



MINUTES OF THE INNER HARBOUR COMMUNITY LIAISON GROUP

Date: 11 March 2008
Location: Boardroom – Fremantle Ports Administration Building
Time: 5.30pm to 7.00pm
Chairperson: Dr Simon Avenell

Community Representatives:

Dr Simon Avenell , Chair	Nicolas Gurr , The Fremantle Society Inc.
Bob Johnson , Maritime Heritage Association	Scott Bailey , Rottneest Express
Reverend Dennis Claughton , Flying Angel Club for Seafarers	Susanna Bessell-Browne , SBB Enterprises
Gerry MacGill , North Fremantle Precinct	Vicki Stuckey , Gibson Park Precinct
Andy Collins , Fremantle History Society	Lisa Williams , WA Maritime Museum
Mark Hagan , Fremantle Inner City Residents Association	John Longley , Fremantle Chamber of Commerce

Fremantle Ports' Representatives:

Kerry Sanderson , Chief Executive Officer	Ainslie de Vos , Manager External Affairs
Chris Leatt-Hayter , General Manager Strategic and Commercial Development	Jeanette Murray , External Affairs Coordinator
Lyle Banks , Manager Port Planning	

Apologies:

Des Snook , Main Roads WA	Lloyd Owens , O'Connor Precinct
David Hutchison , South City Precinct	Mary Rose Baker , Fremantle Inner City Residents Association
Dianne Davidson , Fremantle History Society (Inc.)	Roy Lewisson , White Gum Valley Precinct
John Rossiter , Main Roads WA	Beth Bax , Fremantle Volunteer Heritage Guides
Graeme Clifton , Northbank Residents & Ratepayers Association	Greg Ellson , Rottneest Island Authority

Minutes:

1. Welcome, apologies and invitation for agenda items

Kerry Sanderson provided the list of apologies. Simon Avenell welcomed those present and called for additional agenda items.

2. Minutes and Actions from Previous Meeting

Vicki Stuckey asked for Item 11. Noise signage — High Street item to be deferred as Des Snook (Main Roads WA) was not attending the meeting.

3. Magellan Presentation by Dr John Yeates, Ivernia Magellan Metals

Dr Yeates' presentation was titled "Sealed shipment of lead carbonate concentrate through Fremantle". He provided information about Magellan Metals: that it is a wholly owned subsidiary of Canadian-based Ivernia Inc.; the lead mine is 30km NW of Wiluna and is expected to be one of the five top lead-producing mines worldwide, producing 3% of the world's lead. Magellan must meet the conditions set down by the WA Environment Minister before sealed shipments can begin. Dr Yeates then outlined the proposed sealed shipment process, the proposed transport route, the proposed bagging, sealing and containersing process at the mine site and proposed environmental management.

He said testing had shown there were no elevated lead levels on the route to Esperance; the problem was in bulk handling at the port; the new proposed process would eliminate secondary handling. He showed a photo of a bagging machine. He said inside a bulka bag was a plastic bag which prevented material from drying out; he showed a diagram of the handling process and discussed environmental management conditions. Mark Hagan asked how often each condition applied. Dr Yeates said each bag would be inspected, there would be real-time dust monitoring, and data would be made available on a website. He said the Environment Minister would have to be satisfied that conditions would be met before giving Magellan the go-ahead. He invited further questions from group members.

Questions were:

- Eric Wilson asked about the process of bagging. Dr Yeates described the process.
- Andy Collins asked how it was possible for one person to inspect all bags. Dr Yeates said there would be more than one person working shifts on a fly in/fly out basis.
- Nic Gurr asked about pelletisation. Dr Yeates said pelletisation required the concentrate to be dried out to form pellets, which can break down during transport, creating dust. He said the lead concentrate would not be pelletised but would be 90% damp. He said Magellan had investigated developing a refinery at its mine site to produce ingots but this was not feasible for a range of practical and technical reasons.
- Susanna Bessell-Browne asked how it was transported elsewhere in the world. Dr Yeates said the proposed process would be beyond best practice anywhere else.
- Mark Hagan asked where the process was up to. Dr Yeates said conditions were technically in draft form but wouldn't probably change. He said Magellan must convince the Minister that everything was in place. Kerry Sanderson said some conditions, such as soil monitoring at the port would not be possible as port areas were sealed, but dust and stormwater would be monitored.
- John Longley asked that given that whole process was subject to conditions, would the community be advised if conditions changed? Dr Yeates said Magellan would be advising communities along the way of any changes; that there was a "trust issue" involved and Magellan was going to make sure the process was 100% plus right.
- Vicki Stuckey asked how the integrity of containers was going to be checked. Dr Yeates said they would be checked at the mine site. Lyle Banks said containers must meet international standards.
- Vicki Stuckey asked how railed containers were going to stay in one spot at the port and not be shuffled around. Dr Yeates said Fremantle had constant continuous runs to China; lead concentrate would be deemed as dangerous goods and would be kept separate.
- Nic Gurr said what would happen if, in a worst-case scenario, a container was accidentally

opened and a bag was split. Dr Yeates said there would be an emergency response. He said the lead concentrate would have the consistency of damp sand, so that if it was cleaned up immediately there would be no problem.

4. Commercial Precinct Update

Chris Leatt-Hayter reported that the WA Planning Commission had given conditional approval for the ING Commercial Precinct project in December 2007. He said ING was in the process of working through the conditions with WAPC. Once the conditions had been met the project would proceed to construction.

5. Loss Management

Lyle Banks presented a report on incidents and complaints, which included:

- three environmental incidents in January: oily waste was discharged from a livestock vessel at G Berth, with a full cleanup achieved in 90 minutes; after bilge water/oil escaped from a ship at H Berth, the berth was cleaned and none of the bilge entered the water; rusty water escaped from Berth 2, was analysed and AMSA (Australian Maritime Safety Authority) was notified (AMSA advised ship's captain to clean out rusty tank)
- complaints about the livestock trade (three); the Fremantle Passenger Terminal; train noise in North Fremantle and car-carrying trucks using East Street.

Susanna Bessell-Browne said that rail traffic in North Fremantle emitted a high-pitched sound. Kerry Sanderson said Fremantle Ports would talk to the Public Transport Authority about it. Ainslie de Vos said a water-based lubricant had been tried on the rail tracks. When asked about the expected number of containers per week on rail carrying lead concentrate, John Yeates said there would be 125 containers per week.

Vicki Stuckey asked why the "greening" of High St was not mentioned in the report as more than 70 trucks had spilled waste everywhere. Ainslie de Vos said livestock were not supposed to be fed and watered just before they were loaded onto trucks for transport to the port. Kerry Sanderson said some livestock producers did not adhere to this guideline.

6. Beaches Report

Lyle Banks provided information and modelling graphics (based on a five-year period) on the impact of seasonal conditions on Port Beach and the impact on Port Beach from an extension to Rous Head. He said modelling showed no negative impact on seasonal changes to shoreline movement, with the possibility of a slight accretion of the shoreline.

Bob Johnson asked what the port's new reclaimed land at Rous Head would be used for. Kerry Sanderson said the rail terminal would be extended and there would be new port-related leases.

7. Maintenance Dredging — Inner Harbour Deepening

Kerry Sanderson and Lyle Banks provided information on proposed Inner Harbour deepening to 15 metres. It will be the third deepening project in the port's 111-year history and will match the depth of the Suez Canal. The knowledge base has been extended through monitoring of AMC dredging and maintenance dredging in Success Channel. Seagrass habitats have been mapped. Information was provided to the group on the environmental approvals timeframe: indigenous approval has been gained; and a draft Public Environmental Review document has been submitted to the EPA and will be advertised for public comment for six weeks later this year.

Andy Collins asked if the bigger ships would be able to turn around in the port. Kerry Sanderson said modelling had been done and they would be able to.

