
**Minutes of meeting held at the Integrated Marine Operations Centre,
The Esplanade, Port Hedland**
Thursday 21 November 2019

ITEM 1 WELCOME AND INTRODUCTION OF MEMBERS

Chair welcomed all present and declared the meeting open at 4:07pm. Discussion commenced with introductions by members in attendance.

The minutes of the PHCCC Meeting of 15 August 2019 were accepted by all members.

ITEM 2 RECORD OF ATTENDANCE/APOLOGIES

Present

Chair and General Manager Operations	John Finch (JF)
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PPA Staff

General Manager Development and Trade	Lyle Banks (LB) (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	Craig Watts (CW) (guest)
Pilbara District Police Office	Craig Parkin (CP)
PHCCI	Peter Carter (PC)
North Regional TAFE	Joel Schreiber (JS)
Care for Hedland	Kieran Lawler (KL)
Care for Hedland	Sam Arif (SA) (guest)
South Hedland Business Association	Gloria Jacob (GJ)
Community Member	Gary Silcock (GS)
Community Member	David McGowan (DM)

Apologies

Town of Port Hedland	Hon Fred Riebeling
RDA Pilbara	Diane Pentz
South Hedland Business Association	Caine Otley
Community Member	Bill Dziombak
Port Hedland Ratepayers Association	Roger Higgins
Port Hedland Historical Society	Arnold Carter
Port Hedland Progress Association	Jim Henneberry
Port Hedland International Airport	Rod Evans

ITEM 3 OPERATIONS UPDATE

General Manager Operations, John Finch

JF presented the following topics:

- **Safety Update:** PPA's 12 month rolling LTIFR is currently at 0.87 against the 2019/20 target of 1.54. 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.
- **Monthly port statistics:** Slight variances in monthly throughput for the July-October period. July throughput was 41.79 million tonnes, an increase of 1% from 2018; August throughput was 46.18 million tonnes, an increase of 7% from 2018; September throughput was 42.34 million tonnes, a decrease of 4% from 2018; and October with a throughput of 42.73 million tonnes, an increase of 4% from 2018.
- **Year-to-date (YTD) statistics:** There is an increase in YTD throughput up 2% in comparison to the same period last year. This equates to an increase of around 3 million tonnes throughput. Overall, currently sitting 3% down on start of year forecast.
- **Emergency Preparedness:** The annual review of the Emergency Response Management Plan (ERMP) has been endorsed by General Manager, Operations and published on the PPA website. The ERMP affects the delivery of the CROP and is now fully implemented. Port Hedland Cyclone Procedures have been updated prior to the commencement of the upcoming season. Both the Vessel Movement Guidelines and Vessel Movement Protocol documents have undergone an annual review. All documents are now available on the PPA website.
- **Marine Incidents:** There have been no significant marine incidents in the July- October period. The work PPA have conducted with our port stakeholders and the terminals to better understand the demands on Mooring lines is evident with the continued decrease of incidents in the port. Main engine incidents have also declined over this period with 12 engine slow downs reported.
- **Second towage operator, Pilbara Marine:** Pilbara Marine commenced operations on 05 September 2019. There have been no operational impacts or vessel delays due to the introduction of the second towage service. The competitive towage service now moves into standard operations.
- **Marine Cadetship update:** PPA's first Marine Cadet, Kyal Randazzo, has embarked on his second contract onboard general cargo vessel, Eckert Oldendorff, from Geelong. In October Dampier Cadet, Ben Hobart, commenced on his first vessel, the Henriette Oldendorff, bound for China.
- **Biosecurity Infrastructure Approvals:** Formal approval for the Port Hedland Biosecurity Class 1.1 Approved Arrangement Facility was granted to Pilbara Ports Authority on 28 October. This follows the submission of an initial self-assessment and activities assessment under the Biosecurity Act 2015. A temporary facility will operate while construction of the larger, permanent facility is completed. This infrastructure will enable the direct import of goods to Port Hedland. Arrangements are currently

underway with Bridgestone and Maersk for the first fortnightly shipment of containerised tyres expected in the coming months.

