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**Minutes of meeting held at the The Web Business Hub,  
18 Edgar Street, Port Hedland  
Thursday 22 November 2018**

**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.

The minutes of the PHCCC Meeting of 26 July 2018 were accepted by all members.

**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)

Environment and Heritage Manager

Dan Pedersen (DP)

Community Relations Advisor

Nur-Irdah Halik (NH)

Senior Environment Advisor

Derek Walker (Guest)

Media and Corporate Affairs Advisor

Gemma O'Loughlin (GoL) (Guest)

**Committee Members:**

Town of Port Hedland

David Pentz (DPe)

Port Hedland Seafarers Association

Chris Towsey (CT)

Port Hedland Ratepayers Association

Roger Higgins (RH)

South Hedland Business Association

Gloria Jacob (GJ)

South Hedland Business Association

Caine Otley (CO)

RDA Pilbara

Diane Pentz (DiP)

PHCCI

Peter Carter (PC)

Community Member

Gary Silcock (GS)

Care for Hedland Association

Jo Smith (JS)

North Regional TAFE

Kevin Evans (KE) (proxy)

Port Hedland Progress Association

Jim Henneberry (JH) (proxy)

**Apologies**

PPA Director Corporate and Government Affairs

Richard Barret (RB)

Port Hedland Progress Association

Jan Ford (JF)

Town of Port Hedland

Camilo Blanco (CB)

North Regional TAFE

Joel Schreiber (JSc)

**Absentees:**

Port Hedland Historical Society

Arnold Carter (AC)

Town of Port Hedland

Telona Pitt (TP)

**ITEM 3 ACTION ITEM**

**NIL**

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## ITEM 4 OPERATIONS UPDATE

*GM Operations, John Finch*

JF discussed the following topics:

- **Safety Update:** PPA's 12 month rolling LTIFR (Lost Time Injury Frequency Rate) is 1.37 against a 2018/19 target of 1.55. To put the figure of 1.55 into context, that equates to our annual figure of around three lost time injuries per year. We've been on a falling frequency rate for a number of years now, going back to 2010 we were at a LTIFR of 9.2.
- **Monthly port statistics:** Monthly throughput in the past three months has been on par with previous years. August throughput was 43.2 million tonnes, an increase of 1% from 2017; September throughput was 44.1 million tonnes, in line with 2017; and October throughput was 40.8 million tonnes which was down 2% from 2017.
- **Year to date port statistics:** The Port of Port Hedland's throughput for October is up 1% from last year from the same period. We are expecting a big finish for the end of the year as there aren't any shutdowns planned for the month of December through to January due to the holiday season. We generally break records in December and June.
- **Marine Event:** No major marine events to report on this quarter. PPA maps marine event trends and over the past 12 months we have had 142 marine incidents, averaging roughly 12 events a month. The main issues are main engine slowdown and mooring line failures, which has been a significant concern and focus. Each incident is investigated by the marine operations team and there's a big commitment from PPA on managing our incidents, tracking trends and keeping abreast of everything that is happening at the Port. We have seen an increase of 35% in main engine issues, and a 41% decrease in mooring line failure incidents, which is a result of working with the terminals, improving education and trying new technologies. With regards to main engine incidents, we have spent a lot of time in the past 12 months tracking how these incidents have occurred and what the root cause analysis is. The largest area is related to planned maintenance failures – ships that are extending planned maintenance periods are not putting in enhanced programs in place such as enhanced condition monitoring and taking oil samples to send away for analysis. We've been working with the shipping companies to ensure we can contact the right people when this occurs. There has also been an increase in automation and electronic system failures which is to do with the modern ships that have automated engines and control systems, so if a sensor fails the engine automatically slows down, or in the worse-case scenario automatically stops.
- **Spodumene Concentrate:** PPA has been exporting spodumene under our environmental licence. Since September 2017 we have had 49 shipments of DSO through Utah, and more recently we have had four spodumene concentrate shipments which is done on the Eastern side. When you get the spodumene ore it's 1.5% to 2% of lithium ore in that and when you refine that to a concentrate it's 6-8%. By being able to refine the base ore you ship a higher level of the mineral, resulting in

less waste and lower shipping costs. This is the direction the industry is going towards and we've got three lithium miners in various stages of expansion – Pilbara Minerals, Altura and Mineral Resources. They're all building plants and facilities at the moment to bring further refined lithium and increased tonnages through the port in the next few years. There's a huge demand for lithium due to batteries and everything becoming autonomous.

