

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

**Held at the Visitors' Centre, Fisherman Islands
Wednesday, 10 August 2005**

Present:

Rick Morton (Chairman) Nikki Wood (Secretary), Peter Waterman (Convenor), Michael Healey (Wynnum Manly Regional Development Partnership), Jill Greenhill (Bayside Environmental Network), Bill Benham (Rotary Club of Port of Brisbane), Simon Baltais (Wildlife Preservation Society), Mark Hulme (Port business community), Dennis O'Neill (North Point Residents), Margo Canavan (Pinkenba Community Association Inc), Barry Wilson (The Rivermouth Action Group Inc), John Dobson (Moreton Bay Environmental Alliance), Pamela Pavey (Manly Chamber of Commerce), Michael Leistner (Wynnum Chamber of Commerce), Brad Kitchen (PBC), Michael Moore (PBC), Jason Sprott (PBC), Rosie Field (PBC)

Observers:

Doreen Draheim (Bayside Parklands Advisory Committee), Rob Elwell (Manly Chamber of Commerce), Alix Baltais (Wildlife Preservation Society)

Apologies:

Rowan Bullock (port community), Debbie Davis (Hemmant community).

1. Introductions

Rick welcomed everyone to the meeting and acknowledged the apologies.

2. Approval of minutes

The Committee members confirmed the minutes from the last meeting held on 11 May 2005 as a true record of that meeting.

3. Confirmation of membership

John advised that there was no longer a Moreton Bay Branch of the Australian Marine Conservation Society; Barry Wilson advised that his group was The Rivermouth Action Group Inc; and alternate representative for the Bayside Environmental Network, Doreen Draheim, requested that she be recorded as representing the Bayside Parklands Advisory Committee.

Dennis O'Neill requested that the minutes be distributed to the alternates.

ACTION: Corporation to make amendments as advised and add alternates to the E-mail distribution list.

4. Business arising from minutes

- Michael advised that the tenants of the new marina were happy with the new facilities and that no one had indicated that a railing was required at the end of the ramp. The ramp to the marina was not open to the public, and the installation of a railing would encourage the unsafe practice of vessels mooring at the railing.
- Nikki advised that the new Port of Brisbane suburb map was on the website under the Media Release section and would also be uploaded to the website with the minutes of the last meeting.
- Nikki reported that Caltex had been informed of the need to keep the Pinkenba community informed of emergency procedures. Margo advised that they had not been informed when the recent bomb scare had occurred. Rick advised that the Police had been the lead agency and had only advised parties within the potential zone of influence.

5. Stevedores update

Mark reported that trade was up 10% for both stevedores. The Patrick construction continued at Terminal areas 9 and 10, and P&O Ports had undertaken routine maintenance at its Port of Brisbane wharves. Patrick was due to move its crane to the new wharf in December, but this would have no impact outside the terminal gates.

Brisbane was leading Melbourne and Sydney in container growth, with the container trade for the year increasing by 13%.

Barry asked what percentage of trade crossed the New South Wales border into Queensland. Rick indicated that the Corporation actively targets potential trade in northern New South Wales and said that cars would certainly be transported from Brisbane south to Sydney in the future.

Margo asked about the timing of events with the development at Hamilton. Mark said that the relocation of cars from Hamilton to the Port of Brisbane would occur in December, and that operators would be handling cars at the new vehicle precinct in March 2006.

Rick added that some operations would continue at Hamilton.

Nikki advised that the community consultation for the Hamilton Northshore Project had been delayed due to concerns raised by the Brisbane City Council. Any development that the Corporation undertook needed to have community, State and local government

support. It was planned that Northshore Hamilton would be a commercial and residential area with plenty of green space, river access and was a sustainable development.

ACTION: Rick to provide information regarding the amount of trade that crosses the border to and from Queensland.

6. Port construction update

Nikki presented on the progress of major port projects, including Berth 9, Terminal 9 located behind Berth 9, Patrick's new truck marshalling area (built to alleviate road congestion), the car precinct at Port of Brisbane, and the flyover that will connect the wharf to the car precinct.

7. Shoreline stability at Bribie Island

Rick gave a presentation on the outcome of the Corporation's discussions with Rus Thomas from BIEPA, the EPA and WBM Oceanics, regarding the beach erosion at Bribie Island.

The erosion is a natural process that has been occurring for several thousands of years. Sand is being transported from northern Bribie into Moreton Bay. As a consequence, the top of Bribie is shrinking and the bottom of the island is increasing.

