

# **Minutes of the Port of Brisbane Corporation Community Consultative Committee meeting**

**Held at the Visitors Centre, Port of Brisbane  
Wednesday, 10 May 2006**

## **Present:**

Rick Morton (Chairman), Nikki Wood (Secretary), Peter Waterman (Convenor), Jill Greenhill (Bayside Environmental Network), Bill Benham (Rotary Club of Port of Brisbane), Simon Baltais (Wildlife Preservation Society), Pamela Pavey (Manly Chamber of Commerce), Margo Canavan (Pinkenba Community Association Inc), John Dobson (Moreton Bay Environmental Alliance), Rowan Bullock (Port community), Barry Wilson (The Rivermouth Action Group Inc), Kay Riggall (Wynnum Manly Regional Development Partnership), Brad Kitchen (PBC), Michael Moore (PBC), Alan Turner (PBC), Rosie Field (PBC), Paul Clarke (PBC)

## Observers:

Leila Ammerman (Pinkenba), Laura Jarman (PBC),

## Apologies:

Dennis O'Neill (North Point Residents), Michael Healey (Wynnum Manly Regional Development Partnership), Doreen Draheim (Bayside Parklands Advisory Committee), Rob Elwell (Manly Chamber of Commerce)

## **1. Approval of minutes**

The Committee members confirmed the minutes from the last meeting held on 8 February 2006 as a true record of that meeting.

## **2. Business arising**

Rick provided Simon with details of the reports he requested on dredging and the CSIRO studies.

Nikki gave an update on the item Margo raised at the last meeting regarding the historical significance of the land at Pinkenba. She reported that QR, who owned the land, has indicated that it was happy to consider making available some land for a commemorative memorial.

**ACTION:** The Corporation will continue to work with Margo and QR to progress this project.

### **3. Oil Spill Response**

The Corporation's Port Operations Coordinator, Paul Clarke, who has extensive experience in oil-spill response and the training of personnel, gave a presentation on the Corporation's role in this regard.

While the Corporation does not have a legislative responsibility to respond to oil spills, it works with a number of agencies, including Maritime Safety Queensland (MSQ), the EPA and local councils, to respond to, and clean up, oil spills.

Paul explained that the Corporation has a Memorandum of Understanding with MSQ to be the First Strike Response Team in the event of an oil spill at the port. The Corporation's employees volunteer to be trained in First Strike Response, and there are currently five teams on call.

Land-based oil spills are the responsibility of EPA, and the Corporation is working to reach a similar agreement with the agency.

Paul explained that the containment of the Gladstone spill, which was first reported at 1.00am, was only initiated at first light because this is when it was considered safe to deploy people and equipment. As oil is generally black, it is difficult to see at night, even with lighting, and a visual assessment is required to effectively plan a response that has the best outcome.

### **4. Stevedores' update**

Rowan reported that Patrick's Autostrad terminal had won a number of awards for innovation, and that there had been no major issues in the introductory period of the new operation.

AAT is now leasing Berths 1-3, which have become a common-user terminal. P&O Ports will be stevedoring/moving cars from 20 May, with all cars being handled at AAT by January 2007.

AAT's new cargo shed is nearing completion, at which time P&O Ports will pull down its old cargo sheds.

Both stevedores continue to invest, and with the arrival of two post-Panamax cranes next year, P&O Ports will demolish its oldest crane.

Rowan explained that Brisbane experiences cargo peaks, making it difficult to effectively coordinate the logistics between trucks, trains and ships. The stevedores continue to work to improve the landside interface, looking at improving truck intensity and reducing the number of trucks on the road.

Barry asked if train transport would increase if there were a dedicated freight line. Rick said that due to the fact that freight trains had to share the rail corridor with passenger trains this was unlikely and that a dedicated freight line was improbable at this stage. Additionally, rail was a more viable solution for long haul cargo and the majority of cargo through the port was short haul.

## **5. Establishment of South East Queensland (SEQ) Catchments Ltd**

John introduced the Committee to SEQ Catchments – a newly established catchment management organisation, launched in March, to ensure a coordinated approach to a sustainable future for natural resource management.

SEQ Catchments will:

- target on-ground works to improve resource conditions;
- seek to coordinate and support relevant scientific research, planning and monitoring; and
- establish long-term investments to increase the funding available for the management of natural resource assets, such as coastal/marina, land, biodiversity, water, and air.

SEQ Catchments will not replace the Moreton Bay Waterways and Catchment Partnership, but will share a similar vision.

John distributed some literature on SEQ Catchments.

## **6. Shorebird monitoring at the Port of Brisbane**

Brad gave a presentation on the results of the shorebird monitoring undertaken by the Queensland Wader Study Group (QWSG), including statistics on the new Port of Brisbane Bird Roost.

He reported that the migratory birds, which arrive in September and depart in March every year, peak in January and February. The statistics also reveal that a large number of species use the port area.

Simon asked if the birds were tagged. Brad explained that about six years ago QWSG undertook a tagging exercise, and that QWSG count and identify any tagged birds, as well as counting them.

Rick advised that although no incidents of Avian flu had been recorded in Australia, the Corporation has an AQIS-approved procedure in place to handle and manage any dead birds found at the port.

## **7. Cyclone emergency response planning**

The Corporation's Manager Port Operations, Alan Turner, advised that in an emergency situation the Corporation follow the instructions of the State Emergency Services (SES). The Corporation provides the SES with specific contacts and support.

