

## FURNEAUX GROUP SHIPPING SPECIAL COMMITTEE UNCONFIRMED MINTUES

**DATE:** Thursday 26th February 2015  
**VENUE:** FAEC, Whitemark  
**COMMENCING:** 10am

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### PRESENT:

Mayor C Cox	Chair
Cr Peter Rhodes	Council
Tessa Bird	DIER (via phone)
John Johnston	TasPorts (via Phone)
Jeff Phillips	Transport Representative
Scott Woods	Livestock Representative
Steve Crawford	TFGA Representative

### APOLOGIES:

Deputy Mayor Marc Cobham	Council
Denise Gardner	CBIAAI
David Madden	Commerce Representative

### STAFF IN ATTENDANCE:

Sophie Pitchford	Acting General Manager
Vicki Warden	Executive Officer – Minute Taker

### CONFIRMATION OF PREVIOUS MINUTES

**Moved:** J Phillips      **Seconded:** Tessa Bird  
That the minutes from the meeting held on the 29<sup>th</sup> January 2015 are a true record.  
CARRIED

### CORRESPONDENCE IN

2015.01.12 J Johnston - Agenda item for January Meeting  
2015.02.05 Tessa Bird - Shipping Contingency Fund Guidelines  
2015.02.19 Cr P Rhodes - Use of Contingency Fund

### CORRESPONDENCE OUT

2015.02.13 Committee Members - Unconfirmed Minutes 29<sup>th</sup> January meeting and Shipping Contingency Fund Guidelines  
2015.02.18 Committee Members - Michael Wickham visiting Island  
2015.02.16 Committee Members - Furneaux Islands Shipping Policy statement  
2015.02.20 Committee Members - Notification of Agenda for 26<sup>th</sup> February meeting  
2015.02.23 Committee Members - Requesting suggestions for use of unused shipping contingency funding  
2015.02.21 Mr M Parker - Answer to query on transport of Petrol in 1000 litre containers

**Moved:** P Rhodes      **Seconded:** S Woods  
That the correspondence be noted.  
CARRIED

## AGENDA ITEMS

### Item 1 Shipping Contingency Fund

Committee members proposed ideas for utilising unused Shipping Contingency Funds and discussed the benefits to the community and to the efficiency of the port for each idea.

Before the discussion commenced, Scott Woods confirmed with John Johnston that sufficient funds were available to complete the concreting work still required at the port. TasPorts has identified uneven areas of paving and unpaved areas in the port that require concreting. An agreement was reached with Council and Dept. State Growth that the concreting work would be funded from the 2014 Shipping Contingency Fund. Plans for concreting work to be undertaken in 2015 can be shared with the Committee.

**Action:** JJ to circulate port paving plans.

### Suggestions for Shipping Contingency Funds

#### 1. Roof for bunded dangerous goods area (John Johnston)

TasPorts propose to create a designated area for the storage of diesel fuel, petrol, gas bottles, chemicals, paints etc. Recent issues with a gas bottle being knocked over and a leaking fuel container have highlighted the need for better control and compliance with the Work Health & Safety Act. The addition of a roof to keep the rain out would be advantageous but not mandatory.

Decision: low priority.

#### 2. Effluent system (John Johnston and Scott Woods)

TasPorts has a preliminary design for an effluent containment and pumping system to deal with the stock yard issue. The cost will be around \$252,000 and a co-funding arrangement with TasPorts would be appreciated.

Currently the effluent is drained into tanks and then taken out in a truck but the current transport tank and pump are inefficient in dealing with the volume of effluent and excess can drain off into the ocean which is an environmental issue. The current system can manage if there is only one boat a week but over Christmas and at other peak periods there can be 3 boats a week. The introduction of the Positrack was supposed to reduce wash water by 80%. Positrack is suitable for dry sweep only and has reduced wash water and time but it's not suitable for wet sweep.

If holding yards were built it may reduce effluent. On King Island the holding yards are on a farm and the effluent is significantly reduced. However on King Island they send cattle mostly by boat on trailers and less on hoof. Flinders boards twice as many cattle on hoof per vessel loading than King Island.

Decision: a necessity that will benefit the whole community. Contribution if possible.

**3. Port electrical system upgrade** (John Johnston)

As part of the port redevelopment works the electrical infrastructure was upgraded - electrical cables were undergrounded and new switchboards installed. However additional loads on the system (effluent pump and (chiller/freezer containers) may take the system to its limit. The supply capacity will need to be increased.

Decision: low priority.

**4. Original steel yards** (Scott Woods)

The original steel yards which are about 30 years old are fatigued and rusted and cattle are bumping out the rails. These require maintenance.

Decision: John Johnston confirmed that TasPorts could repair these as part of their routine maintenance.

**5. Large forklift to lift a loaded container** (Jeff Phillips)

If Whitemark goods are packed into one container and Lady Barron goods are packed into another, then a large forklift could pick up the containers, load and take them to their destination, reducing incidences of damaged or lost goods etc. The shipping company's existing forklift is too small for this job - need a 15 - 25 tonne forklift. In order for this to be useful, the shipping company needs to change the way they pack their containers. Also they won't let their containers leave the yard.

