



**MINUTES OF THE**  
**INNER HARBOUR COMMUNITY LIAISON GROUP**

**Date:** 9 Dec 2008  
**Location:** Boardroom – Fremantle Ports Administration Building  
**Time:** 5.30pm to 7.00pm  
**Chairperson:** **Dr Dorothy Wardale**, Fremantle Ports

**Community Representatives:**

**Bob Johnson**, Maritime Heritage Association  
**Rev. Dennis Cloughton**, Flying Angel Club  
for Seafarers  
**Gerry MacGill**, North Fremantle Precinct  
**Susan Philpot**, Fremantle Inner City  
Residents Association (FICRA)  
**Graeme Clifton**, Northbank Residents &  
Ratepayers Association  
**David Hutchison**, South City Precinct

**Nicolas Gurr**, The Fremantle Society Inc.  
**Vicki Stuckey**, Gibson Park Precinct  
**Lisa Williams**, WA Maritime Museum  
**Ron Davidson**, Fremantle History Society  
**Beth Bax**, Fremantle Volunteer Heritage  
Guides  
**Matthew Piggott**, City of Fremantle  
*Invited Guests: Victor Strong and Karen  
Brooks, Northbank Residents Association*

**Presenters:**

**Dr John Yeates and Kane Blackman**,  
Magellan Metals

**Fremantle Ports' Representatives:**

**Chris Leatt-Hayter**, Acting Chief Executive  
Officer  
**Gino Valenti**, General Manager Business  
Sustainability  
**Franco Andreone**, Manager Fremantle  
Waterfront

**Ainslie de Vos**, Manager External Affairs  
**Helen Elliott**, Community Relations  
Coordinator  
**Jeanette Murray**, External Affairs Coordinator

**Apologies:**

**Dr Simon Avenell**, Chairman  
**Des Snook**, Main Roads WA  
**Jude van der Merwe**, ArtSource  
**Scott Bailey**, Rottneest Express  
**Cr Alex Wilson**, Town of East Fremantle  
**Roy Lewisson**, White Gum Valley

**John Cameron**, City of Melville  
**Harriet Olney**, FICRA  
**Peter Nolin**, Fremantle Chamber of Commerce  
**Ian Scott**, South Fremantle Precinct  
**Trevor Harken**, Town of Mosman Park  
**Lyle Banks**, Fremantle Ports

### **1. WELCOME, APOLOGIES AND INVITATION FOR AGENDA ITEMS**

Dr Dorothy Wardale (deputising for Dr Simon Avenell) welcomed those present. She acknowledged Matthew Piggott, representing the City of Fremantle as a new member of the group, and Northbank guests Karen Brooks and Victor Strong.

In response to a call for additional agenda items, Susan Philpot said the Fremantle Inner City Residents Association was interested to know more about cargo coming through the port.

Truck driver behaviour was raised as another item to be added to the agenda.

### **2. MINUTES AND ACTIONS FROM PREVIOUS MEETING**

The minutes of the previous meeting held on 8 July 2008 had been previously circulated and were accepted. In response to a question from Nic Gurr as to whether there was any feedback from the Victoria Quay Steering Committee discussions on 26 June with stakeholder representatives on Victoria Quay; Franco Andreone said notes on this were available on the WAPC website.

### **3. STRATEGIC PRIORITIES AND TRADE STATISTICS**

Chris Leatt-Hayter said the appointment of the new CEO for Fremantle Ports had yet to be announced but was likely to be made soon.

He said the Inner Harbour Community Liaison Group was vitally important and that it was useful to be able discuss issues of importance and to get good input.

Chris spoke about trade outcomes. Container trade had been growing at an average of about 10 per cent annually for the past 15 years. Fremantle Ports was, however, bracing for some impact as a result of the economic downturn. There was likely to be slowing down of some trades such as steel and new motor vehicle imports.

In terms of strategic issues, one of the main priorities for Fremantle Ports at present was the proposed deepening of the Inner Harbour to accommodate the bigger ships now wanting to call at the port. He said Fremantle would be seeing an increasing number of ships with a 13.5 metre draft.

