failure on the MV Tenacity here? The vessel would have been sailing like that for a while. Does that imply our standards here are much higher?

JF: Yes.

RH: Is it regarded within the industry as being onerously too high?

JF: Australia is regarded as a very strict port state control. The way international shipping works is the Flag state where the vessel is registered is responsible for the quality of that ship. Generally Flag states divest that responsibility to a Classification Society like ABS, NKK, Lloyds Register, Bureau Veritas, GL – they are all internationally recognised Classification Societies. They are responsible for making sure the vessel is up to standard. We as a port state, like any other port state in the world, when ships come to our port we don't have to accept the fact the Flag states do their job. We have AMSA do our port state control inspections and they are highly regarded as being very good at doing their job. We have a very strict regime in

Australia, we are a nation that takes pride in our shipping and we rely on getting our products out to the global market and therefore we need to make sure the ships that come to our port don't offer risk that is unacceptable to us. PPA has a vetting regime where all ships that come to Port Hedland go through a vetting regime by a company called Rightship. Those vessels that are four or five star vessels are generally very good and we accept on face value. Vessels which are three stars or less Rightship look at those vessels and make a recommendation as to whether they pose any risk or not.

CT: There was a rumour that another bollard was ripped off one of the ships by one of the tugs in the last week or so – is that correct?

JF: There was one that happened a couple of weeks ago that was reported by the ship to be distorted, it buckled but no there's not been any reports of foul structural failure.

AC: What is the program intake per year?

JF: We've currently got approval for one cadet in Port Hedland, however our Board are happy to take on two cadets if we have two successful candidates. This is the pilot program so we'll run this for six months, we'll get some learnings from this and we'll feed it into the Dampier program and into the next recruitment for Port Hedland which will start in the middle of next year. It will become an annual program for young people in Port Hedland. We have committed to providing two years of support until they reach their first qualification, and then they'll spend some time at sea and they may come back to work at PPA as a pilot, a tug master or a VTSO, or a Harbour Master of the future and that will be an amazing outcome.

LB: On the back of that, the recruitment has also been expanded out to a graduate engineer in Dampier, and a graduate position in the Development and Trade team in Perth which starts next month.

CT: Is this a pre-cursor to the development of a significant training program here in the port, or is it more of a community gesture?

CK: These are pilot programs and we want to make sure they're successful first, and if they are then we'll see more of it.

JF: From a marine side, we see this as a long-term investment. We're one of the biggest ports in the world, and we're the end user of marine talent and skills. PPA has nine Master Mariners in two locations, of which three are Harbour Masters and five Deputy Harbour Masters. None of the current Harbour Masters or Deputy Harbour Masters are Australian-born and bred, they have come from international routes into Australia. The industry within Australia is withering; there are approximately 20 ocean going Australian registered ships left that can do international voyages. It can be difficult to get young people opportunities so if we can influence the opportunity to get one person away a year it's a good thing, and to give people the opportunity to get started in the maritime industry. The most difficult thing is getting sea time; you can go do the courses but to get sea time on a dwindling Australian fleet is almost impossible, so what we've done with our connections with the international shipping companies is we choose the best companies to get young people on a training program that gives them every opportunity for future success. As Charles said we didn't go on this path lightly, we want it to be successful, we want it to be bedded down so that it can become part of our normal day-to-day business, but it has to be successful first. We've spent a lot of time investing in the right processes and systems to get the right people – we interviewed the parents, the family, we put the individual through psychometric testing, we've done everything we can to make sure the candidate gets every opportunity to be successful.

CT: What do you actually do with the oil [from an oil spill]?

JF: We have skimmers, pumps and booms and we collect the oil which goes off to an approved response recapture agency like Toxfree. They will decant the water out of it, as you will get ten times water to one times oil, and they'll send the oil off for incineration.

ITEM 6 PROJECTS AND SPECIAL ISSUES UPDATE

General Manager Operations, John Finch and General Manager Development and Trade Lyle Banks. LB presented on Lumsden Point.

