

MINUTES

Port of Newcastle Community Liaison Group

Date: Monday 15 October 2018

Location: Travelodge, Newcastle

Acting Chairperson: Sarah Kiely, Marketing Manager, Port of Newcastle

Attendees:

Member	Representing
Ian Doherty (ID)	Port of Newcastle , Executive Manager Customer and Strategic Development
Rebecca Johnston (RJ)	Port of Newcastle , Planning Manager
Rick Banyard (RB)	Correct Planning and Consultation for Mayfield Group (CPCFM)
Nicole Guyder (NG)	Office of the State Member for Newcastle , Senior Electorate Officer (Alternate for Tim Crakanthorp)
Bruce Cooper (BC)	Port Authority of NSW , Port Services Manager
Nick Moretti (NM)	Koppers Carbon Materials and Chemicals , Operations Manager
Trudie Larnach (TL)	Port Waratah Coal Services , Environment and Community Manager
Gaetan Amodio (GA)	Stolthaven
Graham Hardes (GH)	Carrington Community Council
Greg Gocher (GG)	Thales , Project Manager Maritime / Ship Repair
Bob Hawes	Hunter Business Chamber
Dr Richard Finlay-Jones (RFJ)	CLEANaS , Co-Founder. EcoEnviro , Director. Dixon Park Surf Life Saving Club , Member. Newcastle Stand Up Paddle Club , Co-Founder, Surf Rider's Assoc.
John Thacker (JT)	Carrington Community Centre Management Committee , Chairperson. University of the Third Age , President.
John McLeod (JM)	Newcastle Rowing Club , Carrington Community Council
Dallas Fletcher (DF)	Honeysuckle Community Group
Sonia McKay (SM)	Roads and Maritime Services , Principal Manager, Boating Operations Branch
Richard Howard (RH)	Clark Shipping Australia , Director
Nathan Juchau (NJ)	Newcastle Coal Infrastructure Group , Health, Safety & Environment Manager
Paul O'Rourke (PO)	Newcastle Cruising Yacht Club , CEO

Apologies:

Member	Representing
Julie Kearney (JK)	Stockton resident. Newcastle Surf Life Saving Club
Clare Monkley (CM)	Throsby Basin Business Chamber , President
Susan Bradley (SB)	Parks & Playgrounds Movement. Throsby Villages Alliance
Lyn Kilby (LK)	Greater Lifestyles of Wickham Group
Wayne Diemar (WD)	HunterNet , Project Director
Jon Novoselec (JD)	Hunter Business Chamber
Ryan Duckmanton (RD)	Stolthaven
Robert Aitchison (RAI)	Business / Tourism, All Australian Journeys

1. Welcome and Introductions

- SK mentioned the apologies and welcomed the attendees:
 - Rebecca Johnston (RJ), Planning Manager
 - Dallas Fletcher (DL), representing the Honeysuckle Community Group
 - Bob Hawes (BH), Hunter Business Chamber
 - Gaetan Amodeo (GA), Stolthaven.

2. General Business

- There were no actions to note from the previous meeting.
- DF passed on a message from TL on behalf of the Honeysuckle Community Group that the newly refurbished William the Fourth vessel had received approval from HDC to moor permanently on the eastern end of Lee Wharf. Some works were required on the floating dock to enable access on and off the vessel.