Investigations have revealed that in ten to 15 years time, there could be a breakthrough in any one of three to five points along the northern tip of the island.

The EPA and the local council are monitoring the situation, and the current scientific opinion is to let nature should take its course and not build protective structures, such as groynes or rock walls.

There have been no links drawn between our dredging and the beach erosion.

John said that he was happy with the discussions that the Corporation had held with the Bribie Island Protection Association (BIEPA).

8. Clunies Flats

John asked whether the Corporation was intending to retain Clunies Flats as a potential dredged-material-placement area as indicated in previous Corporation reports or, with land becoming more valuable, would be developing it.

Jason explained that the land at Clunies Flats was geotechnically poor for development purposes. However, the Corporation was looking at the potential for developing the downstream area for warehousing, while the upstream area could be used in the short

term for car storage. However, in the long term the Corporation would retain the 40-50ha of the upstream area for dredged-material-rehandling purposes.

Any development would require detailed investigations, such as traffic flow, and would consider the impact of the new motorway.

8. Dredged Material Reuse Study

Rick advised that, with greater attention being focussed on limiting placement of dredged material at sea, the Corporation had driven this study, which involved the Corporation, Queensland Transport, the EPA and the Department of State Development, Trade and Innovation.

Stage 1 of the study had identified eight or nine options, and the project is due for completion by the end of the year.

ACTION: Rick to keep the Committee informed of the progress.

9. Development approval compliance on port-leased land

Jason explained how the Corporation's development application and assessment process worked.

As assessment manager for developments on strategic port land, the Corporation sets certain conditions on development approvals, requires the submission of construction and operating environmental management plans, and have a construction inspection process.

Barry advised that there were a number of operators in the Hemmant area that were operating with unsealed traffic areas, and asked if the Corporation expected lessees to follow local laws and seal traffic areas.

Jason confirmed that all the Corporation's lessees were expected to follow Brisbane City Council laws or Institution of Engineers standards, and seal or lay gravel on driveways. Jason also explained that the Corporation did not have any property in that particular area of Hemmant.

ACTION: Corporation to clarify the location of its land holdings in the Hemmant area.

10. Spitfire Channel sand extraction update

Rick gave a presentation on the Spitfire Channel Sand Extraction Project environmental assessment studies.

He explained that the Queensland Government had approved sand extraction in Moreton Bay in specific areas, including the Spitfire

Channel, and that the impacts of the removal had to be addressed on a project-by-project basis.

The Corporation requires sand to accelerate filling of the FPE area, and a positive outcome of extracting the sand from the Spitfire Channel is that the channel will be straightened. This will reduce the steaming time for ships through the shipping channel.

ACTION: Corporation to place the presentation on the website with the minutes.

11. Lytton buffer zone

Jason discussed the four parcels of land in the Lytton Buffer area that are strategic port land. Two of the properties have recently been declared as a reserve and form part of a more extensive buffer area from the river to the bay.

Doreen asked about a parcel of land near the buffer area, on the corner of Pritchard Street, and whether the Brisbane City Council had received any applications to develop it.

Jason explained that ordinarily the Corporation did not receive any formal advice from the Council regarding development applications on land that the Corporation did not own. Informal enquiries of BCC had not revealed any development applications for the land.

Margo said that she believed that there were some burial grounds in the Fort Lytton area that were linked to a midden behind the boat ramp at Pinkenba.

12. Other business

Climate change: Simon asked whether the Corporation had anything in place from an infrastructure perspective that took climate change into consideration. Rick advised that the principles incorporated in the "Guidelines for responding to the effects of Climate Change in Coastal and Ocean Engineering" were followed in the coastal design at the FPE Seawall. [Basically this requires the implications of the predicted sea level rise due to the Greenhouse Effect to be taken into account in the design of the project. This was done in the Impact Assessment Study by including the predicted sea level rise in the design water levels, as well as including some discussion on possible changes in overall weather patterns. This concept was followed through in the design and construction phases of the project.]

Hemmant school: Peter Waterman advised that the Principal of the Hemmant School had thanked the Corporation for its support in funding the goal posts and buses for the students' port tour.

Increased rail access to the port: Rick advised that there are currently enough rail slots to transport commodities to and from the port.

More rail sidings between Dutton Park and the port: Rick advised that it was not known at this time the specific locations of any future sidings.

Brisbane Airport sand extraction: In response to a question regarding how the sand would be transported to shore by the airport, Rick responded that this was not yet known.

13. Next meeting

The next meeting will be held on 9 November 2005 at 6.00pm for 6.30pm at the Port of Brisbane Visitors Centre.