- **Lumsden Point:** Land remediation works were completed in May 2018, where we moved approximately 400,000m³ of silt to the silt ponds opposite FMG's facility. This was immediately followed by Stage One dredging works by the Eastern Aurora, which is the dredge that has done the dredging for the Pilbara Marine tug haven. Lumsden Point will be dredged to a depth of 8m. Dredging and reclamation works are scheduled to be completed by early 2019. This sets the scene for future development by an operator. PPA advertised Expressions of Interest for a proponent to build and operate General Cargo Facilities. The EOIs closed in July and we're currently evaluating the responses. I can't state anything about the EOIs, that is all subject to probity. All I can say is we received some responses and once we evaluate them we can make some announcements at the next CCC meeting.

LB left the meeting at 4.50pm

- **IMOC update** – The tower crane has been demobilised, which happened a couple of weeks ago. For those who are not aware, the top floor is the VTS Centre, and below that is a dedicated Incident Control Room. The second floor will house all of the marine pilots, and the operations staff – landside, marine, security, and survey and dredging - will go into the ground floor. Fitout to the VTS Centre, Comms Room and Incident Control Centre has commenced, and all the glazing is complete. Services on the top area for the VTS have commenced. The link between the current building and the new building is being constructed, so the new front office entry for PPA will be in the IMOC, and the existing building will be refurbished giving us an opportunity to bring all the staff who are in demountables into the refurbished building in the long term. Practical completion is expected by the end of August. The old tower will be coming down in mid-2019.
- **Channel Marker Replacement Program (CMRP)** – Works have commenced, with landside navigation aids upgrade completed earlier this year. Marine side works have commenced where 35 marine navigation aids will be completely extracted and replaced over the next nine months. Austral [the contractors] have mobilised one jack-up barge on site, the second jack-up barge will be mobilised by 8 or 10 August. They've already pulled out one of the tripod beacons and one of the leads over the water. This project will be delivered in the first quarter of next year.
- **Channel Risk Optimisation Project (CROP)** – The first stage of this project was delivered in January; the second phase is about to start with the dredge Juan Sebastian de Elcano expected to arrive on 11 August to commence preparatory works. It will then start on the CROP and this year's maintenance dredging program, which are being completed in parallel. Later in the year we expect a cutter suction dredge to deepen the outer part of the channel to 18m and remove the harder areas within the

refuge zone. The refuge zone is down to 17.5m, for a target depth of 18m. The project is on schedule to be complete in the first quarter of 2019, where we'll receive the final surveys and we can enter the new depths into our DUKC system.

- **Berth 3 Deck Replacement** – The contract has been awarded to York Civil, who are quite experienced in this type of work and have replaced the deck at Broome Port, around 18 months to two years ago. Preliminary works have started and all the tankers have been moved to Berth 1. When the program commences, it will be an eight week closure, eight week opening, eight week closure, eight week opening then a three week closure and it should be finished. Works will be completed over a nine month period. We are working closely with Dampier Salt to make sure they can get their product out to market, and we're on program to deliver the project. There should be minimal impact to shipping.

Questions:

CT: What's been the response from the mining companies to these new berths for general cargo? At one stage they used to have all the ships go out on a high tide and they were only sharing with other mining companies; now they have to share [the channel] with salt, copper and lithium.

LB: It's very much in their interest. Part of it is they're announcing mine replacement programs so new general cargo facilities will support project cargoes coming through the Port. Other projects include new lithium mines that are being developed so there is quite a bit of interest. Fuel imports are around two million tonnes per year and currently utilise about 50% of a berth capacity. New general cargo facilities will allow these to grow also.

JF: The general cargoes are not in conflict with the deep draft of the channel. The deep drafted cape sized vessels will always get priority in the high tide, but because general cargo vessels aren't tide restricted they can go at any time.

JH: I saw the Expressions of Interest and I thought they'd contain a bit more information, it was a bit vague on port volumes and various things. I thought there'd be some numbers around it. What's happening, it's good for the town.

CT: When does the evaluation period end for this tender?

LB: Our program is on schedule and we're expecting a decision in September.

CT: Are there any time limits on the pile works [for CMRP]?

JF: Yes, there are 11 of the piles that have requirements to be outside of turtle nesting season because of their close proximity to Cemetery Beach. There are environmental constraints around certain navigation aids so that's all been taken into consideration.

CT: What about the time of day?

JF: Works are to take place between 6am to 6pm.

DP: There are noise regulations in place which dictate when the works can take place.

CT: Will CROP allow for more ships to enter on a high tide?

JF: The optimisation is deepening the channel between Charlie 7 and Charlie 1 down to 18m and our modelling indicates that will open the tidal windows by an extra 30 minutes, giving the ships more time to get out or potentially one more vessel out on a tide.