- **2019 Safe Ships, Safe Ports Forum:** Starting in 2016, the event endeavoured to deliver PPA operational knowledge direct to shipping companies. The forum has since grown from a single day event attended by 30 shipping companies to a two-day forum with 54 individual ship owners, operators and charterers in attendance. 230 guests attended the 2019 event with 89% of participants requesting the annual event in post-event survey. The standard of attendees and presenters involved highlights the level of maturity of the PPA business.
- **Cyclone Season Forecast 2019/20:** The BoM forecast is sitting at a 60% chance of a below average cyclone season. Currently forecasting four to five tropical cyclones developing in waters off the Northwest Coast with one expected to cross the coast. Anticipating a late start to the season around January due to water temperatures.

Questions and comments:

DM: Does this mean general cargo will be imported directly as well?

JF: The mining companies have expressed an interest in importing cargos directly as we have the approvals to do so. However, obviously it is going to take time for them to change business models and global supply chains in order to see those changes in Port Hedland.

GS: Any updates on Roll On/Roll Off (RORO) vessels?

JF: We have had two with a third scheduled for December. The first two were carrying preassembled pipes with a total discharge time of four hours.

GS: Will the plan be for ROROs to eventually go to Lumsden?

LB: Yes, that is the long-term plan.

GS: Along with the cattle also at Lumsden?

JF: Yes, that would be ideal situation to take trucks off the road and straight out to Lumsden.

ITEM 6 PROJECTS AND SPECIAL ISSUES UPDATE

General Manager Operations, John Finch

JF presented the following topics:

- **Shipping Control Tower Plans:** After almost 50 years of operations the old Tower was brought down in a controlled felling on 28 September. PPA Engineering and Marine Operations worked closely with contractors, McMahon Services and WGA Engineering, to ensure the safety of the felling. Meticulous planning saw the tower felling go precession perfect in the planned impact zone. Shipping operations are now controlled from the Hedland Tower- Integrated Marine Operations Centre (IMOC).
- **Lumsden Point Update:** PPA is currently progressing the Request for Proposal process with Government.

Questions and comments:

RB: PPA are putting together a commemorative book covering the history of the tower with the captured felling to be included as the final chapter. At this stage it should be available by mid-2020. In addition, we have the old blue doors and plaques incorporated in the reception area of the IMOC and have donated the lift car and other items to the historical society.

SA: The plan is to have the lift car incorporated in a mural on the shed wall so it looks like the original tower.

JS: Will Port Hedland ever be in a similar position to Darwin Port regarding foreign ownership?

JF: It is highly unlikely that will ever happen again. Since then, the Critical Infrastructure Act has been put in place with Fremantle, Dampier and Port Hedland all deemed as critical infrastructure in WA. This includes reporting requirements about sales, ownership and control of the ports.

ITEM 7 ENVIRONMENT AND HERITAGE UPDATE

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

- **Sea Turtle Rescue:** Recently, PPA has rendered assistance to several sea turtles observed to be sick or injured in port waters. Four green sea turtles were recovered and transported to the South Hedland Vet Clinic for assessment with three requiring further treatment at the Ningaloo Sea Turtle Rehabilitation Centre in Exmouth. All turtles presented with intestinal float issues inhibiting them from diving with the cause unknown.
- **Trichodesmium:** There has been a public notice in the papers regarding Trichodesmium (marine algae bloom) commonly reported during the warmer months. When it starts to breakdown it looks black and is often misreported as oil. If you come across some and are unsure, please call the tower to double check. This notice has been circulated internally to port users, contractors and staff.
- **Cultural Heritage Management Plan:** The biannual review process has commenced with the external review underway. 21 external stakeholders have been involved in the consultation. The plan covers all three PPA port locations with the current version publicly available on the website.
- **Spoilbank Beach Clean Up:** Concerns reported by a member of the public led to the Spoilbank Clean Up. The 2019 WA Beach Clean Up registered event saw 20 PPA volunteers collecting 30 bags of rubbish. A substantial amount of geo meshing was collected as a byproduct of Tropical Cyclone Veronica.
- **Ambient Air Quality Overview:**
 - **Air Quality in Port Hedland:** Dust is a general term used to describe small solid particles suspended in the air. In cities or urban areas, dust tends to be dominated by particles from combustion sources, i.e. vehicle exhausts. In

