



PEEL REGIONAL  
LEADERS FORUM

# Peel Regional Leaders Forum (Inc)

## 46<sup>th</sup> General Meeting held at Shire of Waroona

### Thursday 22 April, 10am

# MINUTES

## 1. 10am – 11.20am PRESENTATION

Patrick Seares, Managing Director of Westport, provided a briefing on the Westport Taskforce's recommendations and investigations into a new Kwinana port and its next steps.

Key points:

Patrick has been in the role for 5-6 weeks, he is the former Executive Director Strategy at DWER and was heavily involved in the agency's input to the Westport Taskforce investigations.

Background to Westport: Discussions started in 2007/8 with various options such as private investors generally considered; in 2017 the State Government commissioned an independent analysis into future freight and logistics requirements for WA and associated options.

Nicole Lockwood was engaged to lead the independent Westport Taskforce which looked at different configurations for transporting freight and implications; multi-criteria analysis of projects and commissioned technical reports from a range of state agencies.

In August 2020 the Westport Taskforce announced its final recommendations with the most economically viable options being either a shared model between Fremantle/Kwinana with long-term move completely to Kwinana; or a straight move to Kwinana in one step.

Now that the Taskforce has completed its investigations the project is part of the Transport Portfolio to progress (taskforce has been decommissioned). The key focus is to develop a robust business case in the next 3 – 4 years that will cover:

Front end 30% engineered, cost +/- 20%, environmental approvals ready refer to EPA, engineering diagrams, procurement, ownership, finance; huge amount of policy considerations, this needs to be done with clever commercial and economics – needs to be cheaper to get container from Europe to destination than it is currently to achieve a successful outcome.

A key part of the work will be looking at long term trends for global giants like Amazon; how containers will be moved and the need to transfer from port to distribution within 24 hours to be economically attractive to the customer. This will be important for both imports and exports, considering state economic growth drivers.

The focus is currently on containers however other major trades will also need consideration – dry bulk, liquid bulk, livestock, vehicles etc – and how these can be best managed into the future.

Other context – Western Trade Coast:

The McGowan Government recently announced a master planning strategy to be undertaken for the Western Trade Coast (this covers Kwinana Industrial Area, Latitude 32 Industry Zone, Rockingham Industry Zone and the Australian Marine Complex) – it encompasses a

large part of state economy and presents the opportunity to capitalise on work being done in this area; and how the port can catalyse this.

Other port projects/expansions around the world are also being explored to understand the economics, cost benefit analysis, its noted that the global trend is to move major port infrastructure out of cities.

Great planning decades ago made allowance for corridors for future major roads, rails etc – unfortunately there has been no strategic plan for this type of expansion of operation, there are a lot of existing companies, ownership, land etc which have not been considered previously which creates complications; configuration of existing and future land/water side operations including freight, transfers etc will need to be worked whilst being financially efficient.

The next steps are Stage 2 & 3 which relates to Infrastructure Australia stages of preparing business cases for major infrastructure, identified as the best practice for developing significant projects. The key deliverable is a robust business case for State Government outlining how and when Westport should be developed with foundation planning in place, to be completed by end 2023 - mid 2024.

Considerations in the business case include:

- Detailed maritime, port, road and rail design
- Dredging
- Protecting road/freight corridors and IMTs (intermodal terminals) - planning for where these will be located
- Population growth over 100 years and how this will impact the areas
- Environmental monitoring and approvals – Cockburn Sound is of environmental significance and is not a particularly resilient system; WAMSI (WA Marine Science Institution) has been engaged at an expected cost of over \$10m to undertake science work to inform the environmental approval process; they were chosen because they publish all findings and information. The intention is for the environmental approval process to be independent and transparent to build trust in community and hold the department to account.

Timelines:

Freight routes – working with DoT and Lands to accelerate forward thinking about freight lines into the future. Anketell Road – the current sketch design is an illustrative footprint but needs to be designed for efficiency, mix of road and rail and interface with passenger vehicles. Also need to consider imports and exports including primary produce and where they will be travelling from/through.

Some components will need decisions made before the business case completion / approval of project such as Anketell Road and Thomas Road to the east, to cater for current existing demand.

