

**MINUTES OF MEETING
SOUTHERN PORTS - ESPERANCE
PORT COMMUNITY CONSULTATION COMMITTEE**

Date: Wednesday, 03 February 2021
Venue: Southern Ports – Esperance Administration Boardroom
 Cnr Bower Avenue and the Esplanade, Esperance WA 6450
Time: 1700 hours

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| Attendees: | Stephen Francis Brett Thorp Stephen Schmedje David Swan Ian Mickel Scott Bates Iain Robinson Alex Leonard David McGrinder Kilian Ekin Michelle Spicer | Committee Member & PCCC Chair Committee Member & PCCC Deputy Chair Committee Member Committee Member Shire President Regional Manager, SP Esperance Projects and Planning Manager, SP Environment Manager, SP Esperance Client Liaison Officer, SP Esperance Harbour Master, SP Esperance Committee Secretary, SP Esperance |
| Attendees: Via VC/Teams | Keith Wilks | COO Southern Ports |
| Apologies: | Phil Chalmer Steve Lewis Tori Castledine Malcolm Heasman Simon Gribble | Board Representative CEO Southern Ports Corporate Affairs Advisor, SP Committee Member Committee Member |

1. OPENING OF MEETING

Meeting opened by Chairperson Stephen Francis (SF) at 17:05 hours, who welcomed all and thanked all for attending.
 Above apologies were noted.

2. APPROVAL OF PREVIOUS MEETING MINUTES

The minutes of the previous Committee meeting held on 21 October 2020 were noted as approved via circular resolution on 05 January 2021. The circular resolution is affirmed by the committee. This was acknowledged by David Swan (DS) and seconded by Brett Thorp. (BT).

3. COVID-19 UPDATE

Scott Bates (SB), *Regional Manager Esperance* provided the following COVID-19 update:

With recent events including the Metropolitan and South West lock down, Esperance and Albany ports remain relatively unaffected by the restrictions. West Perth Office and Bunbury are observing the protocols in place for these locations.

Southern Ports (SP) are continuing to maintain vigilant measures including; utilising correct PPE, social distancing and cleaning regimes.

SP remain ready to activate further measures if necessary.

All agencies are working well together and communicating regularly to ensure protocols are being followed and latest information is provided.

SF commended the port for all efforts being made to keep our community safe.

The 14-day rule for vessels arriving in Esperance remains in place. In addition to this rule, multiple compliance documents are required prior to a vessel coming along side.

PPE worn by pilots is disposed of and not handled by any other person. Esperance Harbour Master Kilian Ekin (KE) is in continuous contact with WAPOL to receive the most up to date information regarding COVID-19.

Keith Wilks (KW), *Chief Operating Officer SP* added further comment:

SP is continually communicating with the state government. WA Health have issued Version II of *State Emergency Response Plan for Shipping*. PPE guidelines were also revised and reissued.

SP is continually communicating with all SP sites providing any ongoing and updated state/federal information regarding COVID-19.

4. HARBOUR MASTER PRESENTATION

Kilian Ekin (KE), *Harbour Master Esperance* provided the following update and presentation:

Please follow below link to view slideshow:

<https://www.southernports.com.au/sites/default/files/2021-02/Slide%20Show.pdf>

Picture 1. - Depicts PPE worn by pilots when piloting vessels. This protects the individual, the workforce, the community and the vessel's crew.

Harbour Master responsibilities include; safe movement of vessels; water side operations; moorings; hydrographic surveys and ensuring the port operates safely and smoothly on all waterside aspects.

Information is exchanged between the port and the vessels to ensure utmost safety of everyone. Shore leave continues to be prohibited.

Picture 2/3. – Depicts ladder and spreader Pilots climb to access vessel.

Picture 4. – Vessel engine

Interaction occurs primarily between the Pilot and the Master of the vessel, the Helmsman steers the ship upon direction, Single Officer is typically the third mate and he is responsible for making sure equipment is operating, attending to alarms and advising the Master of any changes. The Master of the vessel is advised by the Pilot how to safely navigate his vessel into the Port, he remains in control of his ship at all times, however being in compulsory pilotage waters, therefore he is obliged to heed any advice from Pilot.

Tugboats play an important role in piloting vessels and provide engineers to operate winches and crewman sending lines up in the event of an emergency. Stevedores provide verification of information.

BT – Do you encounter and language barriers?

KE – Pilots are working with nationalities constantly and utilising continuous global phrases which assists communication.

SF – Do Customs accompany Pilots to vessels?