regional areas such as Port Hedland, the composition of dust is different to that found in urban area and dust tends to be dominated by larger particles.

- **Port Hedland Dust Sources:** Port Hedland has a range of dust sources with the Pilbara a naturally dusty environment due to its arid, subtropical climate. Factors that contribute to dust levels in PH include road dust and vehicle emissions, bushfires, port activities, wind patterns, industrial/commercial activities, exposed areas (e.g. Spoilbank), and weather events such as dust storms.
- **Regulation of Ambient Air Quality:** In Western Australia, emissions from industry are regulated by the Department of Water and Environmental Regulation (DWER) under the *Environmental Protection Act 1986* (EP Act). Industry operating in the Port of Port Hedland are regulated under Part IV and/or Part V environmental licences issued under the EP Act. These licences set out the requirement to manage, monitor and report dust levels (typically PM₁₀) to minimise the impact on the environment and the Town of Port Hedland
- **PPA's Regulatory Requirements:** PPA holds two Part V licences issued under the EP Act for the export of bulk materials from its Utah Facility and Eastern Operations. These licences require PPA to:
 - Manage dust emissions from storage and handling of bulk materials to minimise the impact on the environment and the amenity of the Town of Port Hedland and more broadly, the region.
 - Monitor and sample PM₁₀ dust emissions at the Eastern Operations and Utah Facility boundaries.
 - Report dust monitoring results to DWER on a regular basis.
- **Dust Management Strategies:** A three-tier approach has been adopted by Pilbara Ports Authority to manage dust at its facilities in Port Hedland:
 1. Dust elimination - focuses on stopping dust from being generated in the first place. Moisture control of product prior to arrival at the Authority's facilities and during storage and handling minimises the potential for dust emissions.
 2. Engineering controls - infrastructure such as enclosed conveyor belts, transfer stations, wind barriers and the sealing of major traffic areas and roads are in place to reduce dust emissions. Water sprayers are also used at:
Utah Facility - road train bunkers, stackers and stockpiles;
Utah Facility and Eastern Operations – transfer stations/ chutes, conveyors; and
Eastern Operations – sprinkler systems, combined with dust extraction units within copper concentrate storage sheds.
 3. Administrative controls – policies, plans, procedures and work instructions are used by personnel to effectively manage the material once onsite.

- **Monitoring Dust:** Two different dust monitors are used on PPA sites. High Volume Air Samplers (HVAS) and Realtime monitor – Beta Attenuation Monitor (BAM).
- **Monitoring Outcomes:** PPA is required to investigate and report to the DWER any PM₁₀ and metal concentration results which exceed levels set out in our Part V environmental licences. These are known as Reportable Events. The number of Reportable Events per month due to PPA operations has trended down since July 2013 when dust monitoring strategies were implemented. The methods used to attribute PPA operations as the dust source have been externally evaluated and found to be robust in methodology and approach.
- **Port Hedland Industries Council (PHIC):** PPA is a member of the PHIC and PHIC provides a single point of contact for industry and coordinates responses to issues where two or more operators are involved, such as air quality and noise. PHIC currently maintains a network of eight (8) air quality monitors in the region and makes data available in real time to DWER and community via its website. The dust monitors are owned and operated by a third-party contractor (Ecotech).

Questions and comments:

GJ: Do you have years of turtle data to see why this is happening?

