

# Townsville Port Community Liaison Group



## Meeting Minutes

**Date:** Wednesday 3 February 2021, 5.00pm – 7.00pm

**Venue:** Board Room, Port of Townsville

**Chair:** Ranee Crosby, CEO, Port of Townsville

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### Attendees

1	Ranee Crosby	CEO, Port of Townsville (Chair)
2	Daren Higgins	MMG (presenting)
3	Marissa Wise	GM Infrastructure and Environment, Port of Townsville (presenting)
4	Maria James	Manager Trade Development, Port of Townsville (presenting)
5	Jason Mahlberg	Principal's Rep for Dredging & Reclamation Works, Port of Townsville (presenting)
6	Kim Wheatley	Manager Corporate Affairs, Port of Townsville
7	Sarah Mathiesen	Corporate Affairs Advisor, Port of Townsville (minutes)
8	Sharon Marks	Environmental / Indigenous Business Representation, Biodiversity Australia
9	Norman Rains	Townsville Birdlife
10	Ian Ferguson	Community Rep
11	Ken Dunlop	Sun Metals
12	Vern Veitch	Community Rep
13	Leon Kippin	Community Rep
14	Keith Nobel	Community Rep
15	Rick Vernon	Magnetic Island Ratepayers Association

### Apologies

1	Leslie Sampson	President of Magnetic Island Community Development Association
2	Adam Smith	Local Marine Advisory Committee (LMAC)
3	Heath Hatfield	Community Rep
4	Bevan Lord	Townsville Ross River Marina
5	Adam Hinks	Community Rep
6	John Cordingley	Glencore
7	Claudia Brumme-Smith	General Manager Business Strategy and Sustainability, Port of Townsville

### Actions Summary

#### Actions from this meeting:

**ACTION:** Sarah Mathiesen to amend previous minutes – Heath Hatfield was an apology, not present as marked in the minutes. (COMPLETE)

**ACTION:** Sarah Mathiesen to follow-up Les Sampson on MICDA report for World Heritage Area

**ACTION:** Port to invite both hydrogen proponents to present at a future CLG meeting  
**ACTION:** Sarah Mathiesen to send Daren's presentation to committee members. (COMPLETE)  
**ACTION:** Show footage of the crane being moved to the wharf at the next CLG meeting  
**ACTION:** Sarah to send link to Lucinda SOP to all CLG members (COMPLETE)  
**ACTION:** Statement of Proposal for Townsville Land Use Plan to be discussed at a future CLG meeting.  
**ACTION:** Sarah to circulate slides and crane's lifting capacity brochure (COMPLETE)  
**ACTION:** Sarah to share link to PV2050 (COMPLETE)  
**ACTION:** Sarah to circulate CLG membership survey  
**ACTION:** Environmental advisor to talk about dredge management plan at next CLG meeting

Outstanding actions from previous meetings:

**ACTION:** Kim Wheatley to extend an invitation to Jill Abel to present at a future CLG meeting.  
**ACTION:** Leslie will ask the MICDA coordinator to share the report on World Heritage Area → SM follow up

### **1. Welcome/Apologies**

Chair Raneë Crosby welcomed members to the CLG's 30th meeting at 4.59pm.

### **2. Minutes of Previous Meeting (25 November 2020)**

The minutes of the previous meeting held on 25 November 2020 were adopted with one change: Heath Hatfield was an apology, not in attendance, at the November meeting.

All actions have been completed or were addressed during the meeting.

An invitation to Jill Abel of the Australian Cruise Association to present to the CLG will be held over until there is more information about the lifting of Australia's cruise ban, which is currently in effect until 17 March 2021.

Sarah is to follow up Leslie Sampson about sharing MICDA's Great Barrier Reef World Heritage Area report with the rest of the CLG.

### **3. Trade Update**

Maria James presented a Trade Update comparing the year-to-date half year with the previous year-to-date half year.

The Port of Townsville's imports are tracking almost identically to those of the previous reporting period, however exports are lagging slightly behind.

Bulk exports are the major contributors to the decrease in trade. China's ban on copper imports has had some effect as our mining customers are selling to domestic Australian markets in the interim while sugar exports are lagging behind with Brazil shifting from fuel production to sugar production during COVID as the demand for travel has decreased globally. We expect sugar exports to catch up during the last few months of the financial year.

The Port is strategically focused on increasing container trade.

Maria summarised a number of projects being investigated by proponents, including:

- Queensland Pacific Metals – importing nickel ore from New Caledonia, exporting nickel sulphate, cobalt sulphate, hematite, HPA and magnesia which will contribute to container export
- Australian Mines Limited (Sconi) – importing sulphur for plant production, exporting cobalt-sulphate and nickel-sulphate
- Agripower – existing customer, looking to duplicate current facilities to double their plant capacity by 2024-25. Agripower has the potential to export 400,000 tonnes of containerised exports through the Port of Townsville.
- Pure Battery Technologies – developing manufacturing facility in Townsville. Will export nickel sulphate and cobalt concentrate in containers.

Maria asked the CLG whether they had any questions:

- Vern commented on the accelerated development of battery technology. He asked about hydrogen, as there seems to be a lot happening globally and nationally, but nothing in Townsville. Raneé said there are some very active hydrogen proponents in Townsville. Sun Metals is driving a significant hydrogen development plan and Origin Energy is also investigating a hydrogen export facility in Townsville, with both parties having recently presented on their proposals at forums in Townsville. The Federal Government has prioritised development of the industry, and the Queensland Government has a road map for development. Ken added Sun Metals' first project is now underway with green hydrogen production to fuel a fleet of prime movers between Sun Metals and the Port. Phase one is taking shape now in terms of planning approvals. Sun Metals expects to commission the fleet in early 2022.
- Marissa asked Ken whether normal trucks are converted for hydrogen. Ken said hydrogen engines have only recently become big enough for triple road trains. Their fleet will transition over time. Marissa asked whether any particular discussions were held regarding using those vehicles on QLD roads. Ken was unsure. Vern added one recent development in hydrogen production looks similar to volcanic stone and is capable of absorbing oxygen and releasing it at a later date, making it safer for transportation.

**ACTION:** Port to invite both hydrogen proponents to present at a future CLG meeting.

#### 4. Customer Update

Daren Higgins oversees mine-to-ship logistics for MMG.

MMG began exporting zinc in December 2017 and achieved its millionth tonne in November 2020. Currently they are ahead of their export projections, and at full production will be among the 10 largest zinc mines in the world.

Their mine to ship logistics includes:

- From mine to Cloncurry Rail Terminal on triple road trains
- Transfer to train for transport to Townsville's Stuart Rail Terminal
- Transfer to triple road trains for transport to the Port of Townsville and onto a waiting vessel.

This process has created greater efficiencies for MMG, enabling them to increase their handling capacity from 10 containers/hr to approximately 19 containers/hr.

MMG utilises half-height containers, where lids are removed as containers are lowered into hull, and misting sprays help keep concentrates down. Their container turn-around cycle ranges from 12-14 days. Container tracking dashboard enables the company to keep a close watch on whereabouts of concentrate, moisture, grades, container orientation and empties at any time. MMG says that the knowledge is critical to efficiency of production.

MMG is utilising the Life by SmartCap technology to improve fatigue management for all truck and bus drivers.

SmartCap is a band that fits into a cap and its sensors learn the driver's brain pattern to read their level of ability to resist fatigue (i.e. It tells the driver that their brain is entering a pattern that could cause a microsleep).

The system was put into use after MMG experienced two driver fatigue fatalities. The CLG asked the following questions:

- Sharon asked about results MMG had seen from the SmartCap. Daren said MMG has detected two drivers with sleep apnoea – one retired, the other has sought help to cure it, is still driving and now has a significantly better lifestyle as a result of better sleep.
- Vern said he would be interested in data analysis e.g. whether certain age groups are more susceptible to microsleeps. Daren agreed. He said the whole system relies on the driver taking action once alerted. Daren has seen older drivers typically have a higher range than younger drivers.
- Keith asked why MMG required a road link from Stuart Rail Terminal to the Port. Daren said the original plan had been to rail their containers directly to the Port, but the intermodal facility was not built fast enough for MMG to get going. Raneer said the Port does not currently have an intermodal terminal to unload containers off rail, only bulk product receival facilities. A feasibility study for developing a Port Rail Intermodal Terminal is currently underway.

- Maria raised that MMG had to transport their concentrate to the Port by road following the 2019 floods. Daren said it was a challenge to get haulage contractors from all over the country for three months to support that process. The double-stacked empties on triple road trains supported their operation while they awaited rail repairs.
- Kim asked how CopperString will add to the transmission line. Daren said he was not across the details but confirmed that MMG is supportive of the initiative to lower power costs.
- Vern asked whether power was drawn from Mount Isa, Daren confirmed it is a mixture of gas and electric power with the gas coming from Mount Isa.
- Kim asked when next millionth tonne export will be. Daren said he expected it to be achieved by the last quarter of 2022 as the company is ahead of projections.

**ACTION:** Sarah Mathiesen to send Daren's presentation to committee members

## 5. Channel Upgrade project update

Jason Mahlberg has returned to the Port of Townsville as Principal's Representative for Dredging and Reclamation Works on the Channel Upgrade Project. Jason has been involved in dredging projects around the world for the past 16 years.

The Dredging and Reclamation works contract has been awarded to Hall Contracting, which is the biggest dredging company in Australia.

Dredging will be completed using a backacter dredge, a derivative of the backhoe dredge that provides greater stability.

The Platypus Channel will be widened on western side, while the Sea Channel widened on eastern side. Of all the material to be removed from the channel, 90 per cent will be taken from the Platypus Channel.

The greatest benefit of mechanical dredging is that the method does not fluidise material, thereby restricting sediment disturbance to the perimeter of the bucket. This creates significantly less turbidity than trailer hopper suction dredging. While backhoe dredging is a slower operation, it comes with a much smaller environmental impact.

The CLG asked the following questions:

- Vern said you could probably draw benefits from the speed of developing the reclaim area because there is less water in the deposited dredge material. Marissa agreed. Jason said dredge material comes out surprisingly dry and intact. The Woomera uses an 18 cubic metre bucket for a lot of stiff clay. It keeps clay in one clump, but the Port needs to find ways to help the material break down for optimal placement in the reclamation area.
- Norm asked whether it was the natural ocean floor that would be dredged. Marissa said it was.
- Daren asked how long was the Woomera's reach? Jason said it would be 18m below the excavator. A longer dipper arm can be used but will not be needed for this project.

- Sharon asked whether the Woomera had been used elsewhere. Jason said Cairns and Gladstone Ports had both used it in their recent dredge campaigns. He said the Woomera is currently in Brisbane for modifications and will arrive in Townsville after cyclone season.
- Leon asked if the Woomera would sail up. Jason said no, she is a 'dumb' barge (no engine) and would need to be towed.
- Sharon asked where the tugs would be kept. Marissa said the tugs would be kept busy in action most of the time but moored locally as required.
- Sharon asked whether there would be an Exclusion Zone for boaties. Marissa said the "tucked in location" of the temporary unloading facility was low traffic area. There will be Notice to Mariners about keeping away from the fleet and the Port is working through that with the Regional Harbour Master.
- Sharon asked how ships coming in through the channel would be impacted by dredging activity. Jason said Hall understood that the dredge does not take priority over shipping. All of the dredging is outside the channel, but the barges would be in the inner channel. Marissa explained the strip diagram, with only the first cut being close to the channel and the rest of the work would be conducted out of the way of vessels using the channel. Norm asked how wide the dredge cuts would be. Jason explained 'about 12m' wide.
- Norm asked what navigation system the dredge will use. Jason said Hall will use an RTK – real time kinematics – linked to sensors on the bucket. The operator's screen make real-time theoretical updates as bucket removes material and the display is updated daily.
- Vern asked about arrangements for leaking hydraulic hoses. Jason noted Hall is doing a full review of the hydraulic system and all are guarded so they will not foul underwater.
- Jason informed the CLG that designs are being finalised for temporary unloading facility. Norm asked whether there would be a conveyor belt. Jason said no.
- Ian asked about unloading times for the barge. Jason said he hadn't looked at it in detail yet, but suspects unloading will take approximately two hours as it's critical to the cycle. The biggest sea-state risk is in the unloading.
- Ian asked about trigger level for sea-states and swell impacting unloading. Jason is discussing that with Hall later this week.
- Daren asked whether the channel widening would change swell in the harbour. Marissa said the Port had conducted modelling and the expected change is very slight, with the biggest change to be caused by the breakwater realignment.

