
**Minutes of meeting held at the Integrated Marine Operations Centre,
The Esplanade, Port Hedland**
Thursday 15 August 2019

ITEM 1 WELCOME AND INTRODUCTION OF MEMBERS

Chair welcomed all present and declared the meeting open at 4:04pm. Discussion commenced with introductions by members in attendance.

The minutes of the PHCCC Meeting of 28 March 2019 were accepted by all members.

ITEM 2 RECORD OF ATTENDANCE/APOLOGIES

Present

Chair and General Manager Operations

John Finch (JF)

PPA Staff

Port Hedland Harbour Master

Myron Fernandes (MF) (guest)

Director Corporate and Government Affairs

Richard Barrett (RB)

Environment and Heritage Manager

Derek Walker (DW)

Community Relations Advisor

Tegan Read (TR)

Committee Members

Town of Port Hedland

David Pentz (DP)

Port Hedland Historical Society

Arnold Carter (AC)

Port Hedland International Airport

Rod Evans (RE)

Care for Hedland

Sam Arif (SA) (guest)

Community Member

Angela Rooney (AR)

Community Member

David McGowan (DM)

Apologies

Town of Port Hedland

Hon Fred Riebeling (FR)

Community Member

Gary Silcock

East Pilbara Police

Craig Parkin (CP)

North Regional TAFE

Joel Schreiber (JSc)

Port Hedland Progress Association

Jim Henneberry (JH)

RDA Pilbara

Diane Pentz (DPz)

South Hedland Business Association

Caine Otley (CO)

Absentees

Community Member

Bill Dziombak

Port Hedland Ratepayers Association

Roger Higgins (RH)

South Hedland Business Association

Gloria Jacob (GJ)

PHCCI

Peter Carter (PC)

ITEM 3 ACTION ITEMS

- **Report of Finucane Island 4WD access**

DW provided an overview of the PPA controlled land and water boundary at Finucane Island in relation to 4WD beach access. Currently accessible via private road, public access track running through BHP State Agreement Land. PPA unlikely to encourage increased use by upgrading track or signage.

ITEM 5 OPERATIONS UPDATE

General Manager Operations, John Finch
JF presented the following topics:

- **Safety Update:** PPA's 12 month rolling LTIFR is currently at 1.32 against the 2018/19 target of 1.55. PPA's commitment to robust safety procedures for all staff, contractors, service providers and visitors was reiterated and commended. This equates to 3 LTIs over the financial year.
- **End of Year Performance:** PPA 2018/19 total throughput was 697.2 million tonnes. Port of Port Hedland recorded a throughput of 513.3 million tonnes, down 1% from the previous year. This was in part due to Tropical Cyclone Veronica and the BHP train derailment impacting inflow.
- **Monthly port statistics:** Monthly throughput over the past four months has varied significantly due to impact of Tropical Cyclone Veronica. March throughput was 36.76 million tonnes, a decrease of 14% from 2018; April throughput was 42.5 million tonnes, a decrease of 2% from 2018; May throughput was 46.7 million tonnes, an increase of 2% from 2018; and a new monthly record achieved in June with a throughput of 49.3 million tonnes, an increase of 2% from 2018. This is a million tonnes over the previous record of 48.3 million tonnes.
- **Year-to-date (YTD) statistics:** There is a slight decrease in YTD throughput down 1% in comparison to the same period last year. Utah figures are down which was also anticipated.
- **Emergency Preparedness:** A full day Search and Rescue Exercise was conducted on 30 May with PPA and several service providers participating in the coordinated exercise. In early June a Salvage Workshop was conducted for the second year with international shipping companies joining the emergency scenario. The companies activated incident management teams in their host nations providing live inputs during the exercise. A fire on a vessel scenario ran alongside the Salvage Workshop with participation from external agencies, DFES, St John Ambulance and oil importers. This led to a day two annual oil spill exercise facilitated in conjunction with the Department of Transport (DoT).
- **Marine Incidents:** There have been no significant marine incidents in the March - June period. The work PPA have conducted with our port stakeholders and the terminals to better understand the demands on Mooring lines is evident in the strong decrease of

incidents in the port. Main engine incidents continue to be our major area of concern, however most of these are engine slowdowns not failures.

