



MINUTES OF MEETING
SOUTHERN PORTS - ESPERANCE
PORT COMMUNITY CONSULTATION COMMITTEE

Date: Wednesday, 04 August 2021
Venue: Southern Ports – Esperance Administration Boardroom
Cnr Bower Avenue and the Esplanade, Esperance WA 6450
Time: 1700 hours

Attendees:	Stephen Francis Stephen Schmedje Simon Gribble Malcolm Heasman Basil Parker Steve Lewis Robert Alexander Keith Wilks Scott Bates Alex Leonard Tori Castledine Michelle Spicer Paul Waters	Committee Member & PCCC Chair Committee Member & PCCC Deputy Chair Committee Member Committee Member Shire Representative CEO, Southern Ports GM Port Development, Southern Ports COO, Southern Ports Regional Manager, SP Esperance Environment Manager, SP Esperance Corporate Affairs Advisor, SP Committee Secretary, SP Esperance Asset Coordinator
Apologies:	David Swan	Committee Member

Meeting opened by Chairperson Stephen Francis (SF) at 17:00 hours, who welcomed all and thanked everyone for attending.

Apologies were noted.

1. DECLARATION OF INTEREST FROM COMMITTEE MEMBERS

None

2. MINUTES OF PREVIOUS MEETING – 19 MAY 2021

The minutes of the previous Committee meeting held on 19 May 2021 were noted as approved via circular resolution on 23 June 2021. The circular resolution is affirmed by the committee.

3. MATTERS ARISING FROM PREVIOUS MINUTES

None

4. COVID-19 UPDATE

Keith Wilks (KW) spoke to the written report provided to PCCC members prior to meeting:

Southern Ports follows all State and Federal advice when interacting with international vessels.

The Federal Department of Agriculture administers the Australian Quarantine system and they determine if a vessel can enter Australia after performing health screening of the vessel and crew – This system is called Pratique.

If there are concerns from the screening process the Department of Agriculture consult with WA Health Human Biosecurity Officers to determine the next steps. This occurs prior to entry of the vessel.

Once alongside the movement of seafarers is tightly restricted to the vessel while in port under WAPol Emergency Directions – Maritime Crew Member Directions.

The protocols for port workers boarding vessels to perform their work is also set out and enforced through the WAPol Emergency Directions – Exposed On-Board Worker Directions.

Various other preventative measures advised from WA Health and other federal agencies such as Australian Border Force and Department of Health is also followed.

These Directions, Protocols and Preventative measures are all publicly available [online](#).

The State government made vaccines available to port workers as part of Phase 1a and 1b of the vaccination roll out which commenced in February 2021.

Due to its distance from major international trading ports, ships generally arrive in Esperance around 14 days from their last overseas port. If a ship arrives prior to that Southern Ports will not allocate an entry time until 14 days has elapsed.

Southern Ports has been extremely diligent in our response to COVID-19, and all vessels are treated as if they potentially have COVID 19 onboard, as we continue to protect our staff, protect our communities and keep trade moving to support regional jobs.

Further discussion was held on the PPE, social distancing and hygiene protocols for landside workers who board ships. KW advised the meeting that if anyone breaches these protocols they are required to complete a 14-day isolation period and may face a significant fine. PCCC members asked the following questions:

Q – Do the ships have cleaning rosters and/or protocols prior to arrival?

A – All ships have a COVID-19 safe plan. We request additional cleaning of the bridge within the two hours prior to the pilot boarding a ship.

Q – Are the ship standards set by ship companies or government agencies?

A: They will be following their own protocols from their flag states (where they are registered) and their company rules. We treat every ship as if it potentially has COVID-19 on board, and ships are equally treating every port as if they could contract COVID-19 from landside workers.

5. TRADE FACILITATION & SUPPLY CHAIN UPDATE

Scott Bates (SB) provided an update on current trade and new trade opportunities for Port of Esperance:

Coming off the back of a full financial year with COVID-19 trade results continue to remain strong, with 14.3 million tonnes of product being traded in and out of the port. This was our best trade year since 2017.

1.25 million tonnes of iron ore were traded in June. This is a pleasing result with the logistic chain working well together. Grain continues to trade strongly, and there has been a slight catch-up required due to transport issues earlier in the year. There has been significant growth in spodumene, and continuing steady trade for nickel, fuel and sulphur. Woodchip exports have recommenced.

Overall, these are pleasing trade results, especially in the current challenging COVID climate.

The Esperance Port facilitated the import of a significant amount of wind turbine infrastructure for the Shark Lake Renewable Energy Project. The 74 metre, 25-ton wind turbine blades were moved with pinpoint accuracy from the ship to the transport trucks on the dock. The PCCC watched [a video](#) of the blades being moved.

Representatives from Southern Ports attended the recent Diggers and Dealers event in Kalgoorlie, where there was significant optimism around nickel, gold and copper trade.

There have been early discussions about the potential for future hydrogen generation in the region, and possible export through the Esperance Port.