JH: Will that dredge also do Lumsden Point?

JF: No, the dredge for Lumsden Point is the Eastern Aurora so that contract will deliver Lumsden down to a preliminary depth of 8m. Pending what comes out of the

EOI we will then determine what the program is and the schedule for delivery of Lumsden.

RH: [re: IMOC] Eighteen months to two years ago at a PHCCC meeting, I raised the subject of how the War Memorial would become lost behind this building, and War Memorials are important part of towns, especially in Port Hedland where we have a history of being bombed. I raised the issue of how the memorial is insignificant and lost amongst this building and this photograph [of the IMOC construction] demonstrates this quite well. My question is: the memorial is completely dominated by this building, would the Port Authority consider providing funding for another memorial in a better location?

JF: The building is not finished and we've committed to putting some screening in, which will hide things like the external stairwell which will help blend the building into the environment. We had a full discussion with the RSL to go through the whole planning process of the IMOC and as you can see we left trees in situ with full consultation with the RSL in terms of the long-standing commitment to maintain the memorial at its current site. That is absolutely the preference.

RB: Yes, that was the stated preference of the RSL at the time. They did not want the memorial to move because we were open to discussing that with them, unless they have changed their view but I'm not aware of that.

DP: It's also quite a busy photo so once the crane, scaffolding and screening are removed we can visit and have another look.

JF: There is still landscaping to be completed which softens the building at the terrace level. We've been very consultative with the RSL since day one, we wanted to make sure the appropriate respect was being paid to the memorial and we engaged early in the process. We're confident the outcome will be a good for everybody; let's get it finished, let's get everything in, and if you've got concerns at that stage then we're very open to listening to them.

JH: A suggestion for the landscaping is a raised area for the Commodore when he is speaking so you can see him, whereas at the moment he is at the ground level so you can't see what happens in front of us. A raised platform for speeches would be a good idea as numbers are increasing each year.

RB: We're happy to engage with the RSL once the IMOC is finished.

ITEM 7 ENVIRONMENT AND HERITAGE UPDATE

Environment and Heritage Manager, Dan Pedersen and Sustainability Coordinator, Nicole Bale. NB presented on the topic of Vertebrate Pest Management.

DP discussed the following topics:

- **Biosecurity Act 2015** – PPA ports have been determined as a 'First Points of Entry' under the new Biosecurity Act, and that includes a range of standards to manage biosecurity in all ports across Australia. Over the past 18 months PPA has been working with the Department of Agriculture and Water Resources to understand what was required of PPA to meet the new standards. Through this process, it has been determined that PPA is already meeting many of the required standards, including vertebrate pest management, weed management, biosecurity inspections, biosecurity awareness programs etc. In order for PPA to fully meet the new standard by June 2019, a more robust preventative pest management needs to be implemented (e.g. for rodents, crawling ants, mosquitos etc.). PPA expects this program will be implemented shortly.

