

## Mackay Community Reference Group Meeting Minutes

5.15pm Thursday 13 March 2025 – Volunteer Marine Rescue Base

### Chair:

Chair NQBP Chief Executive Officer, Brendan Webb

### Attendees:

<p><b>Community representatives</b> Neville Duncan Edan Stolberg Elizabeth Warren (via Teams) Roxanne Aprile Rod Moffat</p> <p><b>Yuwi Native Title Holder representative</b> N/A</p> <p><b>Recreational Group representative</b> Wayne Mabin</p> <p><b>Business representatives</b> Michael DePinto Maree Sturdy – Chamber of Commerce</p> <p><b>Environmental representative</b> Steve Fisher – MDTW Imogen Lindenberg – MCG</p>	<p><b>Port Industry/PAG representatives</b> Aaron Wood– Smit Lamnalco Melanie Laas, RIN (via Teams) Wayne Tonga, Daltug</p> <p><b>Mackay Regional Council representative</b> N/A</p> <p><b>NQBP representatives</b> Brendan Webb Simon Nash Emilie Power Odette Langham</p> <p><b>MSQ representative</b> N/A</p> <p><b>Guests</b> N/A</p>
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**Apologies:** NQBP's Darren Brownsey and Tim Lewis, Alison Jones, Cr Ash-Lee Johnson, Jason Sweetman and Bronwin Tonga.

Item	Discussion	Action
1. Welcome to Country, meeting open and agenda	<ul style="list-style-type: none"> <li>• Meeting opened at 5.15pm</li> <li>• Community Reference Group members were welcomed by Chair NQBP Chief Executive Officer, Brendan Webb.</li> <li>• An Acknowledgment of Country was provided by Brendan.</li> </ul>	
2. Welcome and introductions	<p><b>Presented by CEO (Chair), Brendan Webb</b></p> <ul style="list-style-type: none"> <li>• Introductions – all attendees provided an overview of their personal history and background.</li> <li>• Apologies were recorded from NQBP's Darren Brownsey and Tim Lewis, Alison Jones, Cr Ash-Lee Johnson, Jason Sweetman and Bronwin Tonga.</li> <li>• CRG members were given an overview of the CRG and its purpose.</li> </ul>	
3. Conflict of interest	<ul style="list-style-type: none"> <li>• Discussion around conflicts of interest was held and Conflict of Interest register reviewed.</li> <li>• No concerns were raised.</li> <li>• No conflicts of interest were declared for this meeting.</li> </ul>	ACTION - NQBP to follow up outstanding Conflict of Interest forms
4. CEO update	<p><b>Presented by Chair and NQBP CEO Brendan Webb</b></p> <ul style="list-style-type: none"> <li>• NQBP is a government-owned corporation responsible for the four trading ports of Hay Point, Mackay, Abbot Point and Weipa.</li> <li>• Our ports help facilitate 54% of Queensland's international trade which is worth \$53 billion.</li> <li>• The volume of trade is 148 million tonnes which contributes to \$35 million in annual contribution to the gross state product (GSP).</li> <li>• Statistics on breakdown of trade by port provided.</li> <li>• Discussion around costs of insurance and how NQBP manages severe weather or cyclone events – particularly in relation to the Southern Breakwater.</li> </ul>	ACTION – NQBP to present on how the breakwaters are managed

	<p>An overview of NQBP's vision, mission, values and strategic themes were also provided to members.</p> <p>Actions Register</p> <ul style="list-style-type: none"> <li>• Most actions from the previous meeting have been closed.</li> <li>• Action 4 (review of speed signs on the Southern Breakwater) has now been included in our broader review and will be discussed later in the meeting.</li> </ul>	
<p>5. NQBP infrastructure and operations</p>	<p><b>Presented by CEO (Chair), Brendan Webb and Simon Nash, Senior Manager Asset Services</b></p> <p><b>Infrastructure and Operations team overview</b></p> <ul style="list-style-type: none"> <li>• Brendan provided an overview of the accountabilities of the I&amp;O team including port operations, security, emergency management, facilities management, asset services, GIS, maintenance, engineering, planning and development and project management.</li> </ul> <p><b>Graincorp incident</b></p> <ul style="list-style-type: none"> <li>• On 13 January, emergency services called after a fire was spotted at Graincorp's silos.</li> <li>• A Public Safety Preservation Act was declared resulting in evacuations and road closures.</li> <li>• A smoke warning was also issued.</li> <li>• Fire is believed to have been caused by an electrical fault on a conveyor at top of the silos.</li> <li>• Fire was extinguished after a few hours.</li> <li>• Workplace Health and Safety Queensland attended site and is investigating.</li> <li>• NQBP reviewed our actions during the event and identified areas of strengths and improvements.</li> <li>• NQBP undertake yearly emergency exercises to prepare for events like these.</li> <li>• Important to note that the Mackay Harbour area has been divided into zones from an emergency evacuation point of view, with QPS able to target each zone via SMS as needed. This includes those within and outside the Port including Mackay Marina residents and visitors.</li> </ul> <p><b>North Wall improvement project</b></p> <ul style="list-style-type: none"> <li>• Late last year the tenders for the construction project closed and we have been assessing these.</li> </ul>	