6. Agenda Item 11. Port Development HoloLens Presentation moved forward to Item 6.

Rob Alexander (RA) and Paul Waters (PW) provided a demonstration on augmented reality HoloLens Goggles, new technology being utilised across Southern Ports.

This technology can be utilised for an array of onsite visual inspections, assessments, 3d hologram modelling, hands free instructions with remote technicians and multiple use cases with further complex uses including maintenance regimes.

For more information on the HoloLens technology, [click here](#).

7. PORT DEVELOPMENT/PROJECTS UPDATE

RA spoke to the written report provided to the PCCC prior to the meeting:

Master Planning

Nearing completion – public exhibition scheduled for September/October.

The process has been positive, and we look forward to the opportunities and options for Esperance Port. Southern Ports will continue to engage with the community for future planning of the port.

Smart Ports Initiatives

- Augmented reality
- Internet of things
- Machine learning asset condition monitoring, 3D photogrammetry
- Drone inspections
- Smart water meters

Projects:

- *Decommissioning of old Nickel Circuit:* Complex project including high risks works. All departments are working in harmony to facilitate this project. SP continues to monitor closely to ensure systems and processes are followed
- *Additional Container Hardstand near Berth 3:* Construction commenced, to be completed late August
- *Berth 2 Container Hardstand:* Planning/design phase
- *Internal sealing of roads:* Works will commence later in the year in the warmer months
- *Shed 3 recladding:* Approved, scheduled for FY23

- *Power Station Connection:* New power station schedule to be completed early 2022. SP required to carry out a piece of work to connect to that. Transformers and cables procured. Project tracking along as expected

Southern Ports continue to have some issues securing contractors and labour on some projects, due to high volume of work out in the market across the state.

8. ENVIRONMENTAL MANAGEMENT UPDATE

Alex Leonard (AL) spoke to the written report provided to the PCCC prior to the meeting:

Woodchips

During the loading of MV Dalia in early June, it was noted that there was virtually no dust (even around the loading on the berth) confirming that the freshly harvested material and the improved dust controls combined for full dust control. As all the subsequent vessels will be loaded with moist, freshly harvested material we do not foresee any issues going forward in relation to dust.

Iron ore dust

The Port has reviewed its loading controls (which already include established dust mitigation measures) via two reports from independent dust control experts on the iron ore circuit. We are currently reviewing the recommendations, which include;

- Trial a product conditioner that acts as both a wetting agent and a binder. The trial involves simply plugging an IBC of the new product into the existing infrastructure used to dose iron ore with foam. The dosing points are at transfer points just downstream of the car dumper so the aim is to condition as quickly as possible to reduce both occupational dust in the circuit and environmental dust from the shiploader.
- Develop a peer reviewed way of estimating the proportions of dust from the Port's iron ore loading circuit and its gravel roads as well as non-Port sources of dust in samples collected from residential premises.
- Increase the spraying capacity and controls in raising the moisture of iron ore. More sprays and solenoids will be installed in CV32 the longest conveyor in the iron ore circuit between the last storage shed and the shiploader. The new sprays will raise the moisture of the ore by 0.8% or 1.5% depending on whether outloading is just a shed or a train (2500 tph) or both together (4500 tph).
- Continue to research on automating both the dosing system and the water sprays to better coordinate the Ports response to inconsistent product is continuing.

Sulphur

An automated caustic dosing system is being commissioned to neutralise acidic washwaters from the sulphur operations. This will reduce safety risks and it is anticipated to be more efficient than manual treatment.

A modelling report on the quantitative risk assessment of fires and explosions of sulphur and ammonium nitrate at the storage on the Summit lease is due in the next two weeks. GHD have re-run the modelling across the different climatic conditions typically encountered at Esperance.

Biosecurity

To demonstrate the Port's duty of care in relation to its biosecurity approvals for containers we have developed an inspection checklist and received training from DAWE. A random inspection is being conducted by both Operations and Environmental Teams for each vessel to check Qube and Linx the container stevedores, are identifying and washing down containers that are contaminated.

Contaminated Sites

The reclassification process of the Port land under the Contaminated Sites Act to commercial use only has been suspended pending further discussions with the Shire. This is in relation to the Shire's zoning of Port land around Adventureland Park.

State Marine Reserves

No update since previous meeting.

Environmental data management system

Implementation of an environmental data management system is underway. Uploading the designs of our monitoring programs has nearly been completed, along with those of Albany and Bunbury Ports. This will help automate and create prompts for uploading and managing laboratory results as well as creating COC's for samples sent for laboratory analysis. Upload of existing and new lab reports will not begin until early 2022 and so all our compliance reporting this year will still be spreadsheet based, hopefully for the last time.

Increased communication with Ports Australia

While we have been involved with Ports WA regularly over the last few years, our involvement has fallen away since amalgamation due to travel and COVID difficulty. Now much of the discussions are on Teams, we are re-establishing contacts and looking to learn more from the eastern states. Environmental Manager has been accepted to provide advice on two sub-committees on noise and environmental research.

A recent Ports Australia presentation on the Ecoports accreditation process for Environmental Management Systems led by the Port of Newcastle is worthy of further consideration:

Benefits include reputation and getting our EMS peer reviewed by auditors

Currently no WA Ports are accredited but it is something identified as important by Sprott consulting advising on our sustainability drive.

