

**Port of Newcastle Community Liaison Group
Meeting Minutes – Monday 24 November 2014**



Attendance	Representation
Chairperson	
Lauren Eyles	Port of Newcastle , Executive Manager Communication Services
CLG	Community Liaison Group
Peter Francis	Port of Newcastle , Executive Manager Port Development
John Thacker	Carrington Resident, Carrington Community Centre Management Committee
John McLeod	Newcastle Rowing Club
Robert Aitchison	Business / Tourism; Highlander Travel
Richard Anicich	Hunter Business Chamber
Richard Howard	Newcastle Cruising Yacht Club, CEO
Jill Gaynor	City of Newcastle , Manager of Strategic Planning Services
Dr Richard Finlay-Jones	CLEANaS , Co-Founder. EcoEnviro , Director. Dixon Park Surf Life Saving Club , Member. Newcastle Stand Up Paddle Club , Co-Founder
Claire Charles	Correct Planning and Consultation for Mayfield Group , Secretary
Geoff Crowe	Port Waratah Coal Services, General Manager Commercial - Company Secretary
Susan Bradley	Islington Village Community Group, Member. Parks and Playgrounds Movement, Member. Throsby Villages Alliance , Delegate
Wayne Diemar	HunterNet , Member
Sarah Purser	Independent Minute Taker
Guest Presenters	Representation
Rebecca Johnston	Port of Newcastle , Planning Officer
Apologies	Representation
Jeff Coleman	Port of Newcastle , Chief Executive Officer
Ron Sorensen	Port Authority of NSW , Chief Operating Officer – Newcastle
Todd Robinson	Golder Associates, Associate – Environmental Planner
Sonia McKay	Roads and Maritime Services , Principal Manager, Boating Operations Branch
Absent	
Robert Coombs	Australian Maritime Officers Union , Industrial Officer
Julie Kearney	Stockton Resident, Newcastle Surf Life Saving Club , Member
Abbreviations	
PON	Port of Newcastle
NPC	Newcastle Port Corporation
PA-NSW	Port Authority of NSW
CLG	Community Liaison Group

1 Welcome and Introductions; Lauren Eyles, Chair

Lauren welcomed the CLG and introduced Rebecca Johnston, Port of Newcastle Planning Officer, and Wayne Diemar, HunterNet representative.

2 General Business

- **Actions arising from the previous meeting:** CLG members to discuss the Newcastle Community Contribution Fund with their community, business and industry networks and provide ideas to Bob Hawes, General Manager, Hunter Development Corporation, re: the draft funding criteria by 14 October via email: bob.hawes@hdc.nsw.gov.au. Lauren encouraged members to contact Hunter Development Corporation if they had not already done so.

- **Community Partnerships Program:** Lauren advised that applications are invited for funding via the 2015 Port of Newcastle Community Partnerships Program. The closing date is 1 December. Further details are available on Port of Newcastle's website: www.portofnewcastle.com.au.
- **2015 Meeting Dates** were circulated. CLG members confirmed that the dates and times were suitable.

3 **Port Authority of New South Wales Update**

The Chair, on behalf of Ron Sorensen

Lauren advised that Ron Sorensen was unable to attend the meeting due to work commitments, and had asked her to mention that he was concerned that, during the port protest in October, some of the protestors put themselves in danger by getting too close to vessels. Lauren asked CLG members to remind people of the safety guidelines that the Harbour Master conveyed at the July meeting.

Claire Charles remarked that the Climate Warriors were protesting due to rising sea levels which are threatening their home, and asked why the port continued to operate on the day. Claire thought that the shipping schedule had been stopped in previous years. Peter Francis explained that the port had also continued to operate in previous years. Peter said that the right of lawful peaceful protest is respected, but it needs to be conducted in a way that does not cause danger to individuals who are conducting normal lawful activities i.e. ship and tug operators within the port. Peter said that, during the protest, the rules and conditions of the protest licence were breached and some protestors did put themselves in harm's way. Lauren clarified that Port of Newcastle's role is vessel scheduling and that maintaining waterside exclusion zones was the responsibility of the Police.

4 **Port of Newcastle Update**

Peter Francis, Executive Manager Port Development

Mayfield Concept Approval

- A modification will be made to the Mayfield Concept Approval to correct typographical errors and inconsistencies in the printed report. No limits or restrictions have changed. It is due to be published on the Department of Planning and Environment website within the next fortnight.
- PON's noise and air quality models are up and running. The monitoring program will be in place for the commencement of operation of the first project under the approval. Consolidated data will then be published quarterly on PON's website.
- Stolthaven has advised that it is preparing to lodge a development application with the Department of Planning and Environment (under the Mayfield Concept Approval) for their next stage of its development. This would most likely take 6 to 12 months to be reviewed.