Query by Dean Unsworth: Will the timing for the extension of Tonkin Highway all the way south be part of the business case?

Answer: MRWA is a key agency involved in the business case development and part of their planning for this will inform the timelines.

Intermodal terminals (IMTs) – need to have long term strategic thinking, Mundijong is a proposed location which needs to be planned.

EPA changed last year – part of this will require cumulative impact to be thoroughly considered at the beginning of the project. It needs to consider all aspects of uses on water, land, freight etc including carbon management plans. This will enable better management into the future and measurement of impacts.

Query by David Bolt: How will the ongoing management of the channel and its associated issues be managed?

Answer: A channel of this size needs to look at construction as well as operations such as dredging management plan during the design process. EPA put conditions on Chevron, Woodside etc for their mega dredging projects in the Pilbara which required financial contributions for assessments and research; Westport will be able to access this for learnings and input to design considerations.

Query by Mike Walmsley: How many containers are destined for the metro area compared to the state more broadly as concentrating one large facility for containers won't address the situation if they are required in the Pilbara or Kimberley? An example is New Zealand where there are a series of container capable ports along the coast closer to their destination.

Answer: A significant percentage of the containers are destined for the metropolitan and south-western areas as this is where the population is concentrated. The Pilbara will potentially have container capacity in the near future but the northern area is roughly 3% of the total container import to WA.

Stakeholder and communications:

- Aboriginal engagement will be key
- Note that Peel region is largely further south of direct activities but there are key factors for Serpentine Jarrahdale as an eastern link
- Part of the business case development will be maximising opportunities for surrounding regions and there will be secondary benefits to consider for Peel.
- No formal engagement with maritime unions directly at this point however there is a relationship with government; it is expected they will be engaged with discussions on safety design and social value in terms of new jobs and opportunities

It is important to note this is planning for a 100-year project and the legacy needs to be positive and allow for technological advances – research includes considering hydrogen and other transport technology. Maersk is considering hydrogen powered ships so innovation like this needs to be considered or capacity to innovate. By the end of this business case the aim is to have considered as much technology and innovation as can be foreseen and allowances for expected changes.

David Bolt encouraged air freight corridors to be investigated

Infrastructure Australia is looking at a national maritime strategy eg super ships have 18m depth, Melbourne only has 16m capacity. Need to be able to consider this in planning

Question: How do we engage on behalf of Peel to the project?

Answer: Happy to continue narrative with this group and receive strategic plans etc to see where there may be benefits and opportunities; will also be engaging individually with directly affected stakeholders eg Shire of Serpentine Jarrahdale.

Peel Alliance should give some thought and clarity on what opportunities Peel would like to explore, particularly in the first year of business case development Eg businesses that support supply chain, work opportunities, social values, communities

Question: The aim is 24hr container turnaround, what is it currently in Fremantle?

Answer: Is relatively quick compared to other states, but probably cannot become any more efficient. Estimated to be a 3-day rule for containers sitting on apron.

Question: South West Supply Chain Strategy states that Peel freight planning will be considered as part of the Westport investigations, how can we best engage in this area to provide information and input?

Answer: Patrick will check with his team and get back to us on best way/contact to engage.

**Acting Chair Mike Walmsley welcomed those present and declared the meeting open at 11.25am.**

## **2. ATTENDANCE, APOLOGIES AND CONFIRMATION OF PROXIES**

### Attendance:

Cr Mike Walmsley	President, Shire of Waroona (Deputy Chair) (Proxy)
Cr Michelle Rich	President, Shire of Serpentine Jarrahdale (Secretary) (Proxy)
Mark Newman	CEO, City of Mandurah (Treasurer) (Proxy)
Cr David Bolt	President, Shire of Murray (Proxy)
Cr Earl Schreiber	Deputy President, Shire of Boddington (Proxy)
John Erren	Chair, Regional Development Australia Peel (Proxy)
Liz Prescott	Chair, Peel Community Development Group (Proxy)
Caroline Knight	Chair, Peel-Harvey Catchment Council (Proxy)
Dean Unsworth	CEO, Shires of Murray & Waroona
Graham Stanley	Acting CEO, Shire of Boddington
John Lambrecht	Director, Regional Development Australia Peel
Nicci Lambert	Deputy Chair, Peel Community Development Group
Anika Serer	Executive Director

