
**Minutes of meeting held at the Red Earth Arts Precinct,
27 Welcome Road, Karratha
Wednesday 30 May 2018**

ITEM 1 WELCOME AND INTRODUCTION OF MEMBERS

The Chair welcomed all present and declared the meeting open at 4.10pm. The Chair asked all those present to introduce themselves.

ITEM 2 RECORD OF ATTENDANCE/APOLOGIES

Present:

Chair:

Pilbara Ports Authority

Damien Miles (DM)

Committee Members:

City of Karratha

Peter Long (PL)

City of Karratha

Mark Casserly (MC) (proxy)

Dampier Community Association

Dr Ken Mulvaney (KM)

Community representative

Joel O'Brien (JOB)

Karratha Visitors Centre

Anouska Angove (AA)

Murujuga Aboriginal Corporation

Peter Jeffries (PJ)

Murujuga Aboriginal Corporation

Daksh Kakkar (DK) (proxy)

King Bay Game Fishing Club

Kathy Wilkinson (KW)

PPA Staff:

General Manager Engineering and Infrastructure

Charles Kretzmann (CK)

Acting Harbour Master (Port of Dampier)

Mike Minogue (MM)

Director Corporate and Government Affairs

Richard Barrett (RB)

Environment and Heritage Manager

Dan Pedersen (DP)

Community Relations Advisor

Nur-Irdah Halik (NH)

Deputy Harbour Master

Heathcliff Pimento (HP) (Guest)

Apologies

City of Karratha

Jake Leahy

Karratha Community Association

Jo Pritchard

Nickol Bay Fishing Club

James Dedman

RDA Pilbara

Anita Watts

Murujuga Aboriginal Corporation

Sean McNeair

Harbour Master (Port of Dampier)

Vikas Bangia

Apologies on the day

Australian Marine Service

Graham Evans

Dampier Seafarers Centre

Jake De Salis

Absentees

Karratha Community Association

Stuart Otto

ITEM 3 RATIFICATION OF PREVIOUS MEETING MINUTES

The minutes were passed.

ITEM 4 ACTION ITEMS

Action Item 1: *Nil*

ITEM 5 OPERATIONS UPDATE

Acting Harbour Master (Dampier) Mike Minogue

MM discussed the following topics:

- **Safety update:** PPA's 12 month rolling LTIFR currently at 0.94 against a target of 1.7. The LTIFR has gone up due to the helicopter incident at Port Hedland.
- **Port Statistics:** Port of Dampier YTD shipping figures, there is an increase in iron ore and a decrease in LNG, however a total increase of 3% from previous year. Port of Dampier exported 8 million tonnes of anhydrous ammonia through Bulk Liquids Berth (BLB) in February 2018.
- **Vessel suitability study for Toll Dampier Supply Base (TDSB) channel:** A simulation exercise was carried out for the TDSB channel to optimise usage capabilities on larger vessels. The exercise was carried out under varying wind and weather parameters. The recommendations that came out of the exercise were larger leads for the vessels, which has been implemented by Toll, and implementation of a specific procedure by the vessel to ensure sufficient power redundancies are in place for this transit, wind parameters and compulsory pilotage vessels berthed using new methods at the end of April 2018.
- **Operations update:** Drilling campaigns have commenced and PPA is facilitating specialised ships. This will allow for ship to ship transfers and rig demobilisations within port waters.
- **Emergency preparedness training:** A PPA employee attended an AMSA Logistics Officer specialised training course, and they are now trained to manage a Level 2/Level 3 incident as a Logistics Officer. PPA also held an oil spill exercise on 1 May with Quadrant Energy participating. It was a successful collaborative training effort.
- **Marine Events:** On 11 March 2018, the vessel Bulk India lost all power after departing Parker Point resulting in a loss of steering control. PPA declared a port emergency and directed additional tugs to assist the vessel. The Bulk India grounded on its port side, but the effects were mitigated by the prompt response from additional tugs and the pilot's abilities. After ensuring the vessel was in a safe condition and that the watertight integrity was maintained, the vessel was safely returned back to the channel and escorted to the outer anchorages where further investigations were carried out prior to the vessel departing port waters for its destination.
- **Construction works update:** Current works include: King Bay Industrial Estate civil and drainage upgrade works, to relocate the water main, and reconnect and upgrade

the drainage along King Bay and Streckfuss Road, due for June completion; DCW lighting upgrade, late July completion; DCW fire skids project which will ensure appropriate firefighting capabilities to facilitate the handling of dangerous goods, July completion date; water tank access stairs upgrade to provide safe access, due for August completion.