Providing for new facilities at Kwinana was another priority and it was essential to thoroughly understand how best to ensure that future trade needs were met. It would be important to look at this in detail.

Chris also spoke about the continuing work on landside logistics, mentioning that the rail share for container trade was now about 14 to 15 per cent of total container freight. He said that while the container trade had increased by around 14 per cent in 2007/08, truck traffic surveying had shown that container truck traffic had increased by only about 5 per cent.

Speaking about planning for the western end of Victoria Quay, Chris said there had been two good sessions of consultation in recent months involving the WAPC and interested community representatives to look at the opportunities for further development. Further consultation would be undertaken in the coming year.

Ron Davidson suggested there could be more opportunity for community people to speak, without a loss of information being provided on what was happening.

Vicki Stuckey mentioned the Liberal Party policy to relocate some of the Inner Harbour trades to Kwinana and also mentioned the James Point private port proposal. She said she would like to see facilities built at Kwinana as soon as possible to get the noisier trucks such as scrap metal trucks off Fremantle roads.

Chris Leatt-Hayter said there were currently no facilities to handle break bulk trades at Kwinana.

#### **4. MANAGEMENT OF HAZARDOUS GOODS**

In response to an agenda item request from North Fremantle community representative, Gerry MacGill, Gino Valenti gave a presentation on the management of hazardous substances in the port. He talked about the classes and sub-classes of dangerous goods, the United Nations system of classification (9 classes) and the hazard rating (packing group) system used in managing these substances.

All containerised cargo classified as dangerous required UN approved packaging inside a freight container of ISO Standard certified tank containers. Packing had to be commensurate with the degree of hazard.

The majority of dangerous goods handled through Fremantle Inner Harbour included aerosols (e.g. spray packs that are sold in shops and hardware stores), flammable liquids (e.g. paints, resins and solvents, fire lighters etc), pesticides, herbicides, cleaners, acids and bleaches.

High hazard dangerous cargoes represented a very small percentage of dangerous goods handled in the port as containerised cargo.

Gino also spoke about the regulatory framework for management of dangerous goods, the advance notice required by Fremantle Ports for goods classified as dangerous entering the port and Fremantle Ports' emergency response capability.

In response to a question from Susan Philpot about notification of neighbours in the area in the event of an emergency involving hazardous substances how far from the port people would need to be to still be classified as local, Gino said that Fremantle Ports' emergency response plan was aligned with the State plan for dealing with emergencies. Notification of members of the public would normally involve FESA and the Police Service.

In response to a question from Vicki Stuckey about segregation of goods both classified as hazardous, Gino said that segregation rules would apply in this situation.

#### **5. MAGELLAN METALS LEAD EXPORTS UPDATE**

Kane Blackman representing Magellan Metals gave an update on the status of approvals sought by Magellan Metals to ship lead carbonate in a double containment system (sealed bags within shipping containers) through Fremantle Port's Inner Harbour.

He said since conditional approval was given in Jan 2008, Magellan had been working to meet a range of tough conditions and now believed that all conditions had been met. The proposal was now with the Minister for Environment for a decision.

Key components of the proposal included: packing the lead concentrate at the mine site into sealed

UN and Govt approved bulk bags; vacuuming the exterior of filled bags; locking the bags inside shipping containers; washing the exterior of the containers; rail transport into the port; independent auditing, comprehensive monitoring; public reporting and a \$5million bond.

He described the frequency of monitoring of air quality (site adjacent to residential area between the bridges and a site at the eastern end of the harbour) and dust (five locations within the port) as well as other monitoring that would be undertaken. This included soil (locations within area of exposed soil in the port) and sediment and marine sediment monitoring.

Baseline testing would be done and results of monitoring would be regularly reported to the Inner Harbour Community Liaison Group.

John Yeates emphasised that the proposal for shipment through Fremantle was quite different from the way in which the lead carbonate was handled through Esperance where it was shipped in bulk.

