

## **EXECUTIVE SUMMARY**

Issues discussed at the meeting included:

- shipping, ports and logistics issues currently before Shipping Australia
- grain logistics system
- dredging and related environmental approvals process
- multi-modal opportunities with inter-capital container movements
- Council planning session outcomes
- hull fouling/ballast water developments

## **ACTION LIST**

### 1) Dredging

- Initiate literature search and post-dredging audits
- Approach EPA seeking opportunity to comment on guidelines and to open direct dialogue with the Chairman

### 2) Planning Session

- Complete prioritised list of issues
- Hold discussion on how best to progress them

## **NOTES OF MEETING**

Those present included:

- Bill Marmion, Parliamentary Under Secretary (Chairman);
- Graeme Wilson, Shipping Australia;
- Rob Voysey, Intermodal Link Services;
- Tim Collins, CBH Group;
- Chris Cain, Maritime Union of Australia;
- John Oliver, Chamber of Minerals and Energy;
- Bob Pearce, Forest Industries Federation;
- Ian King Transport Forum;
- John Nicolaou, Chamber of Commerce and Industry;
- Bill Mitchell, WA Local Government Association;
- Chris Leatt-Hayter, Fremantle Ports;
- Ian King, Ports WA;
- John Fischer, Department of Transport;
- Mark Brownell, Department of Transport; and
- Glenda Galipo, Freight and Logistics Council of Western Australia.

Guest

- Llew Russell, Chief Executive, Shipping Australia

### **Agenda Item One: Opening Comments**

Bill Marmion welcomed members, deputies and guest. He particularly welcomed new member, John Nicolaou from the Chamber of Commerce. Apologies were noted from Fred Affleck, Alan Bassham, Greg Martin, Menno Henneveld, Ken Lewsey and Paul Larsen. The notes from the previous meeting were accepted and it was confirmed that actions from that meeting had been taken or would be discussed today.

### **Agenda Item Two: Presentation**

*Llew Russell, Chief Executive, Shipping Australia*

Llew Russell gave some background on Shipping Australia and then described a number of issues currently concerning his group. They included:

- a break bulk shipping study designed to raise the profile of the sector
- an e-learning course, developed for the benefit of remote ports

- the attempt to minimise port cost increases in the face of the global downturn
- a worldwide survey of stevedoring productivity and costs to put Australian performance in context
- the introduction of a third national stevedore
- increase in pollution levy following recent Queensland oil spill
- introduction of Fair Work Bill provisions onto foreign vessels engaged in coastal trade
- protection of port areas from incompatible planning decisions
- IPART proposals at Port Botany
- more consistent reporting from ports on dangerous goods
- provision of sea-time for trainees to fast-track pilotage training

There was a full discussion on these initiatives and their applicability to Western Australia.

### **Agenda Item Three: Matters Arising**

#### *Grain Freight Logistics*

Tim Collins described the work of the Council committee looking at this issue. He said that progress was good and that the consultation and data collection process was well advanced. Tim said that a workshop would be held shortly to seek in-principle endorsement of the long term vision and the required steps leading to its implementation. There would be regular progress reports back to the Council.

#### *Dredging*

John Oliver said that a small group had met with Chris Whitaker to discuss dredging and the associated approvals process, Chris being both a member of the EPA Board and also being a past Chief Executive of Melbourne Port. John said that the discussion was a positive one that acknowledged difficulties with the approvals process. However, Chris had confirmed that some improvements were occurring under the new EPA Chairman.

It was suggested that the Council initiate a literature review of relevant overseas experiences and also conduct a series of post-dredging audits to illustrate the benign nature of the activity. These initiatives should be conveyed to the EPA, together with the desire to comment on related guidelines and to meet personally with the Chairman. These steps were agreed to by members.

Bob Pearce suggested that there were difficulties within the EPA that meant individual officers could take over the agenda. Bob felt that next time a dredging issue arose, ports should go straight to the Tribunal in the hope that this situation be addressed.

### *Multi-modal Project*

Mark Brownell confirmed that this project was being progressed in partnership with the Victorian Freight and Logistics Council its objective being to understand the opportunities for greater multi-modal movement of containers between capitals. He said that there had been a number of recent developments, viz:

- the Queensland Freight Council had decided to participate, thus allowing the work to cover the nation's main east-west and north-south corridors
- enthusiasm for the project on the part of key industry and Government players
- consultant appointed to start next week and report by the end of the year

### **Agenda Item Four: New Issues**

#### *Planning Session*

Bill Marmion described the previous week's planning session in which most members had participated. There was a general feeling that the session was a worthwhile one in defining a range of issues with which the Council should be concerned. The resultant issues had been tabulated and prioritised and would form the basis of further discussion.

Mark Brownell said that he would speak with those unable to attend the session to capture their input. It would then be up to the Council to decide how best to progress the identified issues.

#### *Hull Fouling-Ballast Water*

Chris Leatt-Hayter reported that the Commonwealth had identified what were regarded as high risk ports in respect of hull fouling and ballast water. A number of Western Australian ports, including Fremantle, were among them. These ports were being required to carry out audits every two years at costs of up to \$400,000 each. Debate was going on as to the necessity for audits of this regularity and who was liable for their cost. Llew Russell commented that there were 18 ports nationally being subject to the policy.

#### *Freight Corridor Protection*

Bill Marmion said that his letter to the Planning Minister had led to related discussion. While the Minister had progressed the new freight noise policy against which the Council had argued, he had agreed to regular reviews of its impact and continued consultation with industry. Bill also reported that he was meeting with the Transport Minister to discuss this issue and the broader matter of freight corridor protection.

### **Agenda Item Five: Closing Comments**

Bill Marmion thanked members, deputies and guest for their time and input. He noted that the next meeting was to be held in Port Hedland on 26 August. The meeting was closed at that point.