

Attendance	Representation
Chairperson	
Lauren Eyles	Port of Newcastle , Executive Manager Communication
CLG	Community Liaison Group
Richard Howard	Clark Shipping Australia
Aaron Harpham	Newcastle Cruising Yacht Club , CEO
Geoff Crowe	Port of Newcastle , Chief Executive Officer
John Thacker	Carrington Resident. Carrington Community Centre Management Committee
Robert Aitchison	Business / Tourism; Highlander Travel
John McLeod	Newcastle Rowing Club, Carrington Community Council
Julie Kearney	Stockton resident. Newcastle Surf Life Saving Club
Claire Charles	Correct Planning & Consultation for Mayfield Group, Newcastle Trades Hall Council
Wayne Diemar	HunterNet
Ron Sorensen	Port Authority of NSW , Chief Operating Officer
Jill Gaynor	City of Newcastle , Manager of Strategic Planning Services
Peter Kibble	Port Waratah Coal Services
Peter Francis	Port of Newcastle , Executive Manager Trade and Business Development
John Hayes	Correct Planning & Consultation for Mayfield Group
Nicole Guyder	Office of Tim Crakanthorp M.P.
Sarah Purser	Independent Minute Taker
Guest Presenter	
Keith Wilks	Port of Newcastle , Executive Manager Operations & Infrastructure
Apologies	Representation
Richard Anicich	Hunter Business Chamber , Immediate Past President
Sonia McKay	Roads and Maritime Services , Principal Manager, Boating Operations Branch
Todd Robinson	Golder Associates, Associate , Environmental Planner
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 Assoc.
Robert Coombs (absent)	Australian Maritime Officers Union (AMOU)
Susan Bradley (absent)	Parks and Playgrounds Group, Throsby Villages Alliance
Abbreviations	
PON	Port of Newcastle
PANSW	Port Authority of NSW

1 Welcome and Introductions; Lauren Eyles, Chair

Lauren welcomed CLG members to Port of Newcastle's Office.

Introductions;

- Aaron Harpham – CEO of Newcastle Cruising Yacht Club
- Richard Howard - in his new role at Clark Shipping Australia
- Keith Wilks – Port of Newcastle Executive Manager Operations and Infrastructure

2 Presentation - An overview of port operations

Keith Wilks, Executive Manager Operations and Infrastructure, Port of Newcastle

Port of Newcastle's vision

To maintain Newcastle's position as one of the leading and most efficient global scale coal export ports and facilitate continued growth and development of existing and new trades in a sustainable manner.

What Port of Newcastle does

- Vessel scheduling
- Wharf and berth services
- Dredging and survey services
- Maintenance of port assets
- Property management
- Trade and business development (including cruise)

Our Focus – Port of Newcastle adds value to customers and industry via:

- Leading port growth and efficiency
- Developing and communicating port-wide KPIs
- Assisting customers to grow their trade
- Advocating for the port and the region
- Problem solving and adding value in every interaction
- Greater communication with our stakeholders