ACTION

- **PON to confirm (via the minutes) when reporting of noise and air quality data will commence.**

Confirmation: Quarterly data will be provided on the PON website at the commencement of operation of the first project under the Concept Approval.

Port Operations

- Port of Newcastle has worked with Patricks and a ship owner to reduce noise from alarms at East Basin (Carrington). It was noted that the alarms are an important safety feature.

Infrastructure Projects

- Lighting has been upgraded at the West Basin and Dyke 2 berths to improve wharf safety.
- Pavement rehabilitation of the Carrington Port Entry Road has commenced.
- PON is installing permanent power, data and water at the Mayfield Site.

Discussion:

- **Access to Stolthaven:** It was questioned who maintains the new road for Stolthaven. Peter advised this is not a public road. He explained that Steelworks Road is owned by Government Property NSW, and is currently managed by Hunter Development Corporation. Claire remarked that she thought the public could access the Stolthaven site without providing identification. Peter advised that vehicles will be able to be driven onto the road, but individuals cannot access the Stolthaven facility without providing appropriate identification.
- **Access to the Mayfield Site:** Will the Mayfield Gatehouse be maintained? Peter advised that the future of the Gatehouse is subject to the Mayfield Industrial Estate agreement with BHP and the Government. The Gatehouse may come down if it impedes access to land, or it may continue to operate for the benefit of OneSteel. Claire asked who she can speak to regarding lighting on the road that leads to the Gatehouse. Peter advised that it is owned by Government Property New South Wales and is managed by the Hunter Development Corporation.
- **Towage:** Is a third towage provider entering the port? Peter advised that this is incorrect, and that there are two towage operators in the port. Occasionally there are barges in the port, which are towed by harbour tugs. It was also noted that one of the PB Towage vessels is a different colour to its other vessels.
- **Woodchips:** Does the port still handle woodchips? Peter advised that Boral closed its woodchips operation in late 2013 and the area is now leased to Qube Ports Pty Ltd.

5 Other Business

- Richard Howard advised that the Newcastle Cruising Yacht Club has been working with Roads and Maritime Services and the Port Authority of New South Wales regarding the installation of markers within the harbour and offshore. They have now been installed. The locations of the markers within the harbour are: in front of the remaining disused tug berth; and off Throsby Basin. The markers will be used for racing.
- It was asked whether the State Member for Newcastle would be invited to join the CLG. Lauren noted that this was suggested at the previous meeting and had not yet been actioned.
- Richard Finlay-Jones from CLEANas would like Newcastle and Lake Macquarie to be 100% powered by renewable energy. Richard asked if the CLG could contribute to this movement. Peter advised that this would be outside the scope of the CLG, which exists to share information about the port. He acknowledged that CLG members are welcome to take part on an individual basis. It was suggested that the City of Newcastle may be the correct organisation to drive this kind of initiative. Richard Anicich mentioned that the Hunter Energy Project was driven through the Business Centre in partnership with TAFE and Council and offered to discuss this further with Richard out of session.
- Richard would like to see the port use clean diesel and asked if PON would consider changing over some of its machinery. Peter clarified that port machinery is operated by tenants, who have their own environmental requirements with the Environmental Protection Authority. PON is also working with tenants to achieve environmental best practice. Peter said that he will update the CLG at a later date.
- Susan mentioned that the EPA is looking into non road diesel emissions, including ships. Lauren advised that the International Maritime Organisation (IMO) is leading the international strategy regarding ships.
- Richard noted that the wind turbine, previously located on Kooragang Island, has been relocated to Tasmania and that the Port Lease does not allow wind turbines. Peter advised that the lease was developed by the NSW Government.
- John McLeod advised that Newcastle Rowing Club held its regatta on 16 November, PON provided in kind support via surveys and setting out the course markers. The markers lasted all day despite strong winds. 164 races were run throughout the day. John thanked PON for its support.