Discussion was held around communicating comparable dust, iron ore and other figures to the public and the best way to achieve this.

9. STRATEGIC PROJECTS UPDATE

Steve Lewis (SL) provided a presentation on strategic direction, which covered the following topics:

- Southern Ports vision remains – 'Strong Regional Ports, Strong Regions'
- Esperance Port focused on Smart Port initiatives and overall sustainability
- Pillars of strategy:
 - o Vision: Strong regional ports, strong regions
 - o Active Trade and Investment: Work actively and in partnership with current and potential customers and State entities to create competitive supply chains and secure trade and investment opportunities in the regions we serve
 - o Operational Excellence: Manage our ports professionally, with exceptional customer service, value, creation, and with a strong reputation for safe marine and landside operations
 - o Sustainability: Pursue sustainability as the way in which Southern Ports does business, building a solid reputation with our customers and community for creating long term value which protects our environment and heritage assets, while achieving strong economic and regional development for current and future generations

- Master Planning implementation will assist customers with forward planning and investment strategy.
- Sustainability is a key focus for Southern Ports, centred on the following pillars:
 - o To embed within Southern Ports sustainable business systems that deliver intergenerational assets
 - o Support the State goal of net zero emissions by 2050 by adopting measures that move it toward that goal
 - o To make SP fully digital by 2025 – implementing the right technologies and innovation to the organisation and its customers

10. MEDIA REPORT

Tori Castledine (TC) spoke to the written report provided to the PCCC prior to the meeting.

Esperance Show

Southern Ports will be holding a stall at the Esperance show in 2021.

Media Coverage

Media coverage regarding Southern Ports and the Esperance Port over the past three months centred on:

- Junior Iron Ore producers seeking access to the Esperance Port
- General trade movements in Esperance
- Renewable energy and general energy developments in Esperance
- Industry relevant content such as grain statistics

Social Media

Our social media presences continues to build our brand and profile throughout our regions:

- We now have 1765 Facebook followers and 1851 LinkedIn followers
- In the last quarter we had a page reach (how many times your page's content is seen in feeds) of 38,600 on Facebook and made 70,342 impressions on LinkedIn
- Our LinkedIn performance significantly improved in this quarter, demonstrating ongoing opportunities for growth and promotion through this platform. There was significant growth in comments on LinkedIn posts as we focused on more people-based posts, which were actively shared and commented on
- Engagement on Facebook continues to steadily grow, with a series of posts centred on our staff during National Volunteer Week receiving very high levels of organic engagement
- Our Facebook demographics are:
 - o 44.4% men and 55.6% women
 - o Over 30% of our followers are between the ages of 35 and 54
 - o Location breakdown:
 - Esperance – 341 followers
 - Bunbury – 313 followers
 - Albany – 308 followers
 - Perth – 183 followers
 - Australind – 96 followers
 - Other – 524
- Our engagement on LinkedIn during the last quarter outperformed both Fremantle Ports and Pilbara Ports

Sponsorship

Recently we've provided sponsorship and community support to a number of local organisations, including:

- Esperance Bowling Club – 2021 Men’s Super-Fours Bowls Carnival
- Esperance District Football Association – Esperance/Goldfields Zone Carnival
- Hope Community Services – 2021 Men’s Health Week Golf Day
- Hope Community Services – 2021 NAIDOC Week
- Esperance Netball Association – 2021 Fuel to Go & Play Association Championships

We’re also very excited to see the progress of the Esperance Community Arts mural being painted along the back of some of the Yacht Club’s boat sheds (facing into the Tearooms/Adventureland carpark) and have been pleased to support this project.

Corporate Affairs Planning

Over the last few months, we’ve done a significant amount of work into strategic planning for the Corporate Affairs function. We will be finalising an internal and external communications strategy in the near future, and I look forward to being able to provide an update on our external communications plan at the next meeting.

Pending Board sign off at the August Board Meeting, we’re also planning to transition our Sponsorship Program to a Community Investment Program. This will help enhance our vision of Strong Regional Ports, Strong Regions, and will also offer the opportunity for a PCCC representative to be more involved in the program.

11. MEMBER DISCUSSION/FEEDBACK & COMMUNITY QUESTIONS

The PCCC has no further items to discuss.

Committee member Simon Gribble left the meeting.

12. ANY OTHER BUSINESS

Four new PCCC Member applications were tabled and endorsed by Esperance PCCC committee members to recommend to the SP board committee positions. This was moved by Stephen Francis and seconded by Malcolm Heasman.

SB provided a short update on three addition items:

- Southern Ports representatives visited Ravensthorpe on 26 July for Careers Expo
- SB attended Regional Coordination Group Meeting in Ravensthorpe on 29 July 2021 (this role of this group is to support development of mining operations in Ravensthorpe region)
- Several Emergency Response Team members recently completed accreditation training

Meeting Closed: 18:15 hours

Date of Next Meeting: Wednesday 3 November 2021