Questions:

PL: With regards to the LTIFR, how many injuries for it to reach 1.7?

DM: The LTIFR rate is an average measured over 12 months.

CK: At the moment, there have been two incidents which has resulted in the 0.94 average

MM: The two incidents are one fatality, and one injury from the same incident.

PL: Why are the port's stats in tonnage value and not dollar value?

MM: The value of export commodities fluctuates, so to get an accurate figure over 12 months is difficult.

CK: The volume of the cargo is known when the ship sails. The value of that cargo depends upon a range of other factors, including fluctuations in the market. It is simpler to report cargo than value. We do track value on an annual basis.

PL: Do you keep track of the dollar figures? And does the port get a percentage of the money?

DM: PPA tracks tonnages and key port fees are based on tonnes, and are not dependent on commodity prices. That doesn't mean we can't look to report back on dollar figures..

PL: I present at the Northern Australia Conference, and last year there was a statistic where \$90 billion of resources was exported from the Pilbara, and \$26 billion of this was iron ore.

PL: (regarding port statistics) Does anhydrous ammonia make up the 'other' category?

MM: Yes it includes that.

PL: (regarding the marine event) Was the vessel on a rising or falling tide?

MM: It was high tide, our bulk vessels always leave on high tide based on our DUKC (dynamic under keel clearance) system. It drifted out of the channel into shallow water.

ITEM 6 DEVELOPOMENT OPTIONS AT THE PORT OF DAMPIER

*General Manager Engineering and Infrastructure, Charles Kretzmann
CM discussed the following topics:*

- The port has received queries from proponents on business development opportunities at the port. We wanted to share with the group what these opportunities are and where they're at. These development opportunities require a sound business case for proponents to secure funding for upgrades.
- **Oil storage and export facility:** Land has been earmarked in King Bay Industrial Estate to install oil storage tanks, with a pipeline to the bulk liquids berth and loading facilities.
- **Methanol exports:** A proposed 1mtpa methanol plant in the Burrup Industrial Estate will require a pipeline to the BLB and new loading facilities.
- **Urea exports:** A proposed urea plant (2.1mtpa prilled urea) in the Burrup Industrial Estate. Dampier Port currently does not have facilities to handle bulk solid exports and PPA is assisting Department of Jobs, Tourism, Science and Innovation (JTSI) to

investigate requirements, including dredging, land reclamation and bulk handling equipment.

- **Magnesium products:** Import and export of magnesium product in bulk bags and containers in Port Hedland or Dampier Cargo Wharf (DCW) is being considered.
- **HLO Redevelopment:** Redevelopment of the HLO will be required to handle project modules (Woodside and others).
- **Container and General Cargo Direct Line Service:** A direct Singapore – Dampier service operated between August 2016 and October 2016. During this period eight sailings were run, three without cargo. This project did not continue based on economic grounds.

QUESTIONS:

KM: There is currently one ammonia pipeline in the Burrup Pipeline Corridor and for safety reasons, can we put any other pipes in that corridor?

CK: That corridor was designed for nine pipes in the early days. There are risks involved but it is not insurmountable. The corridor is underutilised, much like the BLB. We would like to use the corridor for the purpose it was built for.

PL: What sort of water depth is needed for a Panamax Vessel?

MM: We need 15 to 16m for a Panamax vessel, we currently have a depth of 9.1m

CK: There are early developments going on at this stage, and a smaller ship may be considered to avoid the need to dredge at the start of the project.

PL: Is the HLO the same level as the DCW?

CK: Yes it is, however there are other issues with the HLO as well.

MM: The HLO was initially designed with a three year design life.

ITEM 6 ENVIRONMENT AND HERITAGE UPDATE

Environment and Heritage Manager (West Pilbara), Dan Pedersen

DP discussed the following topics:

- **Biosecurity Act 2015** – under the new Biosecurity Act 2015, which replaces the Quarantine Act, PPA has been designated as a ‘First Point of Entry’. This allows the Australian Government to better manage biosecurity risks from incoming vessels. Over the past 18 months, PPA has been working with the Department of Agriculture and Water Resources to meet the required standards, and a gap assessment was undertaken. The results from the assessment showed PPA require minor changes to site environment management practices, such as improved pest management (mosquito sprays, ant baits / barrier spray), biosecurity incident response procedures and equipment, departmentally-approved waste management provider to service the site, specific biosecurity information in our induction package and having a biosecurity waste receptacle. The assessment recognised the strength of PPA’s existing environmental management practices include feral cat trapping, weed surveying and weed spraying, and routine inspections and environment awareness programs.