- **Live Export Update:** This year we facilitated a live export shipment from the port in September. We loaded 2,714 head and 400 tonnes of fodder, and the new infrastructure we built last year for loading cattle is proving to be an excellent investment. We loaded a whole cargo in nine hours and there were no incidents to report which is a good outcome.
- **Safe Ships – Safe Ports Forum:** This year's forum was hosted over two days on 18 and 19 September and it has developed into an amazing forum. We started it three years ago to be a direct conduit between ourselves and shipping companies. In the first year we had 120 people attend and 31 shipping companies; this year we had over 190 attendees, 46 shipping companies, and nearly 100 shipping executives from around the world. The forum has helped us develop a direct relationship with more than 50 shipping companies which represents approximately 88% of our total throughput. An example was provided of a recent incident on a vessel, which was able to be resolved quickly thanks to the direct relationship the Harbour Master had with that shipping company's designated person ashore. Having the direct relationship with the shipping company is valuable in driving cultural change, driving safety improvement and system improvements on board.
- **Cyclone Season Forecast:** This information was provided to PPA as part of the Bureau of Meteorology debrief in October this year. This upcoming season is forecasted to be quieter than normal with a 60% below average and a late start. Expecting no cyclones until mid to late January 2019, with a lesser than normal season. There are four to five cyclones predicted in the western region with one to two coastal crossings, and one could be severe. PPA has standard operating procedures for our staff and Port users?, reviewed in consultation with all the terminals and service providers prior to commencement of cyclone season and they are available on our website.
- **Marine Cadetship update:** Kyal Randazzo, our local marine cadet joined us earlier in the year and is a local graduate of Hedland Senior High School. He completed his pre-sea qualifications at Challenger TAFE in Fremantle earlier this year and is back in Port Hedland. He will be commencing his sea-going career on the May Oldendorff in mid-December. The cadetship is a good opportunity for a local kid to go out to sea and we've have started our recruitment process for the marine cadet in Dampier. PPA completed the first round of interviews with parents two weeks ago and we have shortlisted to two candidates. We'll have the second round of interviews in December. This is not a one-off, this is part of an ongoing commitment to the local youth in the Pilbara.

**Questions:**

**CT:** (re: marine cadet's sea-going experience on the May Oldendorff) Is that ship a normal carriage out of here?

**JF:** Yes, she is a regular visitor and is on a long-term charter from Port Hedland to China, so the whole of Kyal's first trip to sea – usually 6six months – will be from China and back. He is then joining the Oldendorff Carriers, who are a huge company based in Germany which run more than 700 ships worldwide. While we're starting him on the Port Hedland run, after that he could be put on any ship, and he will be because his sea-going experience needs to cover more than bulk carriers. He'll be on container ships, general cargo ships, refrigerator ships and possibly tankers. Aligning his training with Oldendorff gives him an opportunity to get that vast and wide experience on a worldwide trading regime and he'll need to get through his exams at the end of it.

## 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:** PPA has completed two rounds of dredging at Lumsden, and in the harbour. We removed a lot of fines from the Lumsden reclamation area to storage ponds near FMG, and now we've spent the past six months refilling the reclamation area with good material. At the same time, we have created the first stage of the berthing pockets, swing basins and approach channels at the back of Anderson Point leading into Lumsden Point. We're 98% complete to get down to -8m target depth, and because we're tracking well ahead of time, we'll do some extra dredging in the future berth area which we'll get done in another week or so. It is important that we get really good reclamation from the future causeway, all the way back to Great Northern Highway. There will be around 22 hectares of land that will be available for industrial use. We expect completion of reclamation works by Christmas, with demobilisation and finishing up in the new year. In terms of the next stage, we're going through the government approvals processes and that is nearing conclusion so hopefully that will be announced very shortly. We'll then be releasing the Request for Proposals to the shortlisted proponents, and we'll ideally appoint a proponent by mid-2019. That will be a build, own, operate and transfer procurement arrangement, and our intended target date is to have port operations commencing in 2021.
- **IMOC update** – All the scaffolding is down, the crane is gone, and we're now in the final stages of delivery. Over the next few weeks all the external completion of the roads, access and footpaths, gardening and softening of the streetscape will be complete. Practical completion is expected on 3 December, and we are doing IMOC tours for staff, community, high school and the PHCCC members starting next week. I encourage you to come along and see the IMOC building first hand. The marine operations team will move in on the 7 December, followed by VTS configuration in December, site acceptance testing in January and the VTS Officer training is

expected to start in February. The new building will set the Port of Port Hedland up for the next 25 to 30 years. The VTS fit-out alone was \$9 million so it is the best in class in anywhere else in Australia.

