

FURNEAUX GROUP SHIPPING SPECIAL COMMITTEE
Unconfirmed Minutes

DATE: Thursday 19th November 2013
VENUE: FAEC, Whitemark
COMMENCING: 2pm

PRESENT:

Mayor C Cox	(Chair)
Deputy Mayor David Williams	(Council)
Cr Gerald Willis	(Council)
Mick Barrett	(Commerce)
Raoul Harper	(General Manager, Flinders Council)
Martin Grace	(DIER) (via teleconference)
John Johnston	(Tasports)
Simon Morey	(DIER) (via teleconference)
Travis Prins	(DIER) (via teleconference)

APOLOGIES:

Michael Bowman	(Transport)
Steve Crawford	(TFGA)
Denise Gardiner	(Cape Barren Island)
Darren Grace	(Livestock - Roberts)
Michael Grimshaw	(Furneaux Freight)
David Spence	(DIER)

STAFF IN ATTENDANCE:

Vicki Warden	(Executive Officer) (Minute Taker)
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CONFIRMATION OF PREVIOUS MINUTES

Moved: Cr G Willis Seconded: Cr D Williams

That the minutes from the meeting held on the 6th August 2013 are a true and accurate record.

CARRIED

CORRESPONDENCE IN

- Port updates from Sam-Wilson Haffenden on 4/9/13 and 7/11/13, both forwarded to committee members.
- Email from Furneaux Freight regarding membership of committee on 19/11/13, forwarded by Michael Grimshaw.

CORRESPONDENCE OUT

- Nil

Moved: Cr G Willis**Seconded: Cr D Williams**

That the correspondence be noted and the resignation of Furneaux Freight from the Committee be accepted.

CARRIED

Comments on Furneaux Freight's letter of resignation:

Mick Grimshaw represented Furneaux Freight well and a number of issues raised by Furneaux Freight were dealt with, in particular allocation of the 2012-13 Shipping Contingency Funds. This Committee has met their needs as far were able.

Council secured the State Government funding for the Lady Barron Port Redevelopment. Furneaux Freight were consulted at all stages of the redevelopment and their specific needs were taken into consideration. The Shipping Contingency Funding purchases came as a direct request from Furneaux Freight. Council bought the Super Shed so that the port could have more operational space for cargo movements. Council has an ongoing interest in the Port and shipping operations.

The Committee will continue to operate. DIER considers the Shipping Committee to be the body that represents shipping in the Furneaux Region and as such plays an important role.

It should be noted that although Mick Barrett represents Commerce on this Committee he is also employed by Furneaux Freight. Mick Barrett has an interest which is to be registered with the General Manager.

Action: The Chair will write a reply to Furneaux Freight.
Mick Barrett to register his interest.

AGENDA

Item 1 Thank you to David Spence

The Chair thanked David Spence for his assistance on this committee.

Item 2 Update on Lady Barron Port Redevelopment Project from John Johnson

Previous update reports from Sam were received on 4/9/13 and 7/11/13 and have been forwarded to Committee Members and Councillors.

Progress on the project is continuing. The road is sealed, the curb and channelling are finished, the wharf deck is completed, and the slab is being poured for the transit shed which should be up in about 2 weeks. The access area is sealed and

next Tuesday Aurora will be commissioning the new lighting and electrics. Fencing contractors are starting at the end of this week.

Q: Cracks in the new decking are running in the same line as the cracks in the old decking. Will this be addressed?

A: The intention is to seal the whole of the deck.

Q: The bottom section of the road has been sealed but experience shows that this won't last.

A: The intention is to concrete the bottom section of the road. It was sealed as a stop gap measure in the interim.

Q: Furneaux Freight has asked for as flat a working area as possible as their primary priority. Will this be achieved?

A: Yes a plan is in place to achieve this.

Q: Will the boat ramp be moved?

A: This is not part of this project but we would like to do it in the future.

Q: Will a barrier be installed where decking has been put on?

A: There is a plan for timber plinths to be installed.

Q: The Police are charging people who park in the 'no parking' areas; however the Council parking area is covered in Tasports equipment so people can't park there. Can this equipment be moved?

A: Will review this.

Q: Stock agents and cattle buyers are pleased that the boat is carrying a good load of livestock and that the stock yard has enough room to hold a boat full of animals. However they have some concerns about the stock yards. The water is inefficient as it needs to be turned on and off manually. There are no drainage holes in the troughs to enable flushing out with clean water and the water quality in some of the troughs is very poor (water samples were presented). Bungs for the bottom of the troughs have been bought but haven't been installed. Clean water for the animals is one of the most important things required for selling livestock. The loading pens at the bottom of the yards were meant to be changed to make them safer to work with. One has been changed as a trial, which works well, but the others have yet to be changed. Can these issues be fixed?

