

Minutes of the Port of Brisbane Corporation Community Consultative Committee meeting

**Held at the Visitors Centre, Port of Brisbane
Wednesday 8 August 2007**

Present:

Rick Morton (Chairman), Rosie Field (Convenor), John Dobson (Moreton Bay Environmental Alliance), Jill Greenhill (Bayside Creeks Catchment Group), Sandra McLeod (Hemmant Community), Pamela Pavey (Manly Chamber of Commerce), Rob McMichael (North Point Residents Group), Bill Benham (Rotary Club of Port of Brisbane), Margo Canavan (Pinkenba Neighbourhood Watch), Sarah Alexander (Wynnum Chamber of Commerce), Ian Hill (Wynnum Manly Regional Development Partnership), Brad Kitchen (PBC), Bill Morley (PBC).

Apologies:

Dennis O'Neill (North Point Residents Group), Catherine Brosnam (Wynnum Chamber of Commerce), Christine Briggs (Wynnum Manly Regional Development Partnership), Nikki Wood (Secretary), Cameron Thorpe (Port Community), Barry Wilson (The Rivermouth Action Group Inc), Simon Baltais (Wildlife Preservation Society)

Guests:

Miles Yeates (Queensland Environmental Protection Agency), Peter Cole (Wynnum & Districts Chamber of Commerce)

1. Introduction of new members and apologies

Rick noted the apologies and welcomed Sarah Alexander as the alternate for Catherine Brosnan from the Wynnum Chamber of Commerce, Rob McMichael as the alternate for Dennis O'Neill from North Point Residents Group, and Ian Hill for Christine Briggs from the Wynnum Manly Regional Development Partnership.

Rick introduced Miles Yeates from the Environmental Protection Agency, who provided an overview on Queensland Parks and Wildlife Service's responsibilities in Moreton Bay and the reason for Service's move from Cleveland to the Manly Boat Harbour.

2. EPA/Queensland Parks and Wildlife Service at the Manly Boat Harbour

Miles said that 37 of the Service's 45 staff were due to move into the new building at Manly in 2008. The current office at Cleveland was too small, and had no water frontage. The new building at

Manly will provide the necessary access to Moreton Bay that the Service needs to fulfil its responsibilities on the water.

The building, located next door to the four-lane boat ramp, will be more accessible to the general public as well as the boating community for permits and information.

The building will include an office, workshop, public showroom and conference room, and was designed to be a 4-Greenstar System rated building.

Pamela asked if the service was responsible for the removal of a half-sunken boat in Rose Bay.

Miles said that the service worked with the Harbour Master to either remove such vessels if they were a navigational hazard, or had a positive environmental outcome.

John asked if the public showroom would be staffed or have a push button service?

Miles said that the showroom would probably not be staffed full time, but more likely be a combination of staffing, push button and a self-booking computer system for boating and camping permits.

3. Approval of minutes

The Committee approved the minutes of 9 May 2007 as being a true record of that meeting.

4. Business arising

There was no business arising except for the annual updates indicated in top five issues feedback. Rick advised that Brad and Rosie would report on two of these issues. He also informed the Committee to contact either Rosie or Barbara Brown, if they wished to do a port tour.

5. Stevedoring update

Cameron Thorpe was unavailable. Rick informed the Committee that there were no current major stevedoring issues. He said that the port was entering its busiest period, and a lot of preparatory work had been undertaken to avoid congestion and delays.

6. Projects update

Bundaberg Port Authority

Rick informed the Committee that the Queensland Government had announced a merger between the Port of Brisbane Corporation and

the Bundaberg Port Authority, which would officially occur on 1 October.

The merger was driven by changes in the industry and the viability of Bundaberg as a stand alone port with an average of 24 ships a year compared to Brisbane, which handled over 2,600.

We are currently undertaking a process of due diligence, and there are a number of possibilities including diverting cargo to Bundaberg and the development of the marina facilities at the harbour.

Port Central

Port Central One is the first building completed in the Port Central precinct, and our first tenant - the Australian Quarantine & Inspection Service - moved in during July. The building is anticipated to achieve a 4.5 Greenstar System rating, and we are already planning for the second office building to be constructed.

Port Gate

Rick advised that the second and third warehouses in the Port Gate Estate had been completed in May and June, with the road widening to be completed shortly.

Wagners

A new cement-grinding plant was announced last month, to be located at Pinkenba, on a site leased from the Corporation. It currently is in the planning/feasibility stages.