- **Channel Marker Replacement Program (CMRP)** – Both of the jack-up barges are on the entrance beacons of Hunt Point right now. The project is going exceptionally well – we finished the landside components in March, and of the 35 marine navigation aids, 33 have been driven already so we only have two left. We've completed all nine beacons within the turtle nesting area that were in our environmental approval which needed to complete before 1 November and they were all done by October. We're on track for project completion in April 2019. We did forecast for some noise in the West End and did a letterbox drop to residents; but with only two left we're almost done.
- **Channel Risk Optimisation Project (CROP)** – Stage 2 Phase 1 which involved dredging for the bypass channel, deepening of the outer channel and establishment of a new refuge zone was completed on 29 October. The refuge zone we completed down to 18m depth, and we had a great outcome as we expected to use the cutter suction dredge to remove the harder material, however we managed to do it with a trailer with the use of a 'milling head', a new technology devised and developed in Port Hedland with Jan de Nul. It worked exceptionally well and not having to go into that area with a cutter suction dredge has shaved a few million off the project. Stage 2 Phase 2 will start on 1 April, post cyclone season and it was planned that way to reduce potential impact of downtime. Expected completion by August 2019.
- **Berth 3 Deck Replacement** – Since the last CCC meeting, the awarded tenderer York Civil went into receivership. They hadn't mobilised the site yet so that allowed us to cut the project off and we continued with the main contractors with supply of the long lead and critical items like the steel works, the fenders and the design. We have re-advertised for a construct-only contract which is in the final stages of assessment, and we are hopeful that will go ahead in late January 2019 as planned. LB added that regarding the procurement of critical components, once the main contractor went into receivership, PPA had approved some long lead works so we took over those contracts to ensure those companies weren't out of pocket and we were able to minimise delays. PPA has been working very closely with Dampier Salt to help them keep shipping as well. It is a \$30 million project and on top of the \$230 million mentioned before and Lumsden Point it is a significant investment by PPA in the past one or two years.

**Questions:**

**DPe:** (re: Lumsden Point) So you have no dollars for infrastructure and roads or road access?

**LB:** No, the road will come straight off Great Northern Highway past Pinga Street, but the developer/operator will develop the road, and they'll have the ability to develop plans and logistics hub. It's a general cargo facility plus logistics hub.

**CT:** (re: Lumsden Point) So what depth are you dredging to?



**LB:** Lumsden Point will be for Handimax vessels so we'll have a depth of 12m in the channel and 13.5m at the berths, similar to what we have for Berths 1, 2 and 3, and ultimately with the ability for two new berths. In Stage 1 there will be one berth.

**GJ:** Has PPA had any contact from Infrastructure Australia about Lumsden Point?

**LB:** Yes, we have met with them this year. At one of the meetings we gave them a harbour tour and briefed them on what we were doing. In the previous meeting I also informed them we had put the [Lumsden Point] strategic assessment to the Northern Australia Infrastructure committee and it's got in-principle approval, but because we're trading as a government entity they can't lend money to us, they will only lend to the private sector so we will pass that assessment to the shortlisted proponents.

**CT:** Will PPA retain ownership of the berths?

**LB:** It will be owned and operated on a lease for a period of time.

**GS:** Is that for 30 years?

**LB:** It's aligned to the loan terms of NAIF which is 30 years.

**CT:** (re: IMOC) What is the total budget for this project?

**JF:** The budget is \$70.7 million which includes all site work, construction and demolition of the old tower. We will come in under budget.

**CT:** That is a significant investment into Port Hedland.

**JF:** On top of the other projects, such as the Channel Marker Replacement Project which is a \$40 million project and the Channel Risk Optimisation Project which is a \$120 million project, we have a total budget of \$230 million and that is not including Lumsden Point.

**CT:** And it has all been done in 12 months.

**JF:** We started collecting the revenue in September 2013 knowing all the projects would take place at the same time.

**DPe:** (re: IMOC) Have you agreed on a name?

**JF:** We received a strong number of public submissions which will be assessed for eligibility. The Executive Committee will shortlist names and then to the Board for approval. The name will be announced at the formal opening in April 2019.