8. Rail update including new initiatives

Kerry Sanderson said rail share of container transport was currently about 15%; 20 trains per week were running to the Inner Harbour and the increase in containerised grain had provided a

significant impetus. She confirmed that rail transport still required a government subsidy.

Nic Gurr said that if rail reached 30% then changes to High St could be deferred. John Longley said that people were buying land at South Beach next to the rail line and Fremantle Ports would come under pressure from these new residents about rail transport. He said he lived two streets back and he didn't hear the rail rumbling but did hear the bells and horns. Vicki Stuckey said that in relation to Nic Gurr's statement, the 30% rail target only related to containers and general freight would keep growing.

9. Boating Facilities in Fremantle

Due to community discussion surrounding the Three Harbours proposal, which has included the possibility of establishing recreational boating facilities at Rous Head, Kerry Sanderson provided information on Fremantle Ports' position. She said a public boating facility at Rous Head would be incompatible with safety, security and efficient port operations. The impact on road safety in a busy port area was a very important concern shared by the Seafreight Council of WA and the WA Port Operations Task Force. She said mixing boat trailers with container truck traffic on access roads to North Quay at North Fremantle would create road safety problems as well as contributing to traffic congestion. She said land in the Rous Head area was limited. A boat ramp with associated parking would either reduce the area available for port purposes to handle the increasing trade within the port boundaries, or would be using part of the sand dunes or parking area adjacent to the beach. Port Beach was a popular swimming beach and if adjacent land were used for boat launching facilities, the mix of boats with people swimming and surfing would also not be seen as appropriate. She showed photographs of the North Quay/Rous Head area and trucks queuing.

John Longley strongly expressed his opposition to this view. He said he appreciated Fremantle Ports' genuine concerns about Rous Head traffic but there had been an 85% growth in trailer boats and the community had to build a boat ramp between Woodman Point and Hillarys. The South Beach boat ramp proposal, which was part of the Three Harbours proposal, would never have solved the problem, he said.

10. Cruise Shipping

Kerry Sanderson reported that Fremantle is enjoying its biggest cruise season since the early 1970s, with 26 calls scheduled over 2007–08, including the superliner *Sun Princess* and the last visit of *Queen Elizabeth 2* on 5 March. In addition to the regular round-the-world cruise ships and *Funchal's* seasonal basing in Fremantle, *SuperStar Gemini* and *Sun Princess* are offering regular calls from Fremantle. In 2006–07, the industry's total economic impact was \$17.1m in WA with an expected increase this season. Although a small market, WA and the rest of Australia are considered major new destinations for international voyages and seasonal home-basing. In 2007–08, passenger numbers for Fremantle are expected to double to about 34,000, plus 12,000 crew.

John Longley asked how much cruise shipping would have to occur before the Fremantle Passenger Terminal was air-conditioned. Kerry Sanderson said Fremantle Ports had spent \$4m on replacing windows and doors at the terminal and \$681,000 on the roof. Air-conditioning was estimated at costing \$1m, and the terminal was a long way from breaking even on these costs. Susanna Bessell-Browne said it was not worth spending money on the terminal because increasing security meant the terminal was less often open to the public. Kerry Sanderson said the Sydney and Melbourne terminals were not open to the public because of new security laws.

11. Noise Signage — High Street

(Vicki Stuckey asked for this item to be deferred as Des Snook was not present.)

12. General Business

Rev. Dennis Cloughton reported that Antonio Garcia Perez, the former shipping master of the *Viarsa I*, was lost at sea in December 2007. Perez was one of five *Viarsa I* crew members who were charged in the Patagonian tooth fish case in 2004. The five crew stayed at the Flying Angel Club during the two years and three months of the case, which ended near the end of 2006. All five were found not guilty. The captain of the ship died of a heart attack at sea in June 2007.

Conclusion:

Meeting concluded at 7.23pm

Next Meeting:

Tuesday 8 July 2008