### Apologies:

Mayor Rhys Williams	Mayor, City of Mandurah (Chair)
Cr Garry Ventris	President, Shire of Boddington
Jane O'Malley	CEO, Peel-Harvey Catchment Council
Paul Martin	CEO, Shire of Serpentine Jarrahdale
Paddi Creevey	Chair, Peel Development Commission
Andrew Ward	CEO, Peel Development Commission

## **3. CONFIRMATION OF PREVIOUS MINUTES / BUSINESS ARISING – 26 November 2020 [Appendix 1]**

### Motion:

**Moved: John Erren**  
**Seconded: Liz Prescott**

**That the minutes of the previous meeting held on 26 November 2020 be confirmed.  
Carried Unanimously**

## **4. 'VALUING NATURE' PROJECT UPDATE**

Author and Title: Anika Serer, Executive Director  
Date of Report: 12 April 2021

### Background:

At the General Meeting held on 26 November 2020 it was resolved to allocate \$40,000 from the Peel Transport Funding received from Peel Development Commission to the 'Valuing Nature' project proposed by The Nature Conservancy (TNC), with a matching \$40,000 co-contribution from Peel Regional Leaders Forum Inc.

This project is intended to assess societal values linked to the health of the Peel-Harvey Estuary, then quantify, in economic terms, the ecosystem services that underpin delivery of those values. Evaluating the 'natural capital' provided by the Peel-Harvey, as well as the economic impacts if those services are lost due to poor estuary health, will provide a crucial

basis for improved decision-making and management strategy development. An example of this type of assessment can be found at: <https://oceanwealth.org/project-areas/australia/>

Dr Fiona Valesini from TNC and Matt Hipsey from University of WA provided a briefing to the November meeting, and recommended that to progress the project a scoping study be carried out to define the agreed services (eg tourism), assets (eg seagrass) and extent which would inform the overall project, define the users and proposed application. The funding committed to the project is to be applied to this stage.

A workshop was arranged on 22 March 2021 for representatives from TNC, UWA, Peel-Harvey Catchment Council, Peel Development Commission, Australian Department of Agriculture, Water and Environment, and Peel Alliance to define the scope/responsibilities for developing the scope to inform the framework of the 'Valuing Nature' evaluation model.

The project brief was discussed, and TNC agreed to provide a suggested scope of works to inform the funding agreement and outcomes for this stage of the project. The draft scope has been reviewed by PHCC, PDC and Peel Alliance representatives and are currently working through queries and clarifications with TNC:

1. Clarity on the outputs and concise understanding of what will be received from this study; and what will still be required to be undertaken to complete the project (acknowledging that this study will inform the cost of the balance of the project);
2. Further understanding of extent of stakeholder discussions (large proportion of budget) and how they will determine who is involved, what information will be sought;
3. Confirmation that the stylised demonstration will be relevant to proposed application of the Valuing Nature tool for the Peel-Harvey Estuary.

These discussions are continuing with TNC and an update will be provided to the meeting. It is intended to finalise the queries and execute a funding agreement with agreed timeframes prior to the end of the financial year.

#### Supporting Documentation:

Appendix 2: Valuing Nature – Scope of Works

Appendix 3: Valuing Nature Project Brief

#### Discussion:

Anika provided a further update on the review of the draft scope by Peel Alliance, PHCC and PDC, and have requested the following clarifications/revisions from NTC:

1. A hold point be included following the stakeholder discussions and synthesis of priorities to enable Peel Alliance to consider whether the development of the accounting framework will be of value to proposed users, and how it might be used, before proceeding further with data assessment.
2. The 'stylised demonstration' to be developed will be a theoretical example of two to three applications agreed in the stakeholder discussions (eg if seagrass meadows are an agreed asset, how this could be used in the Peel-Harvey Estuary context)
3. NTC has been requested to share an example of how this modelling has been applied by other users preferably in Australia (ie a success story)
4. The four-month time frame does not appear to be achievable, particularly given the level of stakeholder consultation and review/feedback required. NTC has been requested to review this, provide information on where feedback may be required so that appropriate lead time can be given; the scope and funding agreement need to be agreed and executed by June 2021 but it is expected that the deliverables may take 8-12 months to complete.
5. Once the scope and funding agreement has been revised, they will be sent to members seeking an 'out-of-session' approval to execute.

**Motion:****Moved: Caroline Knight****Seconded: Liz Prescott****The 'Valuing Nature' project update be noted.****Carried Unanimously****5. INDEPENDENT CHAIR DISCUSSION**

Author and Title: Anika Serer, Executive Director

Date: 13 April 2021

**Background:**

At the Priorities Planning Workshop held on 26 February 2021, the concept of appointing an independent chair to lead PRLF was raised, and it was agreed that a reference group should explore the concept and provide a report to this general meeting.

The meeting was held on 17 March 2021 and attended by Rhys Williams, Michelle Rich, Paul Martin and Anika Serer. Discussion notes from the meeting are provided, with key points being agreement that it will create a leadership role that is independent of members, enabling them to better engage in open discussion; removes the impost on incumbent Chairs where there may be a perceived or actual conflict of interest, and time required to undertake duties.

Due to the strategic nature of the proposal and its implications, it is proposed to set aside a time to discuss this separately and enable a focused discussion. Craig Salt is available on Wednesday 12<sup>th</sup> May or the afternoon of Thursday 13<sup>th</sup> May to facilitate a suggested 2-hr workshop at a location to be confirmed.

**Supporting Documentation:**

Appendix 4: Minutes Independent Chair Discussion

**Motion:****Moved: David Bolt****Seconded: John Erren**

**That PRLF notes the update regarding Independent Chair discussions, and agrees to meet at the City of Mandurah on Wednesday 12<sup>th</sup> May, from 1pm-3pm, to review options and an agreed outcome.**

**Carried Unanimously****6. NOTING OF MINUTES OF CEO GROUP MEETING – 26 March 2021 [Appendix 5]****Motion:****Moved: Michelle Rich****Seconded: Caroline Knight****That the Minutes of the CEO Group Meeting held on 26 March 2021 be noted.****Carried Unanimously****7. FINANCE REPORT [Appendix 6]**

The Financial Performance Report for the period ended 31 March 2021 was received.

## 8. PEEL TRAILS COMMITTEE MEETING UPDATE

Author and Title: Anika Serer, Executive Director  
Date of Report: 13 April 2021

The following documentation is provided in relation to recent Peel Trails Meetings:

Peel Trails Committee: Minutes 10 December 2020

Peel Trails Technical Group: Minutes 12 November 2020  
Minutes 24 February 2021

The updated Peel Trails Technical Group Terms of Reference are also provided for noting.

### Supporting Documentation:

Appendix 7: Peel Trails Committee Minutes 10 December 2020

Appendix 8: Peel Trails Technical Group Minutes 12 November 2020

Appendix 9: Peel Trails Technical Group Terms of Reference

Appendix 10: Peel Trails Technical Group Minutes 24 February 2021

### Discussion:

Michelle Rich (Chair of Peel Trails Committee) advised that the next meeting will be held on 13 May 2021, topics for discussion include the upcoming federal election and a request for Gordon MacMile to provide an update on the Off Road Vehicle Area investigations.

## 9. WATER SUPPLY INITIATIVE – UPDATE

Author and Title: Anika Serer, Executive Director  
Date: 14 April 2021

### Background:

At the priorities planning workshop held in February members agreed to focus on 'water supply' as a key initiative for Peel Alliance focus and advocacy. Several key areas were identified for investigation and to start mapping what the issues and opportunities relating to the sustainable supply of water to the region may be:

- People (growth)
- Industry
- Food/Agriculture
- Conservation/Waterways

The Executive Director was requested to engage with members and assemble all available information into a 'map and gap' format to identify:

- a) Common themes throughout the region
- b) 'What we don't know we don't know'
- c) Potential external stakeholders and key players
- d) Program of agreed focus activities and roles, resourcing

A Project Brief is attached providing an overview of the examples of information, considerations and data being sought from members. This is a non-exhaustive list and may be expanded as the individual challenges and opportunities are presented.

The information will be collated and disseminated at a workshop proposed to be held at the next general meeting (Thursday 24 June) to understand our regional priorities and discuss next steps.