**GS:** (re: Berth 3 Deck Replacement) Macmahons are in there now, what are they doing in the fenced off area?

**JF:** They are doing the demolition of shed 3, so there's a piece of history about to depart the port. It has been there since 1960s, the shed at the back of Berth 3, so that's being demolished which commenced on 14 November and will be completed on 1 December, in preparation for site handover for the new construction contract.

**GS:** There was a garage shed inside there that was used to be my office.

**CT:** Does most of that money come from the Port Improvement Levy or is that from another government grant?

**JF:** The Port Improvement Rate projects – CMRP, CROP and IMOC – are funded by a levy on shipping companies that come through the port. Berth 3 is funded by major capital through government funding.

**RH:** Is that levy based on the weight or value of the ship?

**JF:** It is based on the GRT of the ship.

**RH:** Why do they do it that way instead of the value of the commodity being exported?

**JF:** The prices are too variable, if you did it on the iron ore price, the price changes almost daily. We have to put out a revenue structure that gives certainty to the shipping companies because those agents that work on behalf of the ships that come to the port, they project the port costs for the ship and they get transferred funds into their account so they can distribute those funds in advance. If you were changing the fee constantly they wouldn't be able to do that, so you've got to give the industry some certainty.

**RH:** I ask the question because I assume a product, like spodumene for example would have a higher margin because of the demand for it at the moment than say iron ore and given the fact that the market is strong wouldn't it be a way of increasing the amount of revenue?

**JF:** The ship doesn't see that, the ship that's paying the levy to be able to come and go to the port don't necessarily see any difference in that charter rate on the cargo that they're carrying, so it wouldn't be a good construct for a fee mechanism.

**LB:** For the miners and the exporters, that cost is picked up in the royalty rate so they'll pay royalty and that amount varies according to the price.

## **ITEM 7      ENVIRONMENT AND HERITAGE UPDATE (51.45)**

*Environment and Heritage Manager, Dan Pedersen and Senior Environment Advisor, Derek Walker.*

*DP discussed the following topics:*

- **SWASP and Golden Gecko** – All WA port authorities and DPIRD (Department of Primary Industries and Regional Development) jointly won the Golden Gecko Award for Environmental Excellence for the State-Wide Array Surveillance Program (SWASP) which is an early warning monitoring system for marine pest incursions. It is a collaborative project with DPIRD and born out of a need to monitor marine pests in a cost-effective and collaborative way. Marine pests can be introduced to WA's coastal waters in a number of ways. One of those ways is through ports where vessels may carry pests in ballast water or on the vessel's hull (although there are a number of controls to prevent this). The SWASP works by deploying a series of settlement arrays into each Port environment. On each these arrays are 8 settlement plates the size of beer coasters. The settlement arrays are soaked next to wharves / jetties where vessels berth for approximately two months, twice a year (summer and winter). When we pull the array out of the water, the settlement plates are typically fully covered with marine growth. Our interest is whether any of the marine growth of the plates are invasive species. We send the plates from each of the arrays to DPIRD where they are scraped and homogenised (blended) and the DNA extracted. The DNA is then sent off for molecular analysis in a Next Generation Sequencing machine, to tell us if there are any pests present. We have found no pests of concern in PPA's ports since the inception of this program in 2010. The program is being

expanded across the country to five Queensland ports and the vision of the WA port authorities and DPIRD is it becomes a national program.

- **Spodumene concentrate environmental licence** –PPA holds a licence for exporting 610,000 tonnes of Spodumene concentrate a year. The environmental licence permits the transfer of Spodumene concentrate from the wharf and into a vessel's hold using Ro-Tainers. It is quite a wet product as a result of the way it is processed by the miners. There have been four shipments of spodumene concentrate through Eastern Operations this year, and the future looks bright with spodumene as a commodity. The first four shipments met all the requirements of our environmental licence and everything is going well.
- **Viva Energy Site Demolition Works:** You may have noticed some demolition works on the corner of Wilson and Gilbert Streets recently - a number of tanks and other infrastructure are being removed by Viva Energy, as they decommission their former bitumen plant. Once the demolition works are complete, Viva Energy will be responsible for undertaking the normal suite of contamination assessments to make sure the land is fit to be handed back to PPA. From an environment point of view, we pay close attention to the works – we require a demolition environment management plan from the proponent and the environment team undertake inspections to ensure the works are occurring as planned. The demolition is regulated by PPA through a Development Approval too.
- **Advertising campaign on algae blooms** – PPA has started a monthly advertising campaign in the local papers (North West Telegraph and Pilbara News) on Trichodesmium Blooms, a blue-green algae blooms which looks like sea sawdust and wash in to coastal areas at this time of year. They also happen to look like emulsified diesel on the water and when they land on the beach they turn purple, green, and black as they rot/decompose. It is common this time of year and is a natural phenomenon. If you think you think you may have come across a spill (unsure whether it is oil, algae or otherwise), please give our VTS a call – we'd rather receive a report and investigate it than potentially miss out on a real incident.