KE – Customs is online and done remotely so does not impact piloting vessels.

Pilots travel to Perth for intense simulator training which provides the opportunity to meet challenges in a safe environment therefore providing confidence if a real-life situation ever arises.

The Esperance Marine team has welcomed a new trainee pilot Matt Even. He brings with him 18 years of experience in the marine industry working on offshore vessels, tankers, general cargo ships and ferries.

5. COO UPDATE

Keith Wilks (KW), *Chief Operating Officer Southern Ports (SP)* provided the following update:

Bunbury and Perth Offices are continuing to adhere to protocols recently implemented by the state government due to a positive COVID-19 case in Perth. SP are pleased with the resilience continuing throughout our ports and the role they play in protecting our borders.

Southern Ports is on track for trade target which is an increase on last year. Increased Iron Ore trade has required expanding organisational capacity therefore providing additional employment opportunities in Esperance. In addition, Bunbury has had a record December.

Since the announcement of the state election, the state government will go into caretaker mode, which will prevent any major Ministerial decisions from being made until after election is settled. Ports will operate as normal.

Customer stakeholder survey showed a positive increase in overall standing with stakeholders and the community. Full report will be provided at a later date.

SF – Will caretaker mode affect Master Planning?

KW – Master Planning will not be held up and will continue to progress.

6. PORT DEVELOPMENT/PROJECTS UPDATE

Iain Robinson (RIR) - *General Manager Port Development*, provided the following update on Port development/projects:

Master Planning

Internal Multicriteria Analysis session will take place next week.

Consultants have taken in community, stakeholder and port consultation including data collection and fed this into a trade forecast which will be presented.

SP will continue to engage with the community for future planning of the port.

Biosecurity Container Wash Bay – project complete. Application for commissioning has been completed and we expect approval early March.

Upcoming projects:

- ***Sealing of internal roads*** – Phase one will commence late March 2021
- ***Berth 2 hard stand and water treatment*** – Currently out to tender
- ***Demolition of Nickel Circuit*** – Works to commence April-May 2021
- ***Breakwater repairs*** - Works will commence mid-February 2021

- **Power Station Connection** – Design underway for transformers. Cable lay will take place mid-year.

Environmental Manager, Alex Leonard will communicate with relevant animal livestock industries to provide information on Bio Security Upgrade.

IM – Question raised regarding potential upgrades to the train movement corridor?

IR – Potential opportunities for land side upgrades will be considered within the Master Planning.

SP will continue to communicate with key stakeholders and take a holistic approach to support the supply chain and match capacity going forward, as per master planning.

1. ENVIRONMENTAL MANAGEMENT UPDATE

Alex Leonard (AL), *Environment Manager*, provided the following environmental management update:

Dust

Sealing of internal roads continues to utilise money from the state government (part of the COVID stimulus package) and will assist in reducing dust and saving water for dust suppression.

Iron Ore Moisture Levels

Currently moisture levels are good with moistures above criteria to minimise dust.

Train reports sent ahead of Iron Ore received at the Port provide a predicted moisture average for each train which ensures product is ship loaded according to licence criteria.

There are processes in place to manage dust if Iron Ore with moisture levels below licence criteria is received. These processes include turning all conditioning water sprays and dust suppression sprays during ship loading to prevent dust from dry Iron Ore. As a last resort the Iron Ore is sent directly to a storage shed through the enclosed conveyors to be conditioned using water sprays before ship loading can commence. However, if the mine sends one or two wagons of dry product within a train that otherwise has acceptable moisture, it is extremely hard for the port to prevent dust emissions lasting a few minutes from the shiploader. The Port is working with the mine to ensure delivery of consistent moisture of ore throughout all the wagons on the train.

Woodchips

Woodchip vessel mid-January had minimal dust during loading but strong easterly winds and a dry product created some issues with deposited dust, emphasising the need for even stricter loading controls if similarly dry product was accepted and loaded in the future. However, the remaining dry product on harbour road is minimal and will be mixed with freshly harvested product in the next shipment which will reduce dust significantly. SP does not foresee any issues going forward as the woodchips will be freshly harvested with a higher moisture content.

Moisture criteria to minimise dust on bulk minerals

SP are communicating closely with other ports and the Department of Water and Environmental Regulation to develop a new method to address limitations on determining moisture criteria to minimise dust when handling bulk minerals. A range of products from across WA will be tested and requires the consent of multiple mines.

Sulphur risk assessment

SP are currently carrying out a quantitative risk assessment on sulphur handling in regard to fire and explosions to verify the operations present and acceptable risk to the community. This includes investigating if there are any further controls that can be undertaken to reduce risks.