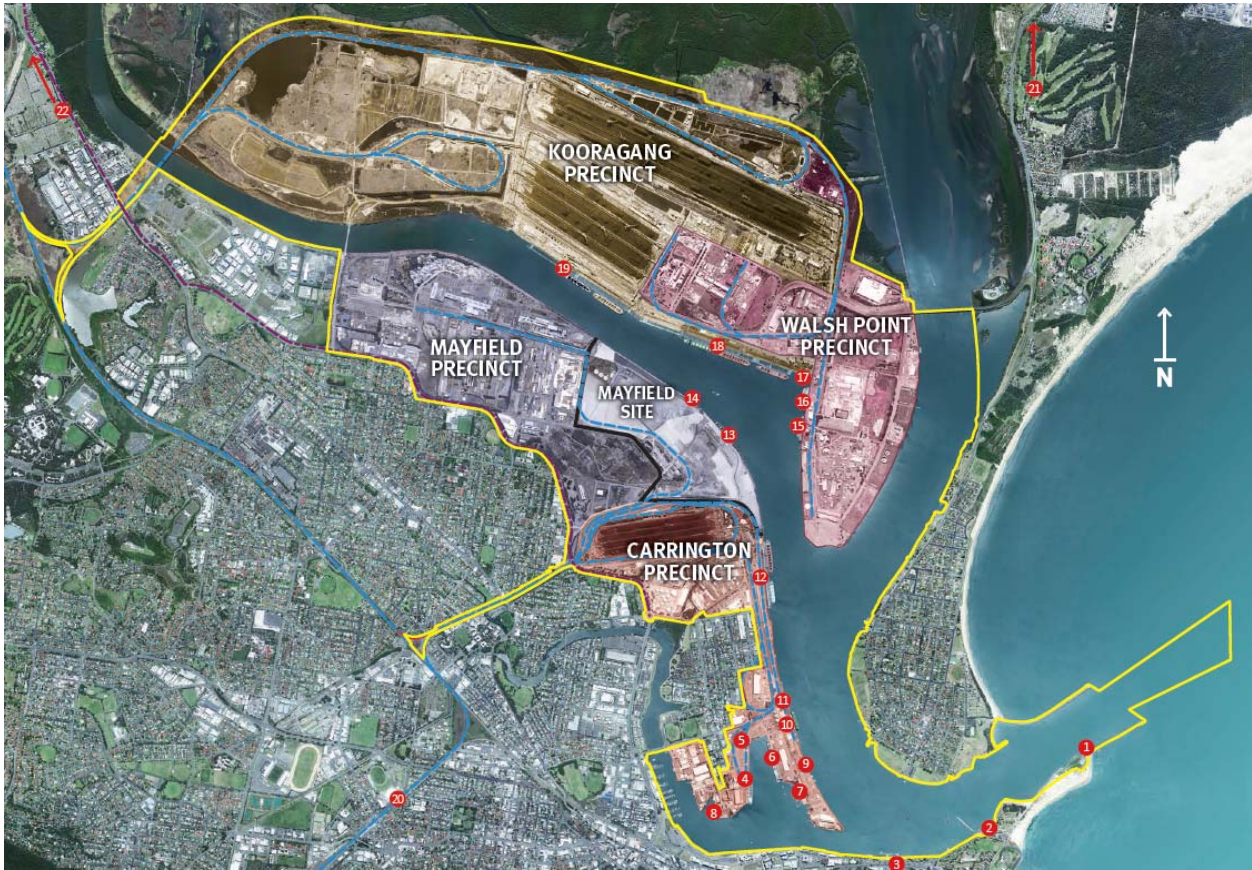
Trade Statistics 2014

- **Total trade:** 164.3 million tonnes
- **Coal:** 159 million tonnes
- **Non coal:** 5.3 million tonnes
- The port handles 25 commodities. Many trades are connected to the coal industry e.g. Stolthaven's fuel is used by the mines and trains.

We work closely with the Port Authority of NSW which is responsible for:

- Harbour Master and Pilotage
- The Vessel Traffic Information Centre
- Port Safety Operating Licence (including incident and emergency response)
- Coal framework arrangements

Berths within the Port of Newcastle



There are 20 operational berths. Of these, 8 are common user berths managed by Port of Newcastle.

Vessel scheduling by Port of Newcastle is a 24/7 service

- Coordinate terminals, HVCCC, pilots, tugs and linesmen
- Book movements in the Channel
- Control commercial use of the Channel

The Port Authority NSW (PANSW) has retained the vessel safety function. PANSW's Vessel Traffic Information Centre works directly with the vessels and marine pilots to position vessels to meet the program developed by the vessel schedulers. The Harbour Master sets the safety rules for navigation in the channel.

The Channel

- The Channel is a primary asset that PON manages under a licence with the NSW Government.
- Maintenance responsibilities include dredging, survey, navigation aids and the breakwaters.
- This large Channel requires continuous dredging to maintain a promulgated channel depth of 15.2 metres.
- The Channel area maintained is 12km long. The depth is 18-16.2m at the entrance; 15.2m to the upper reaches of the South Arm and 12.8m into the Carrington Basin.
- There are 20 berthing boxes maintained, ranging in depth from 8m to 16.5m for coal berth boxes.

Maintenance Dredging - Keeping the channel open

- Port of Newcastle's Dredger the "David Allan" operates 12 hours per day, 365 days per year.
- The April Hunter River flood resulted in over half a million cubic metres of siltation from this three day storm event. Recovery to pre-flood conditions is anticipated to be achieved by mid-September.
- There was short term impact to some vessels due to loss of depth, manoeuvrability and wave action. The hydrodynamic effects of fresh water and salt had to be overcome.

