

Attendance	Representation
Chairperson	
Lauren Eyles	Port of Newcastle , Executive Manager Communication
CLG	Community Liaison Group
Richard Howard	Newcastle Cruising Yacht Club
Richard Anicich	Hunter Business Chamber
John McLeod	Newcastle Rowing Club, Carrington Community Council
Susan Bradley	Parks and Playgrounds Movement , Member. Throsby Villages Alliance , Delegate.
Peter Francis	Port of Newcastle , Executive Manager Trade and Business Development
Jill Gaynor	City of Newcastle , Manager of Strategic Planning Services
Bruce Cooper	Port Authority of NSW , Senior Manager Port Services (Alternate for Ron Sorensen)
Geoff Crowe	Port Waratah Coal Services , General Manager Commercial, Company Secretary
Samantha Marsh	Office of the State Member for Newcastle, Tim Crakanthorp MP
Sarah Purser	Independent Minute Taker
Apologies	Representation
Kristen Keegan	Hunter Business Chamber , CEO
Claire Charles	Correct Planning & Consultation for Mayfield Group , Newcastle Trades Hall Council
Ron Sorensen	Port Authority of NSW , Chief Operating Officer
Robert Aitchison	Business / Tourism; Highlander Travel
Wayne Diemar	HunterNet
John Thacker	Carrington Resident. Carrington Community Centre Management Committee
Dr Richard Finlay-Jones	CLEANaS , Co-Founder. EcoEnviro , Director. Dixon Park Surf Life Saving Club , Member. Newcastle Stand Up Paddle Club , Co-Founder, Surf Rider's Association
Sonia McKay	Roads and Maritime Services , Principal Manager, Boating Operations Branch
Todd Robinson	Golder Associates , Associate – Environmental Planner
Julie Kearney	Stockton resident. Newcastle Surf Life Saving Club
Robert Coombs (absent)	Australian Maritime Officers Union (AMOU)
Abbreviations	
PON	Port of Newcastle
PA-NSW	Port Authority of NSW

1 Welcome and Introductions **Lauren Eyles, Chair**

Lauren welcomed the CLG and advised that Kristen Keegan, Hunter Business Chamber CEO, who was scheduled to provide tonight's presentation on the Hunter Region's economy, is ill and sends her apologies. Kristen hopes to present at a future meeting. Apologies were advised and recorded. Lauren also welcomed Bruce Cooper as Ron Sorensen's alternate. Lauren advised that Peter Kibble would be Geoff Crowe's alternate for Port Waratah Coal Services, and invited Geoff to provide further context.

Geoff announced that he has been appointed Chief Executive Officer for Port of Newcastle, commencing on 1 July 2015. Peter Kibble, Manager Organisational Effectiveness, will be the PWCS representative going forward. Geoff advised that PON and PWCS staff were advised of his appointment last week, and that he continues his role with PWCS until mid June. Geoff said he is very pleased to accept the role. He mentioned that he was raised in Newcastle, attended local schools and has strong ties to Newcastle. Members of the group congratulated Geoff on his appointment. A [media release](#) regarding Geoff's appointment was circulated to the CLG on 29 May.

2 General Business

Actions from the previous meeting

Lauren to invite the EPA to speak at a future meeting.

- ✓ Lauren confirmed this invitation remains on the list and that there are now a number of presenters to be scheduled for future meetings.

Lauren to provide a Sponsorship Update at today's Meeting:

- ✓ A handout was provided to members, confirming that PON has awarded \$176,600 in industry and community partnerships to date (\$96,000 provided in 2014 and \$80,600 in 2015 to date). A further funding round will be held mid year.

PON to include Tenants in its CLG presentation program;

- ✓ Lauren advised that tenants will be invited to present when developments are more advanced.

PON to provide its Community Newsletter to CLG members

- ✓ To be circulated when published.

2.1 Port Authority of New South Wales Update

Bruce Cooper

Bruce explained that in view of a recent article in the Newcastle Herald regarding a vessel being detained, that he would like to provide an overview to the CLG on what the process is and what happens in this situation.

- In the maritime industry an application can be made by a commercial enterprise to the Federal Court, via the Admiralty Section, for a vessel arrest. A warrant may then be issued and the vessel detained until the matter is settled by the Court. This is not a common occurrence, and only takes place about once per year.
- Arrests are predominantly as a result of unpaid dues from a vessel owner to a bunker fuel supplier.
- Much work is done with the Federal Admiralty Marshalls to minimise impact on throughput and Bruce noted that the newspaper article had highlighted that this particular case was sorted out the next day.
- A common delay is due to the business owner being located over the other side of the world and therefore contact would be instigated at their night time, and the matter resolved the following day.
- This process is available for any business to take matters through the Court in the same manner as the maritime industry.

Discussion

Is there a lay berth for detained vessels? Richard Anicich acknowledged that there was an incident a few years ago where a vessel was required to be detained for a month and therefore sent to Sydney as there wasn't a berth at Newcastle.

Bruce advised that all berths are managed by PON. Peter explained that all the berths are working berths, and there is a preference not to have a vessel detained within the port as it is not productive. It was discussed that arrests often happen before vessels enter the port.