A: Taken on notice.

Q: Where are we with dealing with the waste from the cattle?

A: General Manager reported that a feasibility study on developing a black water dump on the island is currently being undertaken. Once the report is complete, Council will look into ways to fund it.

Q: Are the tanks still in place?

A: Yes the tanks are still in use.

Q: The amount of light now at the wharf is unprecedented on Flinders Island. Concern that people approaching the wharf will be blinded by the light and won't be able to see.

A: The lights have been designed so that the light is thrown down onto the wharf rather than out.

Q: Concern about the damage to mutton birds attracted to the light.

A: Mutton birds were taken into consideration in the lighting design. The lights were initially on street lighting control but can now be operated independently which should improve matters.

Item 3 Update on Lady Barron Boat Ramp

The General Manager and Cr Willis have been discussing the outcomes of the public meeting. MAST has assessed old design drawings for a boat ramp at the slipway provided by Cr Willis. Consultant Tim Phillips who is currently looking at all community facilities on the island has also been investigating the situation. Tim has met with some of the users and Jim Caulfield from MAST. Tim will collate all the information and draft a project plan on how to move forward for consideration by Council and community groups. In principle Tasports supports moving the boat ramp from the working port area in order to expand the flat area in the working port.

How to fund the boat ramp? MAST can help with a recreational boat ramp. Moving the boat ramp will separate recreational users from the working port. It will also free up more flat area at the port which is a key desire of the shipping company. Shipping Contingency Funds may be able to be used toward increasing the flat area.

It is worth noting that there are 205 licenced boat drivers and 188 vessels registered on Flinders Island. This is the highest ratio of licences to population in the State.

Item 4 TasPorts/Council discussions on forklift ownership and purchase

Council seeks to enter an agreement with TasPorts for them to own the forklifts and discussions are ongoing.

Comments:

Utilising the Shipping Contingency Funds to purchase capital equipment is not ideal as ongoing maintenance and depreciation of the equipment is of concern to Council. Investing in solid infrastructure that supports all users would be a more desirable approach.

Action: The Chair to ask Furneaux Freight to confirm in writing if they no long require the forklifts.

Item 5 Stevedore License update from Furneaux Freight and TasPorts

TasPorts is in negotiation with Furneaux Freight and are optimistic an outcome will be reached by the end of the month.

Discussion was around the need to maintain open access to the Port, and included questions on how to avoid mistakes of the past that had impacted heavily on the community.

Item 6 Damage to Shipping Containers - action to be taken

Council's refrigerated shipping containers are damaged and are in need of repair. Forklifts have torn the sides of the containers and the outside is worn. Repair options are being assessed.

Item 7 Other Business

Furneaux Freight's viability

DIER advised that there had been discussions with Furneaux Freight regarding the contingency fund, a part of which is used annually to support the monthly service to Cape Barren Island.

King Island Cattle Subsidy

The issue of writing to the government to demand an equivalent subsidy to that given to King Island was discussed. It was felt a subsidy could impact negatively on the abattoir and wouldn't encourage value adding on the island. Such a letter should come from the TFGA if considered appropriate.

Fuel Supply

Consultant Tim Phillips has been tasked with developing a master plan for the Airport, including investigating cheaper fuel options for the Airport.

A fuel facility at the Airport may result in cheaper fuel on the island but may also adversely impact fuel suppliers and the Hydro. TasPorts is committed to maintaining bulk supply to Hydro and that comes with associated overheads. Cheaper fuel from a discount supplier can be landed on the island in IBC containers as this avoids the storage costs associated with bulk supply. Farmers buy diesel in IBC containers to negate the differential (difference between the Tasmanian \$/litre and Island supply \$/litre) of around 40c per litre.

Tim will be asked to extend his brief to look at sourcing cheaper fuel for the whole of the island instead of just the Airport if Council support at a funding level can be garnered.

Moved: Deputy Mayor D Williams **Seconded:** J Johnson

That Council and Tasports work in partnership to investigate more efficient ways of getting consistently cheaper fuel to the whole community.

CARRIED

Whitemark Wharf

Should Whitemark Wharf be kept in usable condition for use by fishing boats or as an emergency backup if the Lady Barron wharf was out of commission?

The decision to make the Whitemark wharf redundant was made 20 years ago. It has deteriorated considerably and is no longer fit for its original purpose.

TasPorts has a lot of underutilised infrastructure and they focus on upgrading what gets used. Whitemark wharf has no further operational value to TasPorts and they have no long term aspirations for the site.

There could be community support for Council to lease the site but the legacy of maintaining the wharf would be cost prohibitive. Council is yet to hear a consistent wish from the community as to what they want done with it. It is a prime site for the community and a key tourist asset.

Meeting closed 3.45pm