Hydrographic Survey

- Surveys are conducted by a team of three utilising a new survey vessel delivered in April 2014
- Data from eco sounding is obtained from a large area of coverage. Modern equipment enables every square centimetre to be covered with double saturation.
- A video flythrough of the channel was shown.

Port Security

- Port security is governed by Federal Acts/Regulations implemented in 2004, the *Maritime Transport and Offshore Facilities Act 2003*.
- Port security plans must be approved by the Federal Government's Office of Transport Security.
- Port of Newcastle convenes a port security committee which meets three times per year.
- All facilities and service providers must have a Federal Government approved Plan. There are currently 23 approved plans covering Newcastle.

Emergency Response – NSW Emergency Services

- NSW State Emergency Plan (EMPLAN)
<https://www.emergency.nsw.gov.au/publications/plans/index.html>
- Sub plans <https://www.emergency.nsw.gov.au/publications/plans/sub-plans/index.html>
- Transport for NSW is a member of the State Emergency Committee representing ports, and PANSW is on the Local Emergency Committee representing the Port.

Emergency Response – Oil Spill

- The National Plan sets out responsibilities.
- The NSW Emergency Plan – Oil Spill Sub Plan further sets out state agency responsibilities.
- PANSW has retained the responsibilities for the Port and adjoining coast line to the North and South.
- PON is available to support if required.

Regulation of handling of goods

- Three levels of regulation – international conventions, federal regulation (AMSA) and state regulations.
- In NSW port areas the Port Authority of New South Wales is the dangerous goods regulator.
- Once cargo leaves the berth gates, the other NSW Regulators kick in i.e. NSW Workcover and EPA.
- Land-side developments approved under NSW planning regulations.

Discussion

- **Does siltation during the floods stop shipping?** No. The reduction of depth from 15.2m to 14.6m didn't stop shipping, there were lighter loads going out for about a week and a half.
- **Would dredging stop should there be a spillage, "such as ammonium or other toxic material" and is there an emergency procedure for these potential situations?** Each berth operator has a requirement in their Environmental Protection Licence to have an emergency plan that includes responsibility to report to the relevant regulators. The dredger could be moved to a different location.
- **Who would be responsible for dredging in relation to the T4 ?** Port Waratah Coal Services.

- **What is the clearance of a coal vessel ?** This depends on a range of factors including the size of the vessel. For the largest there is an 8% under clearance at 15.2m which is just a little over a metre from the bottom of a ship to the channel floor. This is managed by PANSW Harbour Master
- **What is the role of Police?** Police take control at the location of an emergency. PANSW would be the incident controller for a ship spill. In response to a fire, Police would take charge of the area, land to water would be the responsibility of the Fire Brigade and should there be a fire on a vessel this would be a joint Fire Brigade and PANSW effort.
- **Is there an Emergency Plan for Stockton in relation to chemical and activities on Kooragang?** This would be covered under a Local Emergency Plan, with Newcastle City Council taking responsibility. Administration of the Local Area Plan sits with Council and is controlled by the local Area Commander of the Police who would come in and run it. Police have an Emergency Incident Room in Newcastle.
- **Who governs the storage of ammonium nitrate on ships and land?** Storage and licensing is governed by the Planning, EPA and Workcover on land. When on water, ammonium nitrate would fall under International Regulations governed by AMSA (Australian Maritime Safety Authority) when in Australia waters and state legislation governed by PANSW when in port. Vessels are surveyed prior to loading to ensure they are fully compliant.

CLG Members visited the vessel scheduling room.