- **Second towage operator, Pilbara Marine:** Nearing the end of the Pilbara Marine acceptance process with infrastructure completion approved and the final Tug Masters to be formally signed-off. Operation will commence eight days after readiness is achieved with an expectation of Pilbara Marine to be in service by late August.
- **Marine Cadetship update:** Kyal Randazzo has completed his first six-month trip concluding his contract with the May Oldendorff on 7 July. His next contract will commence in August on a General Cargo Vessel. Dampier Cadet, Ben Hobart, has completed his Master <24 training in Fremantle and is expected to commence his first voyage in October.

Questions and comments:

DM: How does Port Hedland compare against other sites?

JF: Analysis conducted around 12 months ago had other ports averaging an LTIFR between 4-6, and heavy industry an LTIFR between 7-9.

AC: What were the lithium figures?

JF: We estimated around 2.5 million and we came in under 1 million.

RE: Are the engine incidents normally inbound or outbound?

JF: About 60% outbound and 40% inbound as we do track all the data. We undertake cause analysis for every incident and as a result we have a good understanding of why these are happening. It is more outbound because the ships are deep drafted and due to tides the engines are at maximum load accelerating to achieve steering stability.

AC: Are there any plans to increase the Cadet numbers?

JF: At the moment we have the two and it is working well with a number of shipping companies interested in hosting our Cadets. We see this as an opportunity for the future but our main focus remains finding the right people over increasing numbers.

ITEM 6 PROJECTS AND SPECIAL ISSUES UPDATE

General Manager Operations, John Finch

JF presented the following topics:

- **IMOC update:** IMOC commencement date is set as 19 August with final equipment testing currently taking place. The transition plan will allow for the IMOC and the Shipping Tower to run concurrently for a period of two weeks. The shipping tower will then be handed over to contractors for de-commissioning.
- **Hedland Tower Official Opening:** Officially opened by the Hon Mark McGowan MLA, Premier of Western Australia and the Hon Alannah MacTiernan MLC, Minister for Ports on 30 July 2019. The Marine Team lead a tour of the Level 6 VTS before providing a briefing on the facility's technology. Four rooms within the Hedland Tower were

announced: Kariyarra Room; Level 5 Incident Control Room, Thurla Room; Level 6 Operations Room, Stanton Room; Meeting Room 1, Monks Room; Meeting Room 2.

- **Shipping Control Tower Plans:** Once commissioning of Hedland Tower VTS is completed, the Shipping Control Tower will be handed to the contractors for the controlled felling. Plans are well underway for the felling with an extensive exclusion zone to be implemented during the works. A date is yet to be confirmed but video footage will be captured for public viewing.
- **Channel Marker Replacement Program (CMRP):** The CMRP has now been formally completed achieving practical completion on 31 May 2019. There were no impacts on shipping, no incidents and no injuries during the project.
- **Channel Risk Optimisation Project (CROP):** Progress was impacted by Tropical Cyclones Veronica and Wallace with a revised scheduled completion date set by 31 August 2019. The Emergency Passing Lane was completed and made operational by the end of June. Upon completion Dredging Spread will demobilise to Broome for works to facilitate larger cruise ships for Kimberley Ports Authority.
- **Berth 3 Deck Replacement:** Total AMS were appointed the construct only contract delivering the project ahead of schedule and under budget with no incidents. Shipping Operations recommenced on 6 July with some minor furniture installations scheduled during September 2019.

Questions and comments:

DP: Can you explain the naming of the Monks Room?

RB: Geoff Monks was the original Port Hedland Harbour Master.

AC: Are you discussing Lumsden?

JF: We will provide an update at the next meeting as the RFP process has just closed so we are in the process of reviewing the submission.

ITEM 7 ENVIRONMENT AND HERITAGE UPDATE

*Environment and Heritage Manager, Derek Walker
DW discussed the following topics:*

- **Post Tropical Cyclone Veronica:** The passage of Tropical Cyclone Veronica provided the opportunity to collect some interesting data. There was impact on the Port Hedland environment including the subtidal benthic communities experiencing higher than normal sedimentation loads, physical disturbance and scouring from sediment mobilised by the turbulent waters. We are still seeing high levels of suspended sediments as a result. PPA have commissioned Advisian to undertake further research into the monitoring sites and will prepare a report on the associated impact.
- **SWASP– Redeployment and IMPS:** Arrays have been deployed for the winter soak and will stay in the water for a two-month period. While the Department of Fisheries were onsite they conducted a more detailed survey looking at additional parameters including beam trawl, crab trapping, water sampling, beach walks and plankton tow.