- **Feral cat trapping** – PPA worked with YACMAC Marduthuni Rangers on a 10 day feral cat trapping program. It was our first time engaging a contractor to undertake this program (historically done by PPA). The YACMAC Rangers are now in the South-West attending the CSIRO led Feral Pest Management Conference.
- **Passiflora site management** – the Environment team engaged local weed contractor and YACMAC Marduthuni Rangers recently to complete site-wide management (spraying) of passiflora. This work was the result of PPA's collaborative research into how to best manage this weed species. PPA will closely monitor the success of our passiflora control efforts.
- **TACC (Technical Advisory and Consultative Committee)** – TACC is a forum for stakeholder engagement and information exchange regarding dredging in the Port of Dampier. The forum has been running for 14 years, with 27 meetings held. It is hosted by PPA and chaired by the Environment and Heritage Team. Invitees include industry, State and Federal Government, semi-government agencies, and community. Items discussed at the last meeting included a Rio Tinto dredging update, PPA has undertaken a hydrographic survey at the Port of Dampier to determine future dredging requirements, briefing on Pilbara Rock Oyster Research and Development Project on the Flying Foam Passage. The next meeting will be in October and I will provide an update at the next DCCC meeting.

QUESTIONS:

KM: What type of chemical did you use for passiflora spraying and what was the cost?

DP: It cost us around \$5,000 to \$6,000 and the herbicide used was glyphosate (round-up bioactive) mixed with a surfactant and a dye (to help bond the herbicide to the hairy leaf surface).

PJ: The spray in the photo appears orange, what makes it that colour?

DP: That is a special dye, like food colouring. We use a coloured spray to track where it is being sprayed and its progress.

PJ: Based on the orange dye, you check that the spray affects the rock art? Has it affected the rock art?

DP: The spray hasn't affected any rock art. Our Heritage Specialist Rob Brock and the team from Murujuga went out to the target areas prior to spraying to survey rock art.

RB: What is the overall area that you sprayed?

DP: Approximately 100ha of PPA (and some surrounding) land, including the King Bay Industrial Estate. We'll have a more accurate figure once we have the aerial photography.

RB: We'll also be sharing this information with Rio Tinto and Woodside.

DP: Yes, and we have also shared this with Murujuga and YACMAC, however we haven't provided it to City of Karratha yet. We're also currently working with the CSIRO to turn the data collected through this research into a scientific paper.

DM: If the dye did land on the rock art, what would happen?

DP: The dye would simply wash off the rock surface, it's designed to be water soluble. The dye is used routinely as part of normal weed management practices.

RB: We have a few new CCC members around the table, can you tell us how you located the passiflora?

DP: To find the passiflora, we used a technique called remote sensing. In short, our GIS (mapping) team took aerial photography and used special mapping software to highlight all the pixels in the image that had passiflora's unique (very green) colour signature. As the vegetation in the Pilbara is dull in colour, and passiflora is quite a vibrant green, we found the technique worked quite well (over 90 percent success for areas over 1m²). We then used this information to produce a map of passiflora across our lands, and showed us where we needed to spray. When we get new aerial photography from Landgate for the entire Burrup Peninsula (expected this year), we hope to prepare a map showing the location of this weed right across the Burrup (which we'll share).

PL: You should share this information with Millstream.

DP: Passiflora is certainly a big issue out at Millstream National Park. We'll be sharing the outcomes of our research, mapping technique and success of weed spraying exercise with the Department of Biodiversity Conservation and Attractions. Unfortunately, the size of the issue out there (owing to the weed's greater access to water) means herbicide spraying is not a long term viable control measure.