Rowan advised that the stevedores had a procedure for high winds and cyclones, where the cranes were locked down, container stacks broken down, and loose cargo stored away in cargo sheds.

The Regional Harbour Master can also close the port to traffic if he considers the weather conditions to warrant it.

Simon asked if there was a cyclone/wind rating for the buildings at the port. Rick advised that the Institute of Engineers Australia had some specifications and any new buildings are designed taking these specifications into account.

Margo asked if old buildings were reassessed. Rick advised that while this was not currently the case, the Corporation's assets on all lessees' lands were audited annually to confirm their condition.

Bill asked if this audit was a legislative requirement. Rick advised that this was an internal process to ensure all assets were in good condition.

Simon asked if the Corporation's risk management incorporated a category 5 cyclone, such as the one that had hit Innisfail. Rick advised that the Corporation's business risks were constantly reviewed, but that the likelihood of a category 5 storm hitting Brisbane was considered to be very low.

## **8. Draft Environmental Management System (EMS) for professional fishermen in Moreton Bay**

Brad advised that the Corporation had recently met with representatives from the Moreton Bay Seafood Association, which was looking for funding to implement its EMS and code of practice for trawler fishing in the bay.

The Corporation has reviewed the EMS and is considering supporting this initiative. The current members (over 50) are responsible for 80% of the catch in the bay.

**9. Progress of the Bayside Creeks Catchment Group**

Jill reported that Bayside Environmental Network (BEN) was in the process of changing its name to Bayside Creeks Catchment Group.

The group has the same objectives and people as BEN, but is hoping to create a greater awareness of its goals among the community.

The group meets once a month and is planning a number of activities, including a bus trip to the Lota Creek catchment.

**10. Other business**

***Proposed Queensland Parks and Wildlife Service (QPAWS) office at Manly Boat Harbour***

Michael reported that the Corporation was still working with QPAWS on the proposed move of its office from Cleveland to Manly. The building will be owned by the Corporation and leased to QPAWS, and is scheduled for completion by mid-2007.

John asked if the building would be sustainable, and Michael advised that sustainable design features were an important component of the building.

***Spitfire Sand Extraction Study update***

Rick advised that the Corporation's application was still under review.

***Dredge Material Study update***

Rick reported that the Corporation is waiting on a final report from consultant, KBR, and that this should be received by mid-June.

***Nuclear ship visits***

Alan advised the Committee that the SES was responsible for the monitoring of nuclear warships in port, and that the Department of Emergency Services was currently reviewing procedures.

When a warship is in port, monitoring stations are set up on the wharf and patrolled clear zones are established around the ship. An emergency plan is in place, and as part of that plan, the Corporation supplies a contact list to the ship one week before it is due in port.

Alan reported that that in the event of a nuclear incident, any US navy vessel would depart very rapidly.

Rick said it was probable that there would be more visits by US naval ships.

Simon asked how long it would take for the *USS Ronald Reagan* to leave the port. Alan advised that in two hours the vessel would be in the shipping channel and in four hours it would have reached Caloundra.

Simon asked if the disabled vessel site in Moreton Bay would be used for nuclear ships as well. Alan advised that a ship the size of the *USS Ronald Reagan* would keep going.

Margo advised that, on the occasion of the visit by the *USS Ronald Reagan* the Corporation had provided details of Pinkenba Community Association Inc to the SES, which had resulted in a visit by the Police and Emergency Services to the Pinkenba community, who were briefed on the procedures that would be followed if a nuclear incident did occur. The SES informed them that in the past 27 years, there had never been an incident.

**ACTION:** Rick to invite the SES to present to the Committee on the emergency procedures in place during visits by nuclear vessels.

### ***Manly Boat Harbour Pontoon for Sailability Bayside***

Rick advised that this was an operational issue and that the Corporation would liaise directly with Sailability.

### ***Proposed safety and access audit for mooring facilities around Moreton Bay***

John who advised that, at a Ministerial Regional Forum Meeting on North Stradbroke Island, the potential to hold audits of moorings in the bay had been discussed.

Rick advised that that the Corporation had not been informed of the audit, but would participate if required.

Michael advised that there were some issues regarding access about One Mile Jetty on North Stradbroke Island, which Queensland Transport owns and we manage.

## **11. Feedback on the operation and success of the CCC**

Rick informed the Committee that from the Corporation's perspective the CCC had been very successful, providing regular contact with community groups over the past five years and reducing the number of queries.

Bill reported that Rotary was very pleased to continue its relationship with the CCC. The information taken back to the group was excellent, as were the guest speakers from the Corporation who had presented to their meetings.

Pamela said that the Committee was very useful.

Barry agreed the Committee was successful. He also encouraged committee members to advise the Corporation of any road signs that still referred to Fisherman Islands instead of Port of Brisbane.

Margo felt the Committee was invaluable and that the northside community now felt included.

Simon echoed Margo's thoughts and liked the reports from the port people.

Rowan said that the forum was unique and valuable to the stevedores, as it provided their only form of interaction with community stakeholders.

Margo enquired whether a visit could be arranged to the Customs X-ray facility.

**ACTION:** The Corporation will investigate the possibility of a tour of/presentation by Customs and a presentation by AQIS.

## **12. Next meeting**

The next meeting will be held on Wednesday 9 August 2006 at 6.00pm for 6.30pm at the Port of Brisbane Visitors Centre.