*DW discussed the following topics:*

- **Port Hedland Maintenance Dredging** – At the last CCC meeting we discussed receiving the five-Year Sea Dumping Permit for maintenance dredging, and the associated dredge management plan that was also approved through that process. PPA and the environment team go out and audit the vessel to ensure it is compliant with the sea dumping permit and the dredge management plan. This year we've boarded the vessel three times to complete environmental compliance audits, combined with the CROP audit/inspections, there have been no issues identified. Jan de Nul who have the dredge contract and have done past work with PPA, have a very high standard so we're pleased with the outcome this year. PPA received the two-year Sea Dumping Permit for Stingray Creek South Swing Basin dredging on 31 July 2018, and we will look to align that with another dredging project in the future.



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- **CROP dredging** – Within the condition of our sea dumping permit, we had a condition around environmental monitoring with relation to water quality. With our water quality monitoring we looked at both satellite imagery, to look at the area and the extent of the plume emanating from dredging and sea dumping activities, as well as looking at our in situ loggers. The loggers have a couple of sensors that measure light and turbidity and are placed at four sensitive receptor sites around the port where there are coral reef areas. Dredge monitoring was complete on 14 November, which included two weeks post dredge monitoring, with the final results of the monitoring program due early December. Whilst the monitoring did identify plumes emanating from dredging and sea dumping activities, they were relatively small in extent, and diffused and localised round the dredging activity. The monitoring program to date has not identified any impact at the sensitive receptor sites and no breaches of the trigger WQ trigger levels. As well as the monitoring PPA undertakes audit program. We look at the sea dumping permit conditions (Commonwealth approval) and dredge management plan monthly and go out along with the Jan de Nul's (dredge contractors) environment and safety team to check the conditions relating to the sea dumping permit and dredge management plan making sure they're implementing the appropriate management actions. This year we also engaged an independent auditor to audit our activities to make sure we're doing the right thing and implementing the appropriate controls. The report hasn't been finalised however initial findings have been very positive with no non-compliances identified.
  - **Lumsden Point environmental monitoring** - PPA has an environmental approval to undertake works at Lumsden Point, under part four of the Environmental Protection Act approval which is Ministerial Statement 967. To support the Phase 1 capital dredging works for the Lumsden Point project, PPA has continued to implement an independent marine monitoring program in accordance the State Environmental Approval (MS967) approved Construction and Dredge Management Plan (CDMP). This includes: sampling of discharge water from DMMA C (dredge pond) for analysis of metal concentrations; monthly measurement of sedimentation within mangrove communities at four impact sites and two reference sites; real time monitoring of discharge water using in-situ water quality loggers at one impact and one reference site; and real-time monitoring of water using in-situ water quality loggers at three dredging impact sites and one reference site to monitor the measurement of turbidity. The monitoring program to date has demonstrated that there are no exceedances of agreed criteria and no demonstrated adverse impacts to water quality and sedimentation from dredging and dewatering.
  - **Channel Marker Replacement Project** - PPA has an approval, an EPBC Act (Environmental Protection and Biodiversity Conservation Act), which is a Commonwealth environmental approval to undertake the works. Whilst we didn't expect any major impact to the natural environment, some of the works (channel markers near the spoil ground and entrance to the harbour) are near sensitive areas, such as Cemetery Beach which is a key nesting area for Flatback Turtles. In a previous project in 2015, which involved upgrading existing channel markers, PPA installed Osprey nesting platforms on three of the markers. As part of this project, we

are installing additional Osprey nesting platforms on two of the markers, bringing the total nesting platforms to five.