## **7. VICTORIA QUAY PLANNING**

Franco Andreone talked about the role of the Victoria Quay Planning Committee. Members are Jeremy Dawkins (Chairman of the WAPC); Alan Birchmore (Chairman Fremantle Ports); Richard Muirhead (CEO Tourism WA); Peter Tagliaferri (Mayor of Fremantle); and Richard Longley (architect and Fremantle resident)

Objectives of the committee are to: determine a vision for the development of the west end of Victoria Quay consistent with the Fremantle Waterfront Masterplan; facilitate implementation planning for the area, taking into account relevant stakeholder issues; improve and align communication across all stakeholder groups; and agree principles to be used for further planning in the area.

The Victoria Quay Planning Committee held preliminary stakeholder meetings on 26th June 2008 at the City of Fremantle. This was followed by a public briefing on Victoria Quay in November to present an overview of key facts, issues, opportunities and constraints and to allow those present to contribute to the issues discussed.

Franco also gave an outline of community consultation occurring on heritage interpretation planned for the western end of Victoria Quay. The aim of this consultation was to develop and expand on themes through an understanding of the site, its history, significance and stories. Heritage consultants were working with Fremantle Ports to develop an interpretive structure, design palette and concepts.

Small working groups would be exploring each of the themes identified and the next stage would be a draft report on the heritage interpretation for consideration.

Ron Davidson said he thought it was a very good process. He also spoke about the C Y O'Connor building which will not be retained saying that although there was no interpretation as good as the original building, it would be good to ensure that the history of this building was interpreted.

David Hutchison said he was very impressed with the professional way the consultants had taken on board information provided and the work they had done in relation to colours and typefaces.

## **8. PROPOSED INNER HARBOUR DEEPENING**

Gino Valenti gave an update on the proposed deepening of the Fremantle Inner Harbour and associated berth works, sea wall construction and land reclamation. He explained that the proposed deepening to increase draft capacity for the larger container ships now wanting to access the port would be the third deepening since the initial construction of the Inner Harbour. The Inner Harbour was last deepened in 1988 to cater for ships up to around 12.5 metres draft. Subject to approvals, Fremantle Ports is proposing to deepen in 2009/10 to accommodate ships of up to 14.0 metres draft.

He said the business case for catering for the bigger ships was very strong. Fremantle was mainly a first and or last port of call in Australia for most container lines. The Port of Melbourne channel deepening was due to be finished at the end of next year and Fremantle would then become the shallowest container port in Australia.

If shipping lines changed their call patterns away from direct calls at Fremantle it would be difficult to re-introduce the larger ships at a later time. Changes in ship patterns could reduce shipping availability and access to markets as well as lead to higher costs for trans-shipment of cargo onto smaller ships.

## **9. PASSENGER TERMINAL UPGRADING**

Chris Leatt-Hayter said the number of cruise ship visits to Fremantle was continuing to grow and Fremantle Ports had been upgrading the Fremantle Passenger Terminal in recent months. Overall, about \$2 million would be spent on the building over the next couple of years.

Susan Philpot said the building was a bit barn like and suggested there should be more activities such as art exhibitions in the Passenger Terminal to help ease congestion at the exits and improve the passenger experience.

Chris Leatt-Hayter said that meet and greet guides were at the terminal to help visitors embarking and disembarking and there were stalls selling WA products for the larger ships carrying international passengers.

## **10. SAFETY AND ENVIRONMENT POLICY**

Gino Valenti distributed copies of Fremantle Ports' current safety and environment policy and asked members of the group to feed back any suggested changes for consideration.

## **11. TRUCK DRIVER BEHAVIOUR**

Graeme Clifton said he was concerned about truck drivers who were behaving in an irresponsible way and not following the rules. He had observed drivers running the red lights at Tydeman Road and Beach Street and where Stirling Highway meets High Street, and on one occasion he had to jump off his bike because of the danger.

Use of air brakes in the early morning or late at night was another issue of concern.

Chris Leatt-Hayter said Fremantle Ports would raise the issue with the Transport Forum of WA.  
ACTION: CL-H

### **Conclusion:**

Meeting concluded at 7pm

**Next Meeting:** To be advised