
Minutes of meeting held at Welcome Lotteries House, Morse Court, Karratha
Wednesday, 19 October 2016

ITEM 1 WELCOME AND MEMBER INTRODUCTIONS

The Chair welcomed all present and declared the meeting open at 4:05pm. The Chair asked all those present to introduce themselves.

ITEM 2 RECORD OF ATTENDANCE/APOLOGIES

PRESENT:

Chair	Damien Miles (DM)
Committee Members:	
City of Karratha	Peter Long (PL)
City of Karratha	Nancy Emil (NE)
City of Karratha	Leigh Cover (LC)
Nickol Bay Fishing Club	Luke Leech (LL)
Dampier Seafarers	Jake De Salis (JDS)
Karratha Visitor Centre	Jane Knapp (JK)
Regional Development Australia Pilbara	Diane Pentz (DP)

PPA Staff:

Port of Dampier Harbour Master	Vikas Bangia (VB)
Director Corporate and Government Affairs	Richard Barrett (RB)
Environment and Heritage Manager (West Pilbara)	Dan Pedersen (DP)
Corporate & Government Affairs Specialist	Amy Hill (AH)

Apologies

Sean McNeair, Kathy Wilkinson, Ken Mulvaney, John Lally, Graham Evans and Stuart Otto

General Business:

ITEM 3 RATIFICATION OF PREVIOUS MEETING MINUTES

Members ratified previous meeting minutes as a true and accurate account of discussion.

ITEM 4 ACTION ITEMS

Action Item 1: *Presentation by Sean McNeair (Murujuga Rangers) at next CCC meeting*

- DM advised Sean McNeair had to cancel today's presentation due to urgent business; will aim to have Sean present at a meeting in the New Year

Action Item 2: *AH to provide electronic boating safety flyers to members*

- AH will circulate with meeting minutes now the flyer is finalised

Action Item 3: *KW to contact AH regarding speaking opportunity at KBGFC fishing competition*

- AH advised KW has not been in contact regarding the competition; AH will follow up

Action Item 4: *AH to circulate list of organisations/initiatives supported by PPA through its Community Support Initiative in 2015/16*

- AH advised this was completed following the last CCC meeting in June

Action Item 5: *AH to contact SO to arrange hosting the next CCC meeting at the KCA facility*

- AH advised the facility had not yet been handed over to the KCA; PPA will aim to host a CCC meeting at the KCA facility next year. LC also advised it was anticipated that the lease would be ready to handover to the KCA in the second quarter of 2017.

ITEM 5 MARINE OPERATIONS UPDATE

Port of Dampier Harbour Master, Vikas Bangia

VB discussed the following topics:

- Overview of PPA's highlights for the 2015/16 financial year, including record annual throughput statistics
- Update on the Dampier Cargo Wharf western fenders replacement program
- Overview of the various maintenance dredging programs underway at the port (including Rio Tinto and Woodside programs)
- Overview of the new Port Logistics Forum, established by PPA to discuss marine operational matters with port stakeholders
- Overview of various operational areas of opportunity being investigated at the Port of Dampier including updating the Engine Immobilisation Procedure and improvements to moorings management
- Safety update including an overview of PPA's new alcohol and drug testing process introduced at the Port of Dampier from 1 October 2016

Questions

- PL** Does your total throughput figure include Rio Tinto as I thought they had advised they did far more than 173 million tonnes per annum (mtpa)?
- VB** PPA's figures do not include Cape Lambert throughput, as this port currently falls under the Department of Transport's purview.
- DM** Cape Lambert – also known as Port Walcott – will hopefully be one of the first Shipping and Pilotage Act Ports to transfer to PPA. The legislation to make this possible is anticipated to be considered by parliament in 2017.
- PL** Is one dredge used (for both the Woodside and Rio Tinto maintenance dredging campaigns)?
- VB** No, and that is part of the challenge. Use of a single dredge is something we are investigating for the future, to avoid managing two dredges at the same time.
- PL** How often is maintenance dredging undertaken?
- VB** Proponents have a five yearly maintenance dredging program.
- DP** Both Rio Tinto and Woodside have their own Sea Dumping Permit, issued through the Department of Environment and Energy, which allows them to dump dredging spoil at sea. PPA have asked these port users to undertake modelling to understand any impact of dredge spoil, to put some science behind the numbers regarding spoil ground height.