Port of Newcastle Update – Ian Doherty, Executive Manager Customer & Strategy

- ID advised that the 2018-19 cruise season was ready to commence and this season PON would welcome 16 ship visits and 28,000 passengers. This includes eight maiden visits. It was noted this would be PON's biggest season yet.
- Coal exports had been flat compared to previous years but project cargo, concentrates, meals, grains and steel have been performing strongly.
- PON had unloaded the first light rail carriage in early September for the light rail project. The Port was also receiving imports of grain for animal feed from WA. This was due to the drought in NSW.
- ID mentioned the release of the [Greater Newcastle Metropolitan Plan 2036](#) and the [NSW Ports and Freight Plan](#). PON welcomed the NSW Government's commitment in both plans to work with the Port to support further trade growth and diversification. Both plans also highlight the significance of the Port as a gateway to regional and northern NSW. ID also thanked the CLG members for writing letters in support of the Plans and PON's role.
- ID mentioned a number of projects that were progressing around the Port, including an electrical upgrade at Mayfield to support the future development of the site. Additionally, scaffolding had gone up around the Engine House and once the restoration component was completed, PON would commence the construction of the public plaza area. The dismantling of the Kooragang 2 unloaders was almost complete and when complete, would enable the Port to import more agricultural products and raw materials for mines in Western NSW in the future. M7 berth would shortly be receiving its first vessel at the recently completed M7 berth.
- PON is sponsoring the Newcastle Jets again this season and PON currently has a round of funding open for the Community Partnerships Program.

3. Presentation

Overview of Port Master Plan 2040

Rebecca Johnston, Planning Manager, Port of Newcastle

*** Presentation attached*

Questions

- RFJ asked what had been included in the Plan regarding climate change and a renewable energy target. RFJ noted the declining coal prospects globally and there should be other projects, such as

wind and sun storage facilities, included in the Port's diversification plans. RJ responded that this was a fair comment. The intention of the Plan was to be a live document and it would be regularly revisited and tweaked to take into consideration future trends and scenarios as they arose.

- RB commented that he supported RFJ's comments and discussed battery making as another significant industry for PON to consider. RB also noted that the Correct Planning and Consultation for Mayfield Group (CPCFM) still had an issue with trucks and the community had had enough of trains in residential areas. RB stated this was a critical issue and the portside rail line proposed by the CPCFM should be included in the plan. RJ responded that the recent Metro and Ports and Freight Plan discussed the need for corridor protection and the separation of passengers and freight on rail lines. RJ noted that PON only has control of land within the port boundary and it would need to work with other advocates and agencies around a conversation about future transport.
- RB also raised the issue of the importance of the Inland Rail line to the future of the port and the need for the port to act quickly to secure a corridor to the port. This includes the use of double stacked trains as an important and efficient mode of moving freight.
- RB expressed concern that the five remaining trams for the Newcastle light rail would be via Port Kembla and road freight to Newcastle. IC confirmed the Port Kembla import and explained that the PON had tried to be financially competitive.
- RH asked what were the export commodities that could replace coal in the long term? ID responded that PON was primarily a coal and bulk commodity port and the coal industry remained an important customer. The region was also historically linked to coal. ID noted that the Port was not silent on sustainability and the environment, but it did have a long way to go. Over 95% of the port's revenue came from coal and PON needed to diversify its business. ID noted that this wasn't just an issue for PON and as a community we all needed to look at diversifying economically. Containers were an important opportunity, but not the only one. ID mentioned there were early negotiations underway about installing solar farms on PON land. The focus for PON was on what it does well and its revenue streams included navigation, wharfage, site occupation and leasing.
- RB commented that the port's import handling facilities needed to be more attractive for customers importing wheat from WA. ID responded the PON was doing a lot of mapping with existing customers to identify areas of growth. The \$33 million investment into the Newcastle Bulk Terminal involved the replacement of antiquated infrastructure with the new equipment featuring the best in environmental management. Another key improvement project PON was leading was the implementation of a new operating model at Dyke Point. ID noted the team was doing everything possible to make PON the best port on the East Coast.
- BH commented that PON had been set up as a bulk port and there was a tendency to over simplify PON's place within an integrated and very complex transport context.
- RFJ commented that there was a significant opportunity for PON to be exporting hydrogen and the Port needed to move quickly as it would be competing with other ports to secure this trade.
- TL asked where coal featured in the Port Master Plan. ID responded the Plan made no changes to the current plans and there would be no change in the footprint for coal handling within the Port. ID noted the cancellation of the T4 project was a late change to the document.

4. Other Business

- No other business.

Next meeting

10 December 2018

Venue TBC

** Attendance is by Port of Newcastle's invitation.