7. Boat Harbours

Manly

Bill Morley informed the Committee that the fence at the Manly Boat Harbour's dredged material rehandling and bird roost area had recently been upgraded to prevent pedestrian access. The previous fence had been constantly vandalised.

We plan to erect some educational signs that explain the safety and environmental reasons for the fence.

This area is managed by Manly Marinas Inc, and the dredged material rehandling area is central to the long-term strategy for maintenance dredging of the harbour.

We are working with Manly Marinas Inc to re-design the material rehandling area to better handle the dredged material. We will use some of the current material to build bund walls within the area, in a similar design to one at the Scarborough Boat Harbour.

John asked if the material dredged to create the single channel in the Manly Boat Harbour would be deposited in this area.

Rick explained that the dredging of the single channel was capital dredging and would be disposed of in-line with EPA dredging guidelines.

The dredged material rehandling area was for the use of maintenance dredging undertaken by the members of Manly Marinas Inc.

Ian asked about the timing of the new marina at Manly.

Bill advised that we were ready to remove the piles now, after which the dredging would start in about November or December. The dredging could take several months to complete after which the marina would be constructed and the single channel created.

John asked if there had been any progress on any proposed changes or development relating to the Multihull group.

Bill said that we were continuing to negotiate with the Multihull group.

Scarborough

Bill informed the Committee that on 27 July we had issued a request for proposals for a marina, which would include a land component, to be constructed at Scarborough.

The request for proposals gave proponents the opportunity to tell us what they could provide, based on a set of criteria that included:

- Design efficiency
- Sustainable planning and design
- Infrastructure quality
- Management systems and experience
- Financial capacity/capability

To date 15 proponents had registered. The request for proposals closed on 28 September.

8. Annual Results

Dredging volumes and activities

Brad gave an overview of the annual dredging figures for the 2006/2007 year.

With the three dredgers we operate – *Brisbane, Amity* and *Ken Harvey* – the following material was dredged:

Brisbane River maintenance dredging – 480,000m³ of silt was removed from the river and deposited in the FPE area. River material generally had elevated levels of contaminants derived from stormwater and sewage inputs.

Development dredging – 800,000m³ of material was removed at Fisherman Islands to create new wharves and deposited into the FPE area.

Spitfire Channel – 880,00m³ (plus the 1.6 million m³ removed by a large contract dredger) was removed from the Spitfire Channel and used at Fisherman Islands to surcharge the reclamation areas.

Bribie Island – 125,000m³ of sand was placed at Woorim Beach at Bribie Island as part of a beach nourishment project.

ACTION: Brad to give a presentation on the types of dredgers, and the final dredging figures at the next meeting.

Sponsorships

Rosie gave a presentation on the sponsorships we had undertaken during 2006/2007, explaining that we currently favour longer-term partnerships at a local level.

During the year we had invested over \$190,000 in sponsorships and free community tours, and assessed over 90 sponsorship applications against our sponsorship criteria.

9. Other business

Newspaper article: Proposal to dredge a new channel from Broadwater to Port of Brisbane to accommodate large yachts.

Rick advised the Committee that this proposal had no support from the Corporation or the government. It was a proposal that private sponsors on the Gold Coast had put forward. The proposal did not “stack up”, particularly as there was nowhere to put the dredged material.

John asked if we were a consultant on the project. Rick said no – we did not know anything about the proposal until it appeared in the newspaper.

Newspaper article: Proposed Tangalooma Flyer new improved marina and BCC CityCat berths.

Rick informed the Committee that there was no substance to this article. We owned the wet lease at Tangalooma and once again was not aware of any proposal until it appeared in the newspaper. We suspect that private enterprise, recognising the shortage of marina berths, had put this forward.

Port Motorway

John asked how the port road was going.

Rick advised that we continued to lobby the federal government, and we were quietly hopeful that the Port of Brisbane Motorway would receive the necessary funding to commence as soon as possible. However, the estimated costs had increased markedly and the Ipswich Motorway was a high priority.

Sandra asked what the Corporation thought about the recent announcement to upgrade Pritchard Street.

Rick said that we were very supportive of an upgrade to Pritchard Street. Safety was a high priority for the Corporation, and with the growth occurring in the port area, it was critical for the port to remain operating.

Sandra also asked if we had any random breath testing at the port?

Rick advised that we regularly invited the Police to the port, that Queensland Transport regularly checked truck loads, and that we had recently purchased new signs to prevent speeding on port roads.

10. Next meeting

The next meeting will be held on Wednesday, 14 November 2007 at 6.00pm for 6.30pm at the Port of Brisbane Visitors Centre.