- **TACC (Technical Advisory and Consultative Committee)** - Held twice a year, there is one coming up in early December and we will be discussing updates on dredging related activities related to Port Hedland. Attended by key stakeholders, industry and regulators. Will provide an update on that meeting at the next CCC.

#### **Questions:**

**CT:** Has PPA undertaken a radiation assessment of the Spodumene concentrate?

**DP:** We request copies of the radiation assessment for each spodumene concentrate product from our export proponents during their PPA new product export application process (it is now a standard question in our customer application processes). Radiation assessments (and many other tests) are completed as a standard process by the customer in order to mine and transport this material.

**LB:** We don't do this in isolation to what's happening in the mines; they do their testing in the mines. Whether it's this or whether it's the other products they'll test it for the moisture content in the mines and provide PPA with the results to make sure material coming into the port meets licence conditions.

**CT:** Is there a reason why the Spodumene Concentrate is being exported from the West End, not the other side of the harbour?

**DP:** The export infrastructure is at PPA's Eastern Operations.

#### **ITEM 8      COMMUNITY UPDATE**

*GM Operations John Finch. JF discussed the following topics:*

- **CSI Update** – Recent recipients of the CSI program are: West Pilbara Junior Cricket Association for new iPads and towards the 2019 Country Week competition; Port Hedland Cricket Association for new equipment and a contribution towards infrastructure upgrades, YMCA Port to Port Swim for shirts and merchandise, Hedland Water Polo Association for new equipment, Pilbara Music Festival, PCYC Softball Club for uniforms, Cooke Point Playgroup towards facilities upgrades, Hedland Senior High School for attending the Robotics Competition and West Pilbara Port Welfare Association for their annual Christmas Bags. This weekend we'll also be having the Seafarers Welfare kick-off where we all get together and pack Christmas bags for the Seafarers Welfare Fund. Last year we had over 2000 bags and 60 volunteers.
- **IMOC Community Naming** – PPA went out to the community seeking submissions for a name for the IMOC. We received 61 submissions which will be assessed against the terms and conditions - the final name will be announced in 2019.
- **IMOC Tours** – PPA is offering tours to the staff and the wider community of the IMOC building. We received 154 expressions of interest from the community, in addition to

school groups. We will start with staff walk-throughs, followed by the community during the week and the PHCCC will be taken on a tour on Tuesday 4 December.

- **2019 Stakeholder Satisfaction Survey** – In early 2019 we'll start the Stakeholder Satisfaction Surveys, and we break it down to community groups, major port users, minor port users, service providers, government etc. It's been well received and our ratings have steadily improved in the past three to four years which is great we're getting that acceptance from community and industry that we're here to work together. PHCCC members will be contacted by the consultants next year, and we welcome your feedback and participation. All surveys are anonymous, and we take on board all the feedback, which goes into an annual action plan which is approved by the Executive and Board.

## **ITEM 9      OTHER BUSINESS**

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

**DM:** Utah Road – what is the process for maintenance? Is it just maintenance or is it getting improved so maintenance doesn't have to be so high?

**JF:** Both. We did a strategic assessment of Utah Road and we identified works that need to be done along various areas of the road. Some of the works is just maintenance and some of it is excavation down to a new core level. It's a mix of capital improvements and maintenance. There are six sections to it to be completed over a period of eight or nine months, so you'll see activity out there all the way through to next year.

*JF went around the room asking members if they had any business to raise.*

**JF:** If I may start, I know Nur has called some members about the Terms of Reference with regards to attendance, where members are required to attend at least two out of three meetings a year. Every January we start with new nominations, and we ask members to consider their commitment and to reapply for next year. Jan Ford has asked me to make a short statement on her behalf as she has formally withdrawn from the committee as she no longer has capacity to attend the meetings. JF read out Jan's statement: "Thank you for the opportunity to be involved with the Port and the Port Hedland CCC. It has been a valuable experience and I wish everyone all the best."

**RH:** I'd like to ask a question in relation to the old derelict houses that sit on PPA land on the other side of Cooke Point. I understand they have been there for many, many years and they contain a lot of asbestos. Is that something PPA is going to do something about?

**LB:** The houses are on freehold land, not on our leased or other land.

**DPe:** The Town of Port Hedland has been working with the landowner to have the houses moved, and we've involved State Government as well. You may have seen part of that land has been cleaned up, it's just those houses left.

**DM:** Along the back of Sims Metal (in Wedgefield) I assume PPA are planting trees along Great Northern Highway near Pinga Street?