- **Environmental Fact Sheets:** PPA have developed several environmental fact sheets to cover topics relevant across port sites. They are valuable for download via the PPA website. The dust fact sheet will provide some background about our key responsibilities around monitoring and the management of the data. We will be providing a more in-depth dust response next meeting.

Questions:

DP: Did you get much damage during the cyclone in terms of coastal erosion and other environmental impacts?

JF: We got quite a significant infill on the western side of the channel between beacons 36 and 39. This saw our maintenance dredging commence earlier as it did have an impact on the available depth of the channel. We also saw some erosion under the berths but no damage to the PPA managed channel markers.

DW: It is likely there has been some sand movement, but we don't know the full extent.

SA: Are you doing the monitoring along Cemetery Beach and that erosion?

DW: We don't have a set baseline overtime but are doing some mapping of the intertidal zones out in front. Something we could investigate moving forward and keen to engage with Care for Hedland.

ITEM 8 COMMUNITY UPDATE

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

- **Town of Port Hedland – 2019/20 funding partnership:** Continued annual partnership between PPA and the Town of Port Hedland for 2019/20 financial year with the inclusion of new programs. Sponsored initiatives include, the Twilight Outdoor Movie Series, Australia Day, North West Festival, Welcome to Hedland, Spinifex Spree Carnival and the ToPH Youth Program.
- **Community Support Initiative (CSI):** PPA has recently supported the following through the CSI, V Swans Shooting Goals Program: \$3,000 to support the upcoming New Zealand tour; Hedland Gymnastics Club: \$2,567 allowing selected members to attend the Judges Invitational; Annual Blue Water Classic: \$2,000 continuing as an event Gold Sponsor; Hedland Kart Club: \$5,777 for a new shade structure; Port Hedland Primary School: provided a BBQ lunch and guest speaker in support of the Leadership Conference.
- **2019 Staff Community Grant:** The annual Staff Community Grant allows PPA staff to nominate a charity or not-for-profit organisation to receive one of two \$10,000 grants (one for each of the communities of Port Hedland and Karratha/Dampier). The 2019 Staff Community Grant was split between the Royal Flying Doctor Service, and SAFE Port Hedland each receiving \$5,000.
- **2019 Recreational Vessel Safety campaign:** The annual Recreational Vessel Safety campaign was relaunched in June. The campaign included features on Spirit Radio

and RedFM, newspaper adverts, flyers and promotional videos. Details shared on social media and with local marine groups as a safety reminder to all boat users. Committee members were encouraged to circulate the tailored Port Hedland material to their networks.

- **Shipping Control Tower Plans:** A historical record of the tower has been completed and PPA is working on a commemorative book capturing the history of the tower. The final chapter will be focused on the felling to incapsulate the complete history. PPA are gifting the lift car and other miscellaneous items to the Port Hedland Historical Society with the original blue doors and plaques to be incorporated into the Hedland Tower reception space.

Questions and comments:

DP: how are we going with the number of incidents?

JF: we probably average about 1-2 in the peak months but the message is getting through. Due to the transient nature of the town the education and safety program will always be part of PPA's community relations.

ITEM 9 OTHER BUSINESS

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

AC: What does two blasts in the harbour mean?

MF: You can often hear them testing the equipment before they leave the berth as a safety precaution if needed when heading outbound.

DW: What is the five blasts?

MF: You're running into danger, get out of my way and is used when they are trying to alert someone.

DM: Is there anything happening with petroleum or any possible plans for pipelines into the port?

JF: Nothing planned with no engagement.

AC: I was looking forward to an update on Lumsden.

JF: Yes we will give you an update at the next meeting once we've gone through the RFD process.

ITEM 11 ACTION ITEMS

| Action No. | Action | Who |
|------------|--------|-----|
| | Nil | |

Close of meeting: 5.08pm