3 General Business

Port of Newcastle Update – Peter Francis

- **Geoff Crowe commenced as Chief Executive Officer on the 1st of July.**
- **Ammonium nitrate spill:** Port of Newcastle holds an Environmental Protection Licence for the Mayfield 4 common user berth within the port. A number of operators carry out stevedoring activities at the berth, including the loading and unloading of cargo, under a stevedore licence issued by Port of Newcastle. On 18 June 2014, a stevedore was unloading bags of ammonium nitrate from a ship. During these operations, a bag fell onto the wharf, was ruptured, and approximately 996 kilograms of material was discharged into the Hunter River. The material is soluble in water and no clean up activity was required for the material in the water. The incident was reported to the NSW Environment Protection Authority (EPA) and investigated by Port of Newcastle. Along with the stevedore, Port of Newcastle has given an enforceable undertaking to the EPA which includes contributing to the New South Wales Department of Primary Industries (DPI) Woodberry Swamp and Floodgate Project. The project aims to reconnect and rehabilitate the Woodberry Swamp and Greenaways Creek catchment. The DPI intends to use the project to collect data in order to conduct a hydrodynamic study and modelling, to engage in community consultation and to supplement funding for related on-ground infrastructure, such as floodgate modifications and earthworks on low-lying areas. Port of Newcastle and the stevedore have also implemented additional procedures to reduce the likelihood of a future incident.
- **Road Cycling at Kooragang:** A community license was recently granted to three road cycling groups to use an area within the Walsh Point/Kooragang Precinct for cycling races. Peter advised that comprehensive engagement had taken place between Port of Newcastle and the cycle groups, resulting in a great safety and traffic management plan and licence. In addition, Port of Newcastle had the opportunity to talk the groups about future development plans for Walsh Point and

Kooragang, opening up discussions about where the groups could move to in the future when increased port activity and truck movements may result in the area being unsafe for cycling.

- **Mayfield Concept Approval Compliance Status:** A hand out was provided to explain when monitoring and reporting is due to commence for the first development under the Concept Plan. See: <http://www.portofnewcastle.com.au/Commercial-Opportunities/Mayfield-Concept-Plan/Compliance-Reporting.aspx>

Discussion

- **What is the current status of the Mayfield Site?** Peter advised that Stolthaven has 13 hectares and a design for a Liquid Receivable Berth. There is potential to renew Koppers and provide a long term lease. Port of Newcastle is bringing in services (power, water and telecommunications) to the precinct at the moment. The next phase of rail infrastructure upgrades for rail receipt are being considered. There is a concept for a concrete hardstand berth place at Mayfield 4. Port of Newcastle is doing what it can to provide employment opportunities for the region.
- **Claire Charles said that Stolthaven had advised that it may have a breach of consent (re: throughput) in October 2015, what is Port of Newcastle's responsibility as landlord to stop a breach?** Peter explained that Stolthaven has its own Environmental Protection Licence and Development Approval conditions with the NSW Government. Port of Newcastle requires tenants to comply with these and if a tenant is likely to exceed its limits, Port of Newcastle would expect them to seek amendments with the NSW Department of Planning & Environment. Port of Newcastle does not have the power of a regulator or the power to fine. At the time of the previous breach, Stolthaven had made an application for increased capacity with the Department of Planning & Environment and the Department had advised that approvals would be forthcoming.

Port Authority of New South Wales Update – Ron Sorensen

- **Seafarers Centre:** Ron advised that 50,000 Seafarers currently visit the Port, however only 10,000 went through the current Seafarers Centre. As a comparison, some 36,000 Seafarers went through Gladstone last year. Ron said that Seafarers are very important to Newcastle and that the community needs to look at what can be done to support them. Ron explained there is a plan to put a facility on Kooragang for this purpose and there is the need to identify what services would attract Seafarers.
- **ACTION: PON to invite Hennie du Plooy, Chair of the Newcastle Seafarers Centre Board, to present at a future CLG meeting.**

4 Other Business

- Discussion of media reports provided by Richard Finlay-Jones was deferred to future meeting.
- The next round of Community Partnerships will close on 7 September 2015. Lauren will email details. Guidelines and an application form are available at www.portofnewcastle.com.au.
- Port of Newcastle's first quarterly community newsletter will be distributed by letterbox drop in August. CLG members will receive a copy via email.

5 Survey

Lauren asked members to complete a CLG Members Survey to provide feedback and indicate whether they would like to continue their involvement beyond the two year term, which expires in November

2015. Lauren and Geoff said that Port of Newcastle is supportive of the CLG continuing and is open to members' feedback.

Next Meeting*:

Monday 28 September 2015

5.30 to 7.00 p.m.

Travelodge Newcastle

*Attendance is by Port of Newcastle's invitation.