Richard confirmed that the Court Summons may be issued late in the day and that the Marshal has to come from Sydney to effect the warrant.

How far out can the vessel be? The vessel needs to be in Australian waters. The preference is for the vessel to come to anchorage. It cannot move from there until released by Admiralty. Bruce reiterated this all depends on timeframes and if the owner of the vessel has a number of vessels, the second vessel can be arrested but the fine may be actually against the company. Geoff said it is good to receive notification when a vessel is going to be arrested, as if a vessel is detained in port (e.g. already loading coal), it can cause issues.

Can the ship leave the jurisdiction? No, not in Newcastle. Peter advised that detention incidents are rare.

Anniversary of the port lease commencement: Bruce acknowledged that it has nearly been one year since the port lease commenced, and that all is working well with PANSW and Port of Newcastle. Lauren acknowledged that there was good cooperation between the two organisations in responding to the April weather event.

April weather event: Richard Howard asked what damage, if any, was sustained in the storms. Peter Francis responded that there was not a lot of damage. Peter advised that additional resources were put into a hydrographic survey and dredging early on, to start to deal with the anticipated loss of depth and mitigate the loading impact on deep draft vessels. Before the flood, PON was several months ahead in its maintenance dredging program with the entire length of the channel at a depth of 15.2 metres. Flooding in the Hunter River upstream of the port resulted in restrictions to some vessel movements. As with previous floods, a significant amount of siltation flowed into the channel and berth areas. The port is fully operational, and from a customer's perspective, it is business as usual.

Did a buoy come off its mooring?: High swells which peaked at 13 metres moved the entrance buoy 150 metres off station into the channel. By 23 April, the swell reduced to 3 metres, enabling removal of the buoy and the resumption of shipping. Richard advised the Newcastle Cruising Yacht Club ended up with one buoy up in the sand dunes and ironically it was a buoy anchored 2 metres deeper than another buoy that held firm.

2.2 Port of Newcastle Update

Peter Francis

- **Sovechles Development:** Mitchell Sovechles responded to an expression of interest back in 2010. The development has taken a long time to get through Newcastle Port Corporation, Port of Newcastle and the Department of Planning. Work commenced on 20 April for Stage 1, a Coles Petrol Station with a food outlet on PON land near the corner of Cormorant Road and Raven Street. This is an important service for the port and general community and is a much needed service for workers on the east boundary of the island and to negate traffic coming back across the bridge.
- Development applications have been submitted for a car wash (stage 2) and 15 industrial units (stage 3). Stage 4 is for warehousing at the back of the site.
- PON is working to build this part of the port as a services precinct i.e. petrol and fuel offers for trucks and cars and units for smaller business services and consultants servicing business on the island. In addition, there is potential for truck tyre repairs and those types of services for trucks.
- **Stolthaven planning approval:** Stolthaven received development approval from the NSW Department of Planning and Environment on 16 April 2015 to receive, store and despatch up to 1,010 million litres of diesel and biodiesel fuel per year at its Mayfield terminal facility. Peter noted it was fantastic that Stage 2 has been approved.

- The Development Consent specifies that prior to increasing beyond 500 million litres a number of conditions are to be satisfied, including an amended Environmental Protection Licence (EPL) for the development.
- Further information is available at:
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6664
- **Stolthaven stage 3:** Stolthaven has requested that the Department of Planning and Environment provide it with the Secretary General's environmental assessment requirements for stage 3. PON anticipates that Stolthaven will then prepare an environmental impact assessment to be lodged as part of a stage 3 application (for 17 tanks). This will mean that trucks coming off the M1, the railway and locomotives coming out of Hunter Valley mines can be serviced out of this region too. Further information is available at:
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7065
- **Stolthaven throughput:** At the previous CLG meeting there were discussions regarding the Stolthaven Environmental Protection Authority (EPA) issue. Peter advised at this time the matter is still with the EPA for consideration. Stolthaven provided reports required by the EPA and the EPA is yet to make its decision.
- **Park Fuels** development work from its terminal on Greenleaf Road to the K2, K2.5 and K3 berths is expected to be completed by early July, and will then receive its first shipment of diesel.
- **Mayfield Site and Intermodal Site:** The demolition of old buildings on the Mayfield Intermodal Site has been completed. The Pattern Store sandstone has been packed on pallets and stored for future reuse. Some blocks have been provided to the Newcastle Industrial Heritage Association for re-use in the BHP Workers Memorial.
- PON is continuing services works on the Mayfield Site to bring in power, water, and telecoms.
- **New CEO, Geoff Crowe:** Peter advised that the PON team is looking forward to working with Geoff Crowe as CEO.