ITEM 7 COMMUNITY UPDATE

Director Corporate and Government Affairs, Richard Barrett

- **Community Relations Advisor** – The Community Relations Advisor role is based in Port Hedland and covers the three sites. Main point of contact for CCC and CSI, as well as site tours, so if you have any questions about either please contact Nur.
- **Community Support Initiative recipient** – Since February, we have only had one recipient. The Karratha Kart Club received \$5,000 towards installation of solar panels to help reduce their electricity costs. I encourage CCC members to promote the CSI. PPA sponsors local community groups and not-for-profits, and in 2016/17 we provided \$295,000 of support between our three port communities.
- **2018 Staff Community Grant** – Each year PPA invites staff to nominate a local group, not-for-profit or charity to receive a \$10,000 grant from the Port of Port Hedland and Port of Dampier. This year staff voted to split the grant between two groups, and at the Port of Dampier this year's recipients were RFDS and REACH US –Pilbara Inc. Two very worthy groups. The Port of Port Hedland also voted for RFDS so that means they receive \$10,000 in total.
- **Stakeholder Survey 2018** – In January and February 2018, 156 people were interviewed which included industry, State and Federal Government, port users and community, including the CCC members. Sought to find out how our stakeholders engaged with us, perception of our reputation, factors influencing reputation and how we can provide a better service to our stakeholders. Out of these results we create an action plan, and we have completed all the actions from previous years. Key findings from this year's survey are:
 - Reputation:* PPA has maintained its strong corporate reputation with its stakeholders

Safety and environment: strong focus on safe operations and environmental management, however there was feedback with regards to improving dust management communication in Port Hedland

Stakeholder engagement: stakeholders noted an improvement in the level of engagement being taken, however there is room for improvement

Operations: PPA continues to provide efficient shipping and marine services; perception remains that PPA is Port Hedland-focused, in terms of communications and strategic priorities

Long term strategy: stakeholders identified a need for longer term strategic planning from PPA. Addressed that recently with the Futures Forum, where we discussed that longer term vision.

Thank you to everyone who participated in the survey. All responses are anonymous which allows stakeholders to give more open and honest feedback.

- **Recreational Vehicle Safety Campaign** – PPA is about to launch its 2018 Recreational Vehicle Safety Campaign which includes newspaper adverts, flyers, radio ads and an animation video.

QUESTIONS:

MM: If there are any fishing competitions, please invite us to speak at the initial meeting to talk about safety in port waters.

KW: Vikas has attended in the past and he has been well received.

AA: Can you share the recreational vessel safety information with the Visitor Centre as we target a broad group of people, including new people to town.

RB: Yes and we can provide you the animation.

DP: Can you set up a monitor to play the animation?

AA: Absolutely, we do something similar with Rio Tinto where people can sit down and watch their videos.

KM: Have you seen a decrease in incidents since the recreational vessel safety campaign started?

MM: Certainly for the Port of Dampier, though we still get the odd incident. There is an improvement in local knowledge.

KW: We provide the animation to new members so they are aware.

RB: There have been a few near misses, especially in Port Hedland, I'm not sure about Dampier.

MM: It's not as frequent in Dampier.

DP: There is also new signage at the Wickham boat ramp about restricted boating areas.

ITEM 8 AOB

DM: The CCC has been in place for three years, I wanted to ask the members if there is a more valuable way to run these meetings. Happy to discuss now, or get feedback when the minutes go out on how we can improve our meetings.

PL: I think they are pretty good, my main feedback has been that nothing is happening in Dampier, it seems most of the investment is in Port Hedland so it was good to hear Charles' update on port developments in Dampier.

DM: We can keep the port development agenda item for the next meeting.

RB: PPA also provides regular briefing notes to the Minister for Transport. We can also keep the City of Karratha in the loop.

DP: Toll has grown from 15 to 150 staff in the past few years.

JOB: Yes, the number of employees has grown and that has been tied to the rise in oil prices. There has been a rise in work around the supply bases on the Burrup Peninsula related to oil and gas activity.

KM: I'm happy with the format, and I provide the meeting minutes to the Dampier Community Association.

The CCC had a broad discussion regarding development on the Burrup, environmental care and responsibility, emission reduction, and tourism.

DM: PPA will report back on emissions and discharge affecting the port. And please provide feedback to PPA on what you want to hear from us, contact us anytime. If you think it is valuable for us to come out to you and talk about the port, let us know.

RB: There are five Shipping and Pilotage Acts ports which are transitioning to PPA; it is currently in the legislation queue and we're hoping it will be considered next month. Once it goes through, the ports will transition to PPA over a 12+ month period.

PL: Which five ports are they?

RB: Port Walcott, Cape Preston, Barrow Island, Varanus Island and Onslow.

Chair closes meeting.

ITEM 9 ACTION ITEMS

Action No.	Action	Who
1	Feedback on any suggested improvements to format	All
2	Investigate providing approximate dollar values in tonnage reporting	PPA
3	Report on emissions and discharge affecting the port	PPA

Date of next meeting: Thursday 25 October 2018

Close of meeting: 5:40pm