Taylor St Fuel Tank

SP have reached an agreement with BP (the tank owner) on the costs for remediation.

Investigations indicate the contamination around the tank is acceptable, so tank and associated pipes will be cleaned up and be infilled with concrete remaining where it is currently located. The

above ground structures and fence will be removed to create space and easier access as well as tidying up the area.

Relocation of Black Faced Cormorants (BFC's)

SP are working with DCBA to potentially relocate BFC's which have settled on the navigation marker. The rare birds are at the end of their breeding season so we are hoping once the fledglings have left we can clean it off and put up bird spikes and do any maintenance as required to ensure safe navigation of our vessels. But if the light stops working it presents an immediate navigational risk, and the birds will have to be cleared quickly in consultation with DBCA. The BFC's have relocated from the old tanker jetty that they were using to roost and breed. It is unlikely they will relocate to the new jetty as it has no roosting sites to accommodate the birds. A letter was written to the Shire suggesting the Shire and Port could work together to create roosting sites for these protected BFC's that are of significant interest to local bird watchers.

Biosecurity Wash Bay

Project completed. Working towards awarding a First Point of Entry for international containers to the Port. All information and procedures have been submitted to DAWE and we expect to receive approval in early March. Currently all our container vessels continue to seek an exemption on a ship by ship basis via DoAWE.

2. NEW / CURRENT TRADE UPDATE

Scott Bates, *Regional Manager Esperance* provided an update on current trade and new trade opportunities for Port of Esperance:

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| <i>Iron Ore -</i> | After a slow start due to wet weather, Iron Ore is on budget and track for target run rate. |
| <i>Spodumene -</i> | Significant growth, trade is strong. Prices are starting to rebound. |
| <i>CBH -</i> | After a slow start to the year, grain exports are continuous and remain strong. |
| <i>Fertiliser -</i> | On track for a reasonable year after a slow start to the season |
| <i>Nickel -</i> | Slight reduction short term due to some product being sent to the Kalgoorlie smelter |
| <i>Fuel -</i> | Trade is steady |
| <i>Sulphur -</i> | Trade is steady. Sulphur shed is ¾ full. Larger vessel and shipment expected from Canada later this year. |
| <i>Container Vessels</i> – Trade is expanding with MSC and ANL on board and fortnightly vessels. | |
| <i>Woodchips -</i> | Harvest likely to commence in March, and regular shipments expected going forward. |

Potential Upcoming Trade:

- Ongoing and progressive discussions with Macarthur
- Log Trade
- Wind Farm Turbines to be delivered through the port will require logistical planning
- Bald Hill Mine

Additional Items:

- Shed 4 Truck wash will provide a safe and environmentally friendly system as well as compliance.

- Southern Ports have increased staff since October, which is a reflection on increased trade.

3. PCCC SECRETARY UPDATE

Michelle Spicer, *Committee Secretary* provided the following PCCC Update and schedule:

- Board of Directors Meet and Greet – Wednesday 19th May 2021
- Location and time will be communicated to Committee Members
- PCCC Meeting – Wednesday 19th May 2021
- Location and time will be communicated to Committee Members

Revised PCCC Charter has been approved by the board.

We have maintained a strong presence in local media and especially on Facebook and Linked In. Social Media pages continue to track well. A new Communications Officer will be joining the team next week which will provide extra support in helping review external communications methods. Media Releases will continue to be distributed to

Scott Bates provided an overview of local sponsorship granted since previous PCCC Meeting.

An unfortunate event occurred at Port Beach on 20th January 2020 where a woman had collapsed. SP employees responded quickly to assist. Our Emergency Response equipment was utilised and assisted the paramedics with the incident.

4. COMMUNITY QUESTIONS/ISSUES (PCCC Members)

- DS - Marina Development has received strong support from the port, and all is proceeding well.
There have been some interactions with boats in the harbour. Communication will continue going forward to keep relationships strong.
- IR - Concept design for ports portion of marina development is also underway.
- KE - Portion of port waters potentially to be harvested off for jetty rebuild including an adjustment in the 10-mile exclusion zone.
- IM - Potential shire project for safe shark swimming zone with pontoon to be installed at James St groin.
- BT - Deep Sea angling club has secured a grant to install a public access floating pontoon with disability access.

5. ANY OTHER BUSINESS

None

Meeting Closed: 18:48 hours

Date of Next Meeting: Wednesday 19th May 2021