- **Environment Approvals Update** – On 3 July 2018, PPA was issued a new five year Sea Dumping Permit for maintenance dredging of the shipping channel and inner harbour in the Port of Port Hedland (extending from 3 July to 31 June 2023). These permits are issued by the Department of the Environment and Energy under the Commonwealth *Environment Protection (Sea Dumping) Act 1981*.
- **CROP Water Quality Monitoring Program** – In preparation for Phase 2 CROP dredging this year (August), PPA's Environment team have implemented an independent marine water quality monitoring program (in accordance with the Dredge Management Plan). The monitoring program will include daily dredge plume monitoring from MODIS satellite imagery, supplemented by data from four *in situ* water quality loggers measuring turbidity and light at sensitive receptor sites (coral reef sites). Baseline data is currently being collected (from this week) in advance of dredging.
- **Vertebrate Pest Management:** In the greater Port Hedland area, PPA leads a collaborative approach to vertebrate pest management, on behalf of project partners FMG, Roy Hill and Dampier Salt. On PPA's lands, a total of seven feral cats and two foxes were captured and destroyed in the on port authority lands. We're currently in discussions with BHP and the Port Hedland airport to further expand the program during this financial year. Each year through the program, a number of fox and feral cat traps are set at a number of sites throughout the Port Hedland region. When we started five to six years ago it was just PPA and every company did their own vertebrate pest management. The contractors found it hard when traps went across tenures, they'd have to stop at our fence line and wouldn't be able to get the foxes and cats. With us all combined there is free reign over these areas and we're trapping a lot more foxes and stopping that influx into town too. There is direct environmental benefit, as well as benefit for the local community especially around areas like turtle nesting. It's also a good example of PPA taking leadership within the industry and community, working together to solve a problem that affects us all.
- **SWASP:** Excited to announce that PPA has entered the SWASP into the State Environment Awards – the Golden Geckos – on behalf of all WA Port Authorities and the Department of Primary Industries and Regional Development. The State Wide Array Surveillance Program (SWASP) is a world first in the use of molecular techniques by a collaborative marine biosecurity surveillance network. It allows WA ports and regulators to more rapidly respond to a potential incursion of an introduced marine pest, thereby decreasing the impact of invasive pests on the environment. At PPA's ports in Port Hedland and Dampier, settlement arrays (shown) are deployed at a number of locations next to where ships berth. Samples of DNA are collected from the marine growth that accumulates on these arrays during a two month 'soak' period. This DNA is processed through Next Generation Sequencing and compared against a reference library of DNA from known marine pest species. A match indicates the potential presence of that species. PPA's SWASP settlement arrays form part of a State network that includes 11 port locations spanning 11,000km of WA coastline. No introduced species of concern have been identified at PPA's ports through the SWASP.

Questions:

RH: What numbers are you talking per year in terms of [vertebrate pest] trapping? And I'm assuming you put them down?

NB: Yes we euthanise them. We catch four to five foxes a year and we catch them right before they give birth so it stops them from reproducing. For cats, we catch between 15-20 cats.

RH: What about dingoes?

NB: We haven't had any dingoes. We've got soft hold foot traps, and 1080 meat baits. Other companies use a little stake with bait on top, and when the fox pulls the bait it explodes and puts 1080 into their mouth. We've only caught foxes, no dingoes.

ITEM 8 COMMUNITY UPDATE

Director Corporate and Government Affairs, Richard Barrett.

RB presented on the following topics:

- **CSI Update** – Recent recipients of the CSI program are: PHCCI, \$2,500 for the 2018 Hedland Economic and Resources Forum; Kimberley Pilbara Cattle Association, \$5,000 for the Leading Practice Animal Welfare and Land Management Workshop; SMYL Community Garden, \$764.78; and Port Hedland Game Fishing Club, \$2,000 for the Bluewater Classic Fishing Competition.
- **PPA/ToPH 2018/19 Funding Agreement:** PPA and Town of Port Hedland have created a funding agreement for the 2018/19 financial year which covers a number of events. PPA is taking a strategic approach with our funding of the Town of Port Hedland and the City of Karratha, where we ask for a submission at the start of the year for the next financial year so it gives us an idea of what we are supporting and some certainty for both parties.
- **2018 Stakeholder Satisfaction Survey Results** – PPA conducted 156 interviews for this year's survey and all CCC members would have received a thank you letter to acknowledge your participation. We take the survey seriously, a presentation is made to the Board and Executive and we then create an action plan from the results which is reported to Executive to ensure they're being carried out. The results from this year show we have maintained our strong corporate reputation with the majority of our stakeholders; in the safety and environment space they continue to be strengths of ours, though there was some feedback regarding improving communication of our dust management and we're certainly working on that with the Environment team and with PHIC, providing more transparency on what we do as PPA, and links to what PHIC does with their monitoring; in terms of engagement, there was an improvement in the degree that we engage with our stakeholders but there's always room for improvement; from an operations perspective, we're always on the leading edge in terms of efficiencies and being proactive in our approach; with facilities, there was a pleasing improvement and I think that goes a lot to upgrades in Port Hedland and Dampier which are now visible; and for our long-term strategy, that was something we focused on last year with engaging our stakeholders in longer-term planning and we held a series of Futures Forum in May this year. We'll start planning again soon for the 2019 Stakeholder Satisfaction Survey.
- **Recreational Vessel Safety Campaign** – We have recently launched our annual campaign with newspaper and radio ads, flyers and we have a video which we will send the link out to our members.
- **IMOC Community Naming** – We will be seeking a naming suggestions for the IMOC, and we'll be shortly advertising to the Port Hedland community. There will be some strict criteria for the naming submissions. The names are to be submitted on

our website, and the submission period will be open for four weeks. The submissions will then be shortlisted against the criteria, and the Executive will make a recommendation to our Board for endorsement. The Minister will also be briefed on the name prior to the official opening early next year. We are also doing a commemorative book for the shipping tower; we've been working with the Historical Society on getting some historical items out of the current tower, and PPA will be capturing some of the history from the tower into the reception area of the new building. We've also been doing some time-lapse on the construction of the IMOC which will make a great video; and once the IMOC is finished we'll place the video on the building to capture the decommissioning of the current tower.