Decision: Not currently a viable idea.

**6. Longer term holding yards for cattle** (Peter Rhodes)

At the last meeting TasPorts indicated that the stock yards were transit yards and cattle should not be held there for more than 24 hours. If general cargo is not moved within 24 hours, TasPorts has the right to charge a holding fee, but to date they have not done this for Lady Barron wharf.

Fencing off the northern end of the port area could create a holding yard for livestock if the boat is delayed. If the boat is 12 hours late there is not enough time to take cattle back to farms and return them to the port. If the time cattle spend in the transit yards can be reduced, the effluent problem would be fixed. Creation of holding yards on TasPorts land would mean that they would become responsible for the cattle for the time they are held - which could be up to 2 days.

Decision: Not a viable idea.

**7. Maintenance on existing containers** (Carol Cox)

The existing containers were originally purchased with Shipping Contingency Funds and are now in poor condition and require maintenance. This will be a substantial cost to Council. In other ports around the state the stevedoring company takes charge of containers however our previous stevedore refused to enter into a lease agreement with Council, putting Council in an invidious situation. Council has not been able to organise maintenance with the shipping company as it means taking one container at a time out of

service for maintenance. A replacement container would need to be hired for the period of maintenance. It is recommended that maintenance occur over the winter period.

Decision: High priority - hire of a replacement container and maintenance of all containers.

**8. Small Forklift** (Dave Madden via Jeff Philips)

Flinders Island Meats has difficulty getting stock processed, prepared and to the port during port opening hours in readiness for the ship. Other operators are having similar problems with the restricted opening hours at the port. If out of hours access can be established for the major freight carriers on the island, and a small forklift that didn't belong to the shipping company was available to enable self-loading and unloading, it would greatly improve operations at the wharf.

Dave Madden has been in discussion with Michael Wickham (TasPorts) regarding out of hours access. When the shipping company were the stevedores and had the control of freight movements within the port area they maintained sole access to the port, stopping carriers self-loading. Now that Qube holds the licence, they may permit access. In the past, some carriers had their own forklift and could load themselves. If a forklift is purchased for general use, someone needs to take responsibility for it and its use still needs to be controlled by the stevedore.

Forklifts have been funded before but as Council couldn't be on site to manage them; the shipping company refused to lease them after originally agreeing to; and TasPorts did not consider it part of their business to lease them; they were not purchased and the money was transferred to the hard standing project. TasPorts has an aging forklift that needs replacing. If TasPorts agreed to maintain the forklift on behalf of Council, the fork could be used for both TasPorts and community benefit. If appropriate operating arrangements can be put in place it would be beneficial to all port users to purchase a small forklift.

Decision: high priority

**9. Lighting for Cape Barren Island wharf** (Scott Woods)

The CBI wharf is tidal so the boat loads and unloads day and night. Lighting at the wharf would greatly improve safety of operations for all wharf users.

Decision: high priority

**10. Manifold or pipeline for bulk fuel** (John Johnston)

TasPorts has asked the shipping company to put forward a proposal for bulk fuel delivery. The installation of a manifold or pipeline at the port for bulk fuel would have wide community benefit.

Decision: As this idea is dependent on getting bulk fuel which is not yet guaranteed, the Committee agreed to defer this suggestion.

**The Proposal**

Tessa Bird advised that when preparing the proposal, Council must include why the State Government would want to contribute rather than the funding coming from other sources i.e. Council, TasPorts etc. Funding is much tighter this year so Council needs to be more

persuasive than previous years. Proposals must show benefit to the widest number of users and improvements in efficiency. It is anticipated that around \$160,000 will be available by the end of the year. The proposal should be finalised early in April if possible.

Tessa has had no indication either way as to whether the funding will be available again next year. Steve Crawford reported that in a recent meeting with Minister Hidding, he indicated that we should not count on the funding continuing.

**Moved:** S Crawford **Seconded:** J Phillips

That the Furneaux Group Shipping Committee recommends to Council that the following projects be considered for application for the 2015 Shipping Contingency Fund: container maintenance, small forklift, Cape Barren Island lighting, contribution towards effluent system.

## **Item2 Other Business**

### **Fire Hydrant**

SC During a recent Fire Brigade exercise it was noted that the only fire hydrant for the wharf is located at the port office, a long way from the port and the wharf. There used to be a fire hose on the old shed before it was demolished. If the piping is still in-situ could a below service valve or hydrant be installed?

JJ TasPorts had a fire hose at the port but it was being used to wash down vehicles and containers. As it was in constant need of repair it was removed. A TasFire representative suggested that a solution would be to issue the local fire chief with an access card to enable a mobile unit to access the wharf. TasPorts could install a hydrant at the port but there may not be enough water pressure.

John Johnston left the meeting at 11.14am.

### **Port Access**

Access to the port for the abattoir and carriers needs to be improved. Transport representative Jeff Phillips has been negotiating with TasPorts regarding this issue and is encouraging users to talk directly to TasPorts. Carriers must also work within the stevedore's guidelines.

### **Next Meeting**

April 9<sup>th</sup> Thursday @ 10am

**Meeting closed 11.25am**