- PL** What does PPA consider ‘maintaining moorings’ to involve? The City of Karratha receives a lot of complaints in this area particularly around how expensive the requirements can be for small operators.
- VB** The requirements are determined by the Department of Transport and involve an inspector who has to come to the site, dive and inspect the mooring.
- PL** Are annual inspections really necessary? This is very expensive.
- VB** I can understand that. While it is a DoT requirement, insurers also want this level of maintenance so we can have the confidence that the moorings are fit for purpose and can withstand cyclonic conditions.
- DM** I would like to add that VB’s vision for the Port of Dampier is to ensure it is an attractive port to come and do business and that involves a careful balance between safety and efficiency and being commercially attractive to port users.

ITEM 6 ENVIRONMENT AND HERITAGE UPDATE

Manager Environment and Heritage (West Pilbara), Dan Pedersen

DP discussed the following topics:

- Overview of PPA’s Environmental Management Plan for 2016/17, recently released on PPA’s website. Specifically noted Table 4.2 within the EMP, which provides an overview of PPA’s significant environmental risks and associated ‘risk treatment plans’. Highlighted the final row in this table, which is the only significant environmental risk that relates to the Port of Dampier (invasive species - weeds).
- PPA’s management of priority weed species on Port lands on the Burrup Peninsula, including the development and implementation of PPA’s Weed Management Plan and the research work being undertaken to tackle *Passiflora foetida* (*Stinking Passionflower vine*).
- PPA’s collaboration with Pilbara Wildlife Carers to successfully release a rehabilitated Rothschild Rock Wallaby on Port lands
- Overview of the various knowledge sharing initiatives taking place between PPA and Murujuga Rangers
- Brief overview of PPA’s support for Schools Tree Day across the Pilbara

Questions

- PL** Is *Passiflora* affecting Woodside land at the Port also?
- DP** Yes, it is. In fact Woodside have shown interest in establishing trial plots on their lands also to test various herbicides, so it is great that port users are jumping on board. PPA will meet with Woodside next month to discuss potential collaboration opportunities as part of our research project.
- DM** I think it is worth mentioning that other ports tend to focus on environmental compliance, while PPA also has a heavy focus on our community responsibility and environmental stewardship, which is demonstrated by the *Passiflora* research initiative and other projects our environment and heritage team actively take on. It is a very positive, active, community approach to environmental management.

DP offered to present the results from the Passiflora research project at the first CCC meeting in 2017.

ITEM 7 COMMUNITY UPDATE

Director Corporate and Government Affairs, Richard Barrett

RB discussed the following:

- Overview of PPA's involvement in the FeNaCING Festival
- PPA's Recreational Boating Safety Campaign that is currently being delivered across the Pilbara, including in Dampier/Karratha
- Update on recent Dampier and Karratha based Community Support Initiative recipients; including support given to the Dampier Community Association, Karratha Community Association, Juluwarlu Aboriginal Corporation and Dampier Primary School

Questions

PL When you refer to a ship's 'blind spot', what does that mean exactly?

VB Large ships cannot see small vessels; their blind spot can extend up to many hundreds of metres. In addition, small vessels cannot be detected by a large vessel's radar.

JDS I was speaking to a Captain recently and he was explaining to me that in China, all crew actually attend on deck to keep a look out for fishing boats and other craft as they are struck so often by commercial vessels.

VB The other issue is capesize vessels are restricted in their ability to manoeuvre and cannot deviate from its course. Large vessels need to maintain speed for effective steering and may take up to one or two kilometres to come to a complete stop.

RB We have had near misses, particularly in Port Hedland when large commercial vessels have to navigate a draft restricted, unidirectional channel. A recent incident involved a recreational vessel that had broken down in the path of a capesize vessel, with adults and children on board. One of the tugs actually released itself to assist the recreational vessel out of the path of the capesize vessel.

LC I believe the interaction between commercial and recreational vessels is also a big issue at Cape Lambert. Would this campaign be extended to the Port of Walcott when it gets transferred to PPA?

RB Yes, I would expect we would extend the educational campaign to all ports as they come under PPA's purview.

ITEM 8 ACTION ITEMS

Action No.	Action	Who
1	DP to present Passiflora research project results at the next CCC meeting in 2017	DP

Date of next meeting: 2017 schedule to be confirmed

Close of meeting: 5:15pm