	<p>Port Binnli. This has taken some time with the recent changes to management in Mackay Regional Council.</p> <ul style="list-style-type: none"> <li>• We are now in the process of getting all the legal paperwork and approvals in place with all three parties to allow us to undertake the works at the breakwater entrance and for the footpath. This is quite complex.</li> <li>• We have received a verbal commitment from the private landowner that he will allow the public to continue to use the existing Marina footpath that is located within his lease until NQBP is able to undertake the relocation works (after the Mackay Marina Run scheduled for early June 2025).</li> <li>• The plans for the general use of the breakwater itself are also progressing.</li> <li>• The Road Safety Audit results have highlighted some key issues including the speed limits, the high rocks, the entrance area and blind spots in our security cameras.</li> <li>• The Traffic Engineering Options Assessment has also highlighted some key issues around the pedestrian, cyclist and vehicle interactions.</li> <li>• An example - one of the issues to consider is the distance between the speed bumps. They are currently set for 40 km/hr distances, if/when the speed limit changes we will also need to change the distance between the speed bumps. We might also need to look at the design of those speed bumps. We've had a few different options come out of the audit – so it would be great to get CRG feedback on this.</li> <li>• We've also ordered the automatic gate, a new VMS signboard and the AI cameras. Due to capturing private information on public land we are working through some legal complexities with the AI signage wording before they can be installed.</li> <li>• The AI cameras will be the first of their type installed in Australia. They will pick up registration details as well as the speed of the vehicles.</li> <li>• We will be able to provide the footage to the QPS. QPS are the only organisation that have the authority to implement infringements, however we need to understand their ability to enforce speeding fines with footage not calibrated by their own speed cameras.</li> <li>• NQBP do not have the authority under any legislation to implement any types of fines or infringements on road traffic matters (QPS), or local laws (Council) e.g. dogs off leash, dog waste, litter etc.</li> <li>• The new VMS board will allow NQBP to advise people when and why the breakwater is closed, it will be dimmable (or can be turned off) at nighttime and will not directly face the Marina units to avoid any light pollution.</li> <li>• We are still considering the implementation of a vehicle curfew on the Southern Breakwater.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• We also need to ensure that the vehicles have a safe turnaround area once the gates are installed as this doesn't currently exist.</li> <li>• The curfew will assist in managing some of the disruptive behaviours, however it also has its own challenges from a community impact point of view. It's beloved not only by the broader community but also from a tourism perspective.</li> <li>• We will need the CRGs support in implementing the solutions and curfew.</li> <li>• As you can see it is very complex topic and we are making our best efforts to consider every angle and option to get the balance right.</li> </ul> <p>Comment – If you're going to close the breakwater you need to be able to demonstrate the benefits of doing this, not just the negatives around noise for the Marina residents. How will you make this are more family-friendly, what additional amenities will you provide?</p> <p><i>Response – This is something we are considering as part of the review. Is there an opportunity for us to provide additional shade and seating, can we add educational signage on the port and its history, provide access to the shipping schedule. We may look at some artwork along the rocks, potentially involving students or not-for-profit groups. We could consider hosting public events etc. This is all to be determined. We want to make sure we get the balance right.</i></p> <p><i>We also need to work through our public consultation / communication campaign on this review and the solutions we are proposing to implement.</i></p> <p>Comment – It is hard to justify the amount of effort NQBP is putting into this review just because of a few delinquents. The cameras and speed limits should be enough to stamp out this behaviour. Please don't estimate the effect that the noise is having on the Marina residents.</p> <p>Discussion occurred between the CRG members. Differing opinions including closing the breakwater to vehicles permanently, having a vehicle curfew, or just amending the current configuration and enforcing speed limits to improve behaviours.</p>	
<p>6. NQBP commercial and maritime update</p>	<ul style="list-style-type: none"> <li>• This section was not presented due to timing.</li> </ul>	
<p>7. NQBP Environment update</p>	<p><b>Presented by Odette Langham, Manager Environment</b></p> <p><b>Shoreline erosion management</b></p>	