## 6. Infrastructure Update

Marissa Wise talked through the assembly of the new ship-to-shore crane, noting that the Port is keen to get the terminal back and the crane working as soon as possible.

Ian asked how the crane would be moved to the wharf. Marissa said its chocked up at the moment and would be 'skidded' into place.

The new truck staging area is taking shape outside the main Port entry gates. The idea is to keep trucks queuing outside the Port until they have direct access to loading/unloading facilities, thereby easing congestion and making Port roads safer for everyone.

Lucinda pile repairs are also continuing, with repairs made to 68 piles. New seating and improved public amenity will also be included in the works, which are due for completion in March.

A Statement of Proposal for the Lucinda Land Use Plan is now out for consultation. Submissions are being accepted until 18 March 2021.

- Sharon asked about timeline for Townsville Statement of Proposal. Marissa said it was expected in a couple of months and that we may be able to speak about this at the next CLG meeting.

**ACTION:** Show footage of the crane being moved to the wharf at the next CLG meeting.

**ACTION:** Sarah to send link to Lucinda SOP to all CLG members.

**ACTION:** Statement of Proposal for Townsville Land use Plan to be discussed at a future CLG meeting.

## **7. Around the Table & General Business**

Members of the CLG raised the following points of general discussion:

- Raneer thanked CLG members for attending the Port's Stakeholder Breakfast and Port Vision 2050 launch in December.
- The Port's Community Fund will be launched later this month.
- Raneer distributed the Terms of Reference to members for discussion at the next meeting. A survey to be circulated to CLG members as well to inform future operations.
- Kim said the first event at Quayside would be held this Saturday – the JCU Veterinary Ball, under a COVID-Safe Plan.
- Norm asked for an update on the Port Rail (TEARC). Raneer noted the business case that was developed by Building Queensland did not justify the project proceeding at this time, but this will be continuously reviewed based on trade volumes and rail freight volumes. The project remains an important priority for the future.
- Leon said it was nice to be back in the flesh. He said there was a heck of a lot of information provided today and thanked the Port. Ian echoed Leon's sentiments.
- Sarah presented the proposed dates for the next three meetings and the CLG agreed they were happy with them.
- Rick thanked the Port for an informative meeting.
- Ken said there have been some big commitments to renewables happening.
- Keith said Reef Credits for voluntarily reducing pollution to the Great Barrier Reef received a \$10m commitment from Eco Markets Australia. The organisation is currently recruiting a Board.
- Keith said the PEW Trust put up a proposal for Conservation Management via On Country work – It was a \$4 million proposal, that was not backed. However, the proposal is now being submitted for budget allocation of \$15m/region. More information will be available mid-2021.
- Keith also said the next PechaKucha night was coming up on 25 February at Heritage Exchange, all welcome.

- Vern complimented Sun Metals on its energy commitment, saying it is something industries are going to have to do to remain competitive.
- Sharon is enjoying her new role with Biodiversity Australia, which is an indigenous-owned environmental consultancy. The organisation recently created a partnership with Townsville City Council to improve water quality running out to the reef. Rather than giving out grants, Council is running partnerships with five businesses in Townsville and supporting them with a full team to conduct restoration works on waterways around region. Biodiversity Australia will be doing work around coastal areas incl port areas, another group is doing the Ross River catchment. Sharon is keen to work with Port to help trainees learn more about Port.
- Marissa touched on maintenance dredging to be scheduled before capital dredging begins. Maintenance will still be done with the trailer suction hopper dredge and maintenance dredge material will be deposited at sea.
- Marissa noted the Port will present the Dredge Management Plan at the next meeting.

**ACTION:** Sarah to circulate slides and crane's lifting capacity brochure.

**ACTION:** Sarah to share link to PV2050.

**ACTION:** Sarah to circulate CLG membership survey.

**ACTION:** Environmental advisor to talk about dredge management plan at next CLG meeting.

**Meeting closed at 6.30pm**

**Next CLG Meeting scheduled for 12 May at 5.00pm**