

# Port of Townsville Limited (POTL) Community Liaison Group

## Minutes of Meeting

**Date:** Wednesday 31 May 2017 - 5pm to 6.20pm  
**Venue:** Amaroo on Mandalay, Magnetic Island  
**Chair:** Ranee Crosby, Chief Executive Officer, Port of Townsville Limited

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### Attendees

1	Ranee Crosby	POTL, CEO	11	Judy Newman	Community Rep
2	Sharon Hoops	POTL, Manager Corporate Affairs	12	Julie Carmody	Magnetic Island Ratepayers Association
3	Annie Ilett	POTL, Community Engagement Officer Magnetic Island	13	Ken Dunlop	Sun Metals
4	Adam Hinks	Community Rep	14	Kim Gebers	POTL, GM Infrastructure
5	Andrew Eslick	Tourism Operators & Businesses Magnetic Island	15	Leon Kippin	Community Rep
6	Brendon Nolan	Community Rep	16	Paul Crocombe	Community Rep
7	Dale Brooker	Community Rep	17	Sharon Marks	Conservation Volunteers Australia
8	Dale McKenzie	Community Rep	18	Stephen Ellis	Community Rep
9	Heath Hatfield	Community Rep	19	Taryn Krawczyk	Community Rep
10	Ian Ferguson	Community Rep			

### Apologies

Adam Smith	Local Marine Advisory Committee	Lloyd Whitby	Community Rep
Chris Miegel	Community Rep	Melinda Loudon	POTL, Manager Environment & Planning
Keith Noble	Community Rep	Scott Hayles-Stanley	Community Rep

#### 1. Welcome/apologies (Chair)

Chair Ranee Crosby welcomed the members to the CLG's third meeting and thanked members for their continued time and interest in the Port of Townsville's activities.

#### 2. Minutes of previous meeting - 26 March 2017

The Minutes of the previous meeting (Draft 2) held on 26 March 2017 were adopted without change. The status of action points from those Minutes was noted:

- CLG Terms of Reference have been uploaded to the Port of Townsville website – action complete;

- Proposed timeline for future CLG meeting agenda items – included for discussion on today’s agenda;
- the sub-committee that is to include marine health indicators on the Townsville Port Operations Dashboard has not met yet, due to Adam Smith requiring to travel overseas at short notice. Action: Sharon Hoops to arrange phone hook-up for group during week commencing 5 June.

### **3. Proposed timeline for future CLG meeting agenda items requested**

Items raised for presentation to the CLG and the proposed approach for each of these is outlined below:-

#### **1. Water quality/turbidity issues and dredging**

It was noted that the Knowledge Forum held on Magnetic Island on 29 April included presentations from a range of scientists regarding the scientific evidence around water quality/turbidity issues, dredging and placement options. Videos of these presentations are now available on the POTL website. It was suggested by Sharon Hoops that a discussion and review of these presentations be tabled for the next CLG meeting, which was agreed.

#### **2. Need for the Port Expansion Project; and**

#### **3. Long term benefits of the Port Expansion Project**

A second Forum is being arranged by the Port to be held on Magnetic Island in September 2017 to present information that addresses “the need” and longer term benefits of the Port Expansion Project as well as further presentation and discussion on the options for the placement and re-use of maintenance dredge material. It was noted that a Business Case has also been prepared by POTL, an executive summary of will be publicly available at the end of June.

**Action:** POTL will present to the CLG on the project benefits and summary business case at the next CLG meeting.

#### **4. Measures for environmental indicators**

Measures for environmental indicators and where receptors are placed will be addressed by CLG sub-committee and will be presented to the CLG for comment and input.

### **4. Membership Requests**

The North Queensland Conservation Council (NQCC) applied to be a member of the CLG in the original call for expressions of interest. Sharon Hoops briefed the CLG on the background of the application, and recommended that the CLG approve NQCC’s application. The application was unanimously accepted by the CLG members.

**Action:** Sharon Hoops to advise Gail Hamilton (President of NQCC) of acceptance and send Terms of Reference.

## 5. Port Update

A “Port update” document was circulated to all CLG members the day before the meeting.

Ranee Crosby provided further information regarding the Port Expansion Project, including:

- Responses to PEP EIS / AEIS submissions have been finalised and forwarded to the State and Federal Governments for consideration and final assessment of the Project.
- The Business Case (BC) for Stage 1 Channel Capacity Upgrade has been finalised and provided to the Queensland Government for consideration. Ranee discussed with the CLG why certain aspects of the BC are commercial-in-confidence. An Executive Summary of the BC will be published by the end of June and will be added to the CLG meeting agenda for review and discussion. The BC is based on conservative estimates of container trade growth and modal shift.
- The BC includes an assessment of funding options for consideration by the State Government, recognising the Project is a key priority under the Townsville City Deal.

**Action:** POTL to present to the CLG on the project benefits and summary business case at the next CLG meeting, and Sharon Hoops to circulate the Executive Summary of the Business Case to CLG when it is ready to be made publicly available.

Questions raised by CLG members on behalf of a Magnetic Island community member included:

**1. How did POTL arrive at the figures for the number of B-double trucks that will be removed from our roads with the Port Expansion?**

Ranee explained that these were based on customer testimonials, transport specialist analysis of current freight volumes and modal choice and expert assessments of population consumption figures for the number of people living in North Queensland which support a conservative estimate of the number of containers that will be removed from road and rail post-channel widening. The Business Case is based on a modal shift of a conservative 25,000 TEU's, resulting in 8,230 b-double trucks being removed from roads. The Business Case details also details the increased benefits of greater modal shift based on POTL's business plans and trade forecasts.

**2. Why is it considered appropriate to base the Business Case on Stage 1 Channel Widening only?**

Ranee explained that the Port's Master Plans and the EIS/AEIS for the full \$1.6 billion Port Expansion Project are based on a 30 year, cumulative development plan, which is best practice standard planning across the world to provide the community and regulators with a clear and complete picture of future development needs, planning and potential impacts. Business Cases are developed for individual projects that are proposed to be undertaken in response to trade and business needs. POTL is currently proposing to proceed with the Channel Capacity Upgrade, which is part of Stage 1 of the broader PEP. The Channel Capacity Upgrade has a business case to support the \$193 million investment proposed over the next 6 years. Business Cases are only developed as investments are proposed. Business Cases for further stages of the PEP (i.e. future berths

etc) will be developed when the market and investment climate support such business cases over the next 30 years.

**Action:** POTL to provide a written response to both of these questions to Julie Carmody.

Kim Gebers provided further information regarding Environmental Monitoring, including:

- Air/water quality sampling has just been completed; results to be presented at next CLG meeting. The meeting noted that air quality for April reported on the Operations Dashboard on POTL's website continues to improve.
- Feral cat control program is underway where feral cats are caught and ethically euthanized by a vet. Noted NQ Dry Tropics has funding programs for eradication of feral cats – POTL noted would look into this further.
- Sea grass monitoring results recently published were good – media release available on the Port of Townsville website.

Sharon Hoops provided further information regarding the White and Grey Ship Attraction Committee (WGSAC), including:

- Partial turnaround in Townsville meaning passengers will be able to board a cruise in Townsville for the first time. This will require extensive planning for security, X Ray machines, check in desks, parking, viewing platform etc for the Quayside Terminal and has potential flow-on economic benefits to Townsville for provision of food, beverage supplies etc, in addition to fuel and maintenance services.

CLG members raised issues of timing of cruise ship arrival/departure times in relation to undertaking tourism activities away from Townsville City e.g. Magnetic Island. Sharon Hoops encouraged the members involved in tourism to attend the monthly WGSAC meeting (by phone if not available in person) to discuss these options.

**Action:** Sharon Hoops to circulate Minutes of the WGSAC Minutes and next meeting details to all CLG members.

## **6. General Business/Questions**

- Heath Hatfield raised the issue of the vessel “Defender” reported in the Townsville Bulletin as about to be broken up – could it be saved? Raneé advised that the decision rests with MSQ, noting the Maritime Museum has been engaged in the process and is salvaging items of historical significance for display and very happy with this, however MSQ has had assessments done of the vessel which conclude it is unsalvageable.
- Julie Carmody asked if Indian banks have invested in the Port of Townsville. Raneé advised none to date in port infrastructure, however noted foreign investment into port customer infrastructure / businesses is very common with many multi-national companies operating at Townsville Port.
- Paul Crocombe enquired about consideration of a small boat marine tourism facilities at the Port. Raneé noted that the Harbour City development would be the appropriate location for these type of activities, with some development proposals currently being investigated.

- Paul Crocombe asked what caused the air quality levels around the port to improve (as seen on the Operations Dashboard) and whether this was related to the Queensland Nickel closure. Raneer noted that the work of the PSWG led to investments and improvements in infrastructure and practices by port users, also new “real time” monitoring of air quality which has allowed port users to adjust operations and modify/improve loading procedures in a timely manner. These ongoing improvements reflect the improved results. Raneer advised there was no clear correlation with the cessation of QNI’s operation. The reduced lead results also show where increased levels in 2014 can be seen moving out of the 12 month rolling averages, and have remained very low and well below standards consistently over the past few years.

**Action:** POTL to present at the next CLG meeting on the Harbor City Development.  
POTL to arrange circulate details on what types of commodities are moved through the Townsville Port.

## **7. Meeting Close**

The Chair thanked CLG members for their participation in the meeting and encouraged CLG members to contact POTL representatives at any time if they require any further detail.

**Next meeting:** Wednesday 28 June 2017 at 5pm, Quayside Terminal, South Townsville.

Meeting closed 6.20pm