Questions

CT: Any plans for an explosive demolition for the tower?

RB: No, there won't be. Charles can provide info, but it will be more of a piece by piece demolition.

CK: There's some post-tension steel in the building so there's stored energy in the sections which has to be released with care.

ITEM 9 OTHER BUSINESS

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

AC: Who are the partners in Pilbara Marine?

JF: Pilbara Marine is a joint venture between FMG and Kotug, that's why they have the proprietary IP around rotor tugs that are used in the port. They've subcontracted Westug to do their manning for them, who is a local Western Australian company. They operate the tugs out of Port Walcott and Port of Dampier.

RH: Will this be our last meeting in this building? Or will this be our second last meeting?

JF: This will be our second last meeting, we have a meeting in November where we'll be in the middle of commissioning the systems in the IMOC with a view to being live by the end of the year. So possibly the first meeting of 2019 we should be able to show you around the new IMOC.

JH: The Port Hedland Progress Association was approached by the Pilbara Aboriginal Corporation of Traditional Owners, to join them in a campaign to sort out the dust and get some compensation for the town. We wanted to ask the question: what Native Title agreements are there over the port?

JF: Native Title agreements or agreements between PPA and the Traditional Owners?

JH: What is the agreement between PPA and the Kariyarra people?

JF: We have had an agreement with Marapikurrinya Pty Ltd which has expired. There have been negotiations for quite some time to renegotiate an agreement. There is no current agreement in place.

CT: So there's no deal with the local people around Indigenous land use agreements?

DP: I'll take that question on notice. As John said, PPA has made attempts to renegotiate a replacement agreement, but there's no current agreement in place.

JH: The Marapikurrinya people have told me they have no agreements with the port, and that section of land falls under Kariyarra people, so I'm trying to check if there is a current agreement.

JF: There is no current agreement, that agreement has expired and long negotiations have been ongoing, and still are but that's been happening for some time.

CT: Has there actually been a Native Title determination? Who is the actual land owner?

DP: I'll have to take that question on notice and feed back to you next week.

JH: As we progress on with this campaign, our intentions are not to upset production and exports, that's not the purpose of the campaign. We're happy and willing to talk to anyone about the campaign.

JF: The Government is on the record with their position on this potential claim for \$1 per tonne, and there was feedback from the Minister and Premier on this in recent weeks, there's no support for this levy.

CT: With the helicopter incident, how far along is the investigation?

JF: The ATSB is forecasting it won't be published until next year. It's not unusual, an ATSB report is usually in excess of 12 months.

CT: Have they published a statement as to what caused the incident? One thing I thought of was in a helicopter crash, there is a cable that hinges on the door, you grab that cable and forces the doors to open. My suggestion was to install a sea activated light near the doors, like the one you have on life jackets.

JF: The activation of jettisoning doors already exists, all of our machines have jettisonable doors. The new replacement helicopter which will be arriving in January 2019 has the new HEELS system (helicopter emergency egress lighting system) where upon impact on water the frame illuminates around the windows. That's in place and is standard on this new type of helicopter.

JF: [re: Main Street Jetty] We have delivered the upgrades to the Main Street Jetty and that has been reopened, and the loading bay that was requested to allow access for the Seafarer's Bus, and to unload parts and fish and other stuff, has been delivered with the new line marking.

CT: Thank you very much for that.

There was a discussion on the topic of a proposed quarantined waste facility for incoming vessels to safely dispose of their waste, rather than disposing in the sea.

DP: I've received some information regarding Native Title on port lands. On existing PPA Port vested lands in Port Hedland, it is the State government's view that Native Title has been extinguished.

ITEM 11 ACTION ITEMS

Action No.	Action	Who
1	NIL	

Date of next meeting: 22 November 2018

Close of meeting: 5.50pm