Discussion

- **Richard Howard asked whether trade volumes took a hit in April as a result of the weather event, and were tonnages down?:** Geoff Crowe confirmed that tonnages were down. He said that PWCS recovered in less than 48 hours. PWCS was able to secure the machines and didn't suffer much damage. The biggest thing (at Kooragang) was that the rain caused the coal to slump and this needed to be removed from the top of the booms before the stackers and reclaimers could be used. Once the terminals got going, the coal chain couldn't get going as the ARTC had issues with the track. It took about a week for the track to be recovered. It's back to normal now. Peter advised that this was a good effort by those involved, considering the amount of track that was underwater.
- **Flood conditions:** Bruce explained that the flood resulted in faster current flows due to the top layer still running out when the tide goes out. These conditions created handling and manoeuvring issues when trying to berth a vessel as the vessel is pushing against a solid block of water. When the two densities separate this can increase the speed of vessel movement. The fresh holds the vessel back and when the fresh gives way, the result is a faster approach to the berth.
- Lauren acknowledged that there was good communications within the industry with the ARTC providing daily updates on the rail network, and PON and PANSW providing updates to port users.

3 Other Business

- Lauren confirmed that she had circulated an email from Richard Finlay-Jones tabling media items in relation to the Chinese coal market. Given that Richard was not in attendance at the meeting the CLG agreed to defer this discussion to the next meeting.
- Lauren proposed that the next meeting be hosted at PON's office to see where the team works and to hear from Keith Wilks, Executive Manager Operations and Infrastructure. The group agreed.
- Lauren invited members to raise other business. Matters raised are as follows:
- Jill Gaynor thanked PON for the information on sponsorship. As Council also offer grants it was helpful for Jill to be aware of other recipients.

- Richard Howard advised that he is no longer the CEO of the Newcastle Cruising Yacht Club (NCYC). Richard asked if he could invite the new CEO to the next meeting. Lauren agreed and suggested that if Richard remains involved with NCYC, he could continue to be involved with the CLG, as the alternate member for the CEO.
- Richard advised that NCYC did not receive any major damage in the storms. A handful of yachts sought refuge. As the weather conditions were poor leading up to the event, it was less likely for boats to be travelling. Richard advised the Club's policy is not to work on 100% long term placements and that there is a churn rate to allow for additional boats into the Marina. It is rare for the Marina to be at 100% capacity; it is more likely to be around 92%. The Club wants to make sure it can provide refuge and facilities for transient boats and recreation which is good for the industry and the Club also works with the RMS.
- Richard was not at the Club during the June 2007 storms, but felt there was not as much damage due to the breeze being further south than in 2007 which was more to the east. Richard also acknowledged that the blue tugs tend to provide a bit more protection for the Marina as well with the fetch distance being shorter.
- John McLeod reported that the Newcastle Rowing Club did not experience storm damage but noted that a pilot boat moored at Throsby Creek had been moved around a bit further as the conditions were too rough at that berth. John explained that recreational rowers will not go out in those weather conditions.
- Richard Anicich confirmed Kristen's apology and hopes to organise her attendance at a future CLG meeting.
- Susan Bradley advised the following topics of interest were raised at a recent Throsby Villages Alliance meeting:
 - Disaster management plans that cover the port area. There is a general interest in what critical and emergency plans are covering the port and who has responsibility for these. In addition, what integration is there between individual ports and an overall plan with links to other emergency services. The Throsby Villages Alliance intended to write to PON's CEO about this.
 - Could Throsby Villages Alliance members sit in on CLG meetings in a gallery type situation to obtain the same briefing information that members receive.
 - Truck movements and haulage in relation to the transport of hazardous goods.
 - Was the port involved in notifying residents and businesses during the weather event with information about expected damage to boundaries, distance to most and least harm to property and life, and what means was used for this i.e. text messages, radio broadcasts and the like.
 - With respecting the need for confidentiality, how does the threat of terrorism influence the port and what strategies does PON have in place to protect workers around the port.
 - Vessel scheduling.
- Follow up information provided to Susan:
 - It was confirmed that Simon Gelder is Port of Newcastle's Acting CEO until the end of June and the Throsby Villages Alliance is welcome to write to him.
 - Peter and Lauren will ask Keith Wilks, PON Executive Manager Operations and Infrastructure, to provide an overview of emergency plans at the next meeting, within his Port Operations presentation. Peter advised that the State retained the emergency response functions via the Harbour Master and the Port Authority of New South Wales.
 - Peter is not sure about the feasibility of additional people in attendance at the CLG meetings.
 - Peter said a lot of information may form part of individual tenants' DAs and would therefore be public information. Some emergency response details would not be made public for security reasons. He confirmed there are security plans in place for ports as they are gateways. Federal authorities oversee this area, and Keith would be better placed to clarify this as he oversees PON's security function.
- Samantha Marsh said a Hunter/Central Coast Relief Reference Group was formed in relation to the storm event. Samantha invited the group to advise of any specific issues that she could take to the group.

Actions

- **Richard Finlay-Jones' media articles to be provided with the agenda for the July meeting.**

- **CLG members to attend Port of Newcastle's office for the July meeting (6 Newcomen Street, Newcastle).**
- **Keith Wilks to provide a presentation re: port operations.**

Next Meeting*:

Date: Monday 27 July 2015

Venue: Port of Newcastle
6 Newcomen Street, Newcastle

*Attendance is by Port of Newcastle's invitation.