### Supporting Documentation:

Appendix 11 – Water for Our Future Brief

**Motion:****Moved: Caroline Knight****Seconded: Michelle Rich**

The update on the initiative is received and members note the request to provide information relevant to the Water for our Future brief to the Executive Director by 15 May 2021.

**Carried Unanimously**

## 10. OUTSTANDING ACTIONS REPORT [Appendix 12]

The Outstanding Actions Report was received by members; PCDG provided an update on 'Peel Away The Mask 3' advising that Alcoa has agreed to fund the \$8,000 budget gap, a dashboard has been included in the deliverables by the consultant (within existing budget); work is underway and expected to be completed by November.

## 11. GENERAL BUSINESS

**RDA Peel:** John Lambrecht will be on annual leave for the month of May; federal election likely to be towards the end of the first quarter next year, it is recommended that members start to consider their budget and planning for advocacy for the election to get the message across early, and let RDA Peel know how they can help; Infrastructure Australia will be undertaking consultation in the Peel region on 8<sup>th</sup> June with CEO's and operational staff to inform the Regional Strengths and Gaps program – the consultant will be in contact with stakeholders to arrange this.

**Peel-Harvey Catchment Council:** a meeting was held with Mike Rowe yesterday where it was advised that the \$5 million election commitment to the Peel-Harvey Catchment will be allocated to DWER for planning and policy. Noted a lack of large scale election commitments for the environment. PHCC is about to enter into an Industry Partnership Agreement with South32.

**Shire of Boddington:** the recent announcement of draft federal electoral boundary realignments has raised concerns as Shire of Boddington is proposed to move from Canning to O'Connor, splitting them from Peel. The Hotham Park opening was held last month and well received by stakeholders and the community.

**Peel Community Development Group:** request to invite Andrew Geddes, Regional Executive Director Department of Communities, to present at the next general meeting. PCDG is seeking support from members for the creation of a District Leadership Group with representation across Peel, similar to groups which already operate in the metropolitan and other areas to inform from ground level.

Peel Youth Services has experienced a 54% increase in demand for services over the last two years, and has been instructed to remove geographic areas from service rather than the requested increase in funding. Allambee Counselling has also experienced a 54% increase in demand over the last 12 months, and are using their reserve funding to meet the extra need and address the wait list for sexual abuse, domestic violence and youth work services, which is not sustainable. The ending of the rental moratorium is expected to have a further large impact on demand for services.



**Shire of Murray:** WAFIP (Western Australian Food Innovation Precinct) tender for construction has been awarded to Cooper and Oxley; the Turning of the Sod ceremony is planned for the following week. The first round of the Enterprise Support program has also been launched, with 80 participants attending next week. The building is now fully committed for occupation, and now looking to progress Stage 2 to further expand.

The Heavy Haulage Deviation Project is expected to be delivered in 2023/24. The inflationary cost of civil construction with recent hyperactivity in all areas of construction is starting to have an impact on projects, with budgets and funding requests requiring review to capture increasing costs.

An affordable housing project has recently been approved in the area – this is a private developer constructing 80 dwellings which already have 70% occupancy commitments. For further detail please contact Rod Peake at Shire of Murray.

Voting is currently open for WA Tourist Towns and members are encouraged to vote for Dwellingup which is shortlisted for this award.

**Shire of Waroona:** Liz Storr has recently been appointed as part-time Director Place and Community Development. The Shire has recently acquired the old ag department building from DPIRD and is in the process of reactivating it as an Environmental Hub. The irrigation building which is currently used for this purpose will be open to opportunities as part of the master planning for the town centre. It is noted that the Shire of Waroona is also going to be separated from the Canning electorate in the boundary realignment, and is proposed to become part of Forrest.

**Shire of Serpentine Jarrahdale:** The Shire has been busy working through the outcomes and commitments from the State Election, negotiating the associated funding agreements and project management.

## 12. DATE AND TIME OF NEXT MEETING

The 47<sup>th</sup> General Meeting of the Peel Regional Leaders Forum is proposed to be held at the Shire of Boddington on Thursday, 24 June 2021 commencing at 10 am.

**Meeting closed at 12.20pm**