5 Presentation: Port of Newcastle Port Development Plan 2015-2020 Rebecca Johnston, Planning Officer

- Rebecca provided an overview of the Port Development Plan (PDP), port precincts and development opportunities (details are contained within the PDP, available at www.portofnewcastle.com.au). Rebecca advised that the PDP would be published on PON's website on 28 November.
- The PDP is a NSW Government requirement under the port lease. The format of the plan is set out under the port lease.
- The purpose of the PDP is to convey PON's intentions with regard to the development of the port over the next five years to government agencies and the local community.
- PON is required to publish a PDP within six months of the lease commencement, and every five years thereafter.
- Development undertaken by PON needs to comply with the PDP. If PON wishes to amend the PDP it will need to resubmit the plan to the NSW Government.
- The PDP reiterates PON's vision is to maintain the port's position as a leading coal export port and facilitate the continued growth and development of trades. It acknowledges the: importance of the port to the prosperity of the Hunter Region and the State.
- The PDP also supports the COAG endorsed National Ports Strategy which encourages clear communication at a strategic level on how the development and operation of a port and the freight corridors serving it will be integrated into the future development of the region or city in which the port is located.
- The PDP explains the roles and responsibilities of different port stakeholders. It is important to note that much of the port lease area is occupied by independent companies operating their own facilities on land leased from PON.
- The PDP illustrates the port land that is managed by PON (page 11-12). All future development will be considered in the context of port lease requirements, planning requirements under the Ports State Environmental Planning Policy, and operational requirements (relevant licences and permits etc).
- Tenants are responsible for their own commercial and environmental performance. They hold their own planning consents, environmental licences and permits, and are directly regulated by State and Commonwealth Government agencies.
- Economic activity within the Port's catchment will determine Port development needs. Drivers will include economic and social trends, and trade forecasts.
- Coal is the dominant trade at the Port and is anticipated to continue to grow over the next 5 years. Last year 154.4 million tonnes were exported which represented 96% of trade (value: \$13.6 billion). The current terminal capacity is 211 Mtpa (145Mtpa PWCS and 66Mtpa NCIG). In terms of future capacity, if all stages of T4 are approved and developed, it would increase coal terminal capacity to approximately 280 Mtpa.
- Non coal cargoes currently represent 5.2 million tonnes per annum, with a trade value of \$1.9 billion. Non-coal trade incorporates more than 25 different cargoes including fuels; alumina; wheat, meals, and grains; mineral concentrates; and cement. We expect non-coal trade to increase steadily over the next 5 years. This will be achieved through strong growth in fuel which is forecast to grow between 30 to 50%, and wheat, with modest growth in most other commodities.
- The drivers for growth will be increased demand for import cargoes that service the expanding population of the region, for example, fuel and cement. Exports of wheat and grains will be dependent on the catchment's ability to supply global demand.
- PON expects container trade to grow organically over the next five years and has no plans to develop a container terminal within that period.
- The Channel Berth will continue to accommodate cruise ships and further growth in this market.
- Individual development by tenants are likely to support a continuation of current activities i.e. wheat and grains, fuel, mineral concentrates, break bulk and coal.

Discussion:

- **Number of non-coal commodities:** Does the port handle 25 commodities, or 40 (as quoted by the previous port manager). Peter advised that 25 is the most accurate as it reflects commodities that are traded on a regular basis.
- **Container terminal:** Would development of the Mayfield Site sterilise the opportunity for a container terminal at that location in the future? Peter advised that this will not sterilise this site. He advised that bulk liquids is the growth opportunity for the site at the moment. Importing large project cargo, e.g. for the construction sector, is another opportunity.
- **Mayfield transport infrastructure:** Claire expressed a concern that road networks alone would not handle the growth of trade at the Mayfield Site, and asked whether a portside rail line would be developed. Peter said that existing transport networks would support trade. He advised that there is a rail line near the site, which is underutilised. Peter advised that there is a long-term plan to create an Intermodal Site, on a 10 hectare parcel of land (which needs to be remediated) next to the Mayfield Site, where cargo would move between ship, road and rail.
- **Walsh Point:** Susan Bradley, representing the Parks and Playgrounds Movement, asked whether a park could be created at Walsh Point. Peter advised that access to port land is restricted due to safety and roads leading to that area of the port are utilised by large trucks. He also advised that the site has been leased.
- **Non coal trade:** Richard Finlay-Jones, representing CLEANas, said he thinks demand for coal will decline and expressed concern with the port's reliance on coal trade, which is 96% of the port's trade volume. Richard said that in light of the international movement to combat climate change, PON should investigate options to diversify its major port activities beyond coal and diesel toward more sustainable fuel options. Peter advised that the demand for coal, and growth in coal trade will continue over the next 30 to 40 years and a fourth coal terminal will be required in the future. He suggested that the PON presentation to the Terminal 4 Planning Assessment Commission hearing may be of interest to the group. Geoff Crowe, representing Port Waratah Coal Services, said, if approved, the timing of T4 would be dictated by industry demand and ultimately construction would occur in a staged manner to align with this. Lauren noted that there are a variety of media opinions regarding the future of coal, and that the Australian Financial Review has well informed coverage.
- **Throsby Creek:** Does PON have involvement with cleaning up Throsby Creek? No, it is managed by Roads and Maritime Services.

ACTION

- **PON to present its coal forecast to the CLG.**

Next Meeting*:

Monday 19 January 2015
Travelodge Hotel Newcastle
5.30 pm to 7 pm

*Attendance is by Port of Newcastle's invitation.