**DW:** That's Main Roads WA who have planted those trees within their road easement.

**DP:** I think they're doing a similar program across the Pilbara, there are some similar works in Karratha.

**PC:** I was down at Pilbara Minerals last Friday and they are going to double their output in the next coming years and they're saying the port was already congested. Are there plans for expansion?

**JF:** Based on initial forecasts, we have had our Environmental Licence increased by 610,000 tonnes for that to occur. We've done four shipments to date, and at the moment we've got more than enough capacity. There has been a lot of speculation in the media as to what the lithium output figure may look like, however PPA have engaged with the proponents that informed our environmental increase of 610,000 tonnes and we continue to engage with them.

**LB:** In terms of increased port capacity, that's one of the rationales behind Lumsden Point.

**PC:** When will the port be operational at Lumsden Point?

**LB:** 2021 is when we can expect first activity. It won't just be lithium, we've got two new mine replacement projects, tantalum is the new one, and cobalt. There will be new general cargo facilities required.

**JF:** Those type of shipments, whether they be tantalum, cobalt or lithium, they're absolutely suited to the future opportunities at Lumsden Point as they are loaded on smaller ships, not cape sized vessels which are tidal restricted.

**GS:** At the Safe Ships – Safe Ports Forum there was a mention of MARPOL. Has there been any further discussion about quarantine waste disposal?

**JF:** As discussed at the last meeting, we are limited in terms of the fact there are no facilities in the Pilbara that can accept quarantine waste off ships. It would have to be an approved facility, it would have to be private infrastructure that has to do that. It would be someone doing it in unison with PPA and the Town of Port Hedland.

*Further discussion was had on this topic covering costs and logistics involved with quarantine waste facilities.*

**GS:** I want to complement the contractors doing the gardening inside the Port, it looks absolutely great.

**DP:** We will pass that feedback on.

**CT:** One of our bus drivers intercepted two Chinese seafarers who came off on the bus with two large bulging suitcases. When the driver took these two guys to the shopping centre, they jumped off the bus with the suitcases and ran across to a car. The driver photographed the driver of the car and the licence plate and

commandeered the two suitcases while the Chinese seafarers ran off in different directions. We rang the police and Border Force and they were arrested in two days. The suitcases were full of cigarettes and it seemed to be a small smuggling ring. We're pleased with the bus driver and the police were very complementary.

**GJ:** As Lumsden Point is projected to be operational in 2021 and considering all the activity in the inner harbour, how does that affect capacity in the inner harbour in total? Surely the Port has something in place as a strategy for when the inner harbour reaches capacity. I realise it is a way off and it's like looking into a crystal ball – is there a five, ten, 15 – 20 year strategy for the Port?

**LB:** Cargo wise, the current forecast and with the strategies we've got in place, as John mentioned the smaller vessels can go in and out on the low tide, which doesn't have a big impact on overall volumes. The inner harbour is planned to have four more berths in South West Creek, two more cape size berths on the Stanley Point side and two berths on the Anderson Point side another general cargo berth and a fuel berth or a bulk liquids berth. In terms of all of that we have capacity; and with the longer-term forecasting 2030 appears to be the peak iron ore, so 2030 is when we expect iron ore exports to plateau. We're in a good position to handle forecasts to then.

**CT:** Could PPA develop the estuary on the other side of Finucane Island?

**LB:** The longer terms plan are the Outer Harbour development, or Anketell, but both of those will need another 100+ million tonne development. If you go back to the long-term projection of iron ore and it hits 2030 it can either go flat, slightly up or dip. That seems to be the key timing.

**JF:** Lyle's team has done a lot of work on the Land Use Master Plan (LUMP) and we've just revised our long-term 2050 planning in terms of our ultimate port development and if those plans aren't on the website yet, they will be shortly. Lyle's team also facilitates the future planning workshops, they will be held every two to three years. In short to medium terms, last financial year the Port of Port Hedland had a throughput of 519.4 million tonnes, our current port capacity is 577 million tonnes, and once CROP is complete we're looking at between 595 to 600 million tonnes for the inner harbour. In terms of throughput the main mover is the smaller commodities that can move on lower tides, smaller vessels that don't have that conflict with the bulk carriers.

## **ITEM 11 ACTION ITEMS**

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

**Date of next meeting:** TBC

**Close of meeting:** 5.36pm