DW: They are all reported through our incident management system so we can see if it is more than usual. On average we normally get between 2 and 4 a year so this is higher. The size of the recent turtles has also been larger than previous years which is interesting.

DM: Is this (Dust Extinguish Moisture requirement – DEM) just PPA or does BHP have to meet this?

DW: This is just PPA's standard. BHP would have their own standard but PPA is 100% of product DEM level must be met for the licence.

DM: You do samples on each product (for moisture content)?

DW: Yes, we test the product coming in and then also on outload as we need to report that back as part of our licence requirement.

JS: Does your sampling look at the types of dust?

DW: With the HVAS monitors yes, it is looking at the speciation of the particle concentrations.

JS: Can it analysis other particles?

DW: It can analysis any particle but they're the specific ones we handle on site (Iron, manganese, lithium and copper).

DM: Have there been any reportable instances in the last year or so?

DW: Yes there have been. We have a review process and are required to report. PHIC has a reference point to understand background dust concentrations and we draw on that data as well as on Taplin Street.

CW: Do you capture how much water you use for the dust management and reuse it?

DW: Yes, we record water usage as part of our resource use for dust management. We also capture all water at Utah, including storm water, and reuse for dust suppression.

ITEM 8 COMMUNITY UPDATE

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

- **Community Support Initiative (CSI):** PPA has recently supported the following through the CSI, Illusions Netball Club: \$2,640 for new club uniforms; South Hedland Cricket Club: \$2,010 towards equipment upgrades; Telethon Speech and Hearing: \$5,000 towards a dedicated Pilbara region vehicle; North Pilbara Football League: \$10,000 as the 2020 season ball sponsor; Cassia Primary School: supplied Christmas lights for the annual carols event.
- **Community ICT Asset Donation:** PPA is in the final stages of donating more than 120 laptops and desktop computers to community groups in our three port regions. The equipment was made available due to recent IT upgrades across the PPA Perth and Pilbara offices. All CCC nominated organisations were contacted and as a result will be receiving any items requested. Six of the total 14 recipient organisations are Port Hedland based.
- **International Railway Safety Council Conference (IRSCC) 2019 Visit:** The IRSCC 2019 was hosted in Perth 14 -18 October. 60 attendees travelled to Port Hedland for a day trip with site visits conducted at Roy Hill and PPA sites. PPA Deputy Harbour Masters led the group on a harbour tour before presenting an operations overview in the Hedland Tower.
- **Looking forward to 2020:** Early next year PPA will be conducting its sixth annual Stakeholder Satisfaction Survey. As in previous years, it will be facilitated by Kantar TNS with survey data used to develop a strategic survey action plan for continuous improvement. Once again CCC members may be contacted to participate in the Stakeholder Satisfaction Survey.

Questions and comments:

JF: PPA will be supporting the 16 Days in WA to Stop Violence Against Women initiative. There will be a morning tea hosted next weekend in conjunction with the Hedland Well Women's Centre. We have also had some orange hard hats made to raise awareness on site.

ITEM 9 OTHER BUSINESS

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

GS: Are you really going to take over management of the marina? They said in the paper there is a possibility of PPA taking over the management.

LB: I sit on the Spoilbank Steering Committee with Department of Transport (DoT), Town of Port Hedland (ToPH), Pilbara Development Commission (PDC) and LandCorp. That is the extent of our involvement just making sure that the design is safe with the port and won't impact on the shipping channel.

DM: Just a comment about some new flood lights around PPA. When you are driving pass the Pier towards The Esplanade there is one that is very bright. There are another two down at the public jetty that are also in eyeline.

DW: The one on PPA land is for the temporary car park redevelopment. I'll have that looked at to see if the placement can be moved.

ITEM 11 ACTION ITEMS

Action No.	Action	Who
1	Flood light placement on internal road next to ICT transportable.	DW

Close of meeting: 5.24pm