	<ul style="list-style-type: none"> <li>• Last year NQBP engaged Alluvium to assist NQBP to develop a Shoreline Erosion Management Plan for North Harbour Beach to investigate concerns raised by community as part of the master planning process in relation to beach erosion and impacts to turtle nesting.</li> <li>• The draft coastal processes report has been completed, as has the preliminary options assessment.</li> <li>• These are now under review and NQBP has asked the consultants (Alluvium) to conduct some additional modelling of the options.</li> <li>• This way we can understand what the most meaningful option or options would be.</li> <li>• We have also asked them to provide a high-level costs assessment for each option.</li> <li>• NQBP will come back to the key stakeholders to organise another workshop once these reviews have been completed.</li> <li>• Discussion occurred around the erosion in the area and its impacts on turtle nesting.</li> </ul>	
<p>8. Community update</p>	<p><b>Presented by Senior Advisor Community Relationship Emilie Power</b></p> <p><b>NQBP Sponsorships and Donations Program</b></p> <ul style="list-style-type: none"> <li>• NQBP has several sponsorship and donation programs including the NQBP Community Fund, Corporate sponsorships and donations, CRG sponsorships and Indigenous Program sponsorships.</li> <li>• Over 50 applications received in 2024 for the NQBP Community Fund.</li> <li>• Increase of funds from previous years (From \$60k to \$100k).</li> <li>• 14 initiatives were selected across all four Ports.</li> </ul> <p><b>CRG sponsorship allocation</b></p> <ul style="list-style-type: none"> <li>• The CRG will receive an annual budget of \$5,000 for donations and sponsorships each financial year.</li> <li>• CRG members can nominate and decide on where to allocate these funds.</li> <li>• A clear set of criteria will guide the decision-making process for sponsorships and donations.</li> <li>• Once opportunities are nominated, members will vote to determine which initiatives to support.</li> <li>• An email will be circulated in the coming days, requesting nominations.</li> </ul>	<p>ACTION – NQBP to send email to CRG members requesting CRG sponsorship nominations</p>

	<p><b>Mackay Marina Run parking</b></p> <ul style="list-style-type: none"> <li>• Each year for the Mackay Marina Run, NQBP had been providing access to land at the North of Old Mulherin Park for overflow parking for ~700 participants.</li> <li>• Changes to the security zoning in this area in preparation for use of this site as laydown, and an upgrade to the fencing in line with security legislation means this area can no longer be used for community events.</li> <li>• NQBP have been working with the Marina Run committee to help them find another suitable area and have been exploring the area behind the Mackay Regional Council overflow boat ramp car park.</li> <li>• Minor works to prepare this site as a once a year, temporary site will get underway over the next few months, it will not be designed to be a permanent car park.</li> <li>• Access will also be provided to this area during the event for busses through Shell Street.</li> <li>• The committee are hoping to reduce traffic congestion along Ron Searl Drive during the event with additional traffic management.</li> </ul> <p><b>CRG 2024 feedback survey</b></p> <ul style="list-style-type: none"> <li>• We conducted our annual survey of the CRG at the end of last year, thank you to those members who participated.</li> <li>• We received a score of 4.71 out of 5 which is a great result, the feedback was valuable and will be used to improve our meetings further.</li> </ul>	
<p>9. General Business</p>	<p><b>Mackay Port Access Road</b></p> <ul style="list-style-type: none"> <li>• The Mackay Port Access Road is a project led by the Department of Transport and Main Roads (TMR).</li> <li>• TMR are currently planning for Stage 1 being the construction of a 9.5km, two-lane access road from the Bruce Highway to Mackay-Slade Point Road.</li> <li>• The project intent is to improve port user access to the Port of Mackay while addressing urban congestion in North Mackay.</li> <li>• TMR is responsible for obtaining all State and/or Commonwealth planning and environmental approvals for the project.</li> <li>• TMR has identified that the current proposed alignment will encroach (approx. 20 ha) on the Bassett Basin Fish Habitat Area (650 ha).</li> <li>• Public consultation on TMR's intent to revoke this portion of the Fish Habitat Area and offset it by adding additional areas, recently closed for submissions on 7 March 2025.</li> </ul>	<p>ACTION – NQBP to send information to CRG members on TMR Mackay Port Access Road project</p> <p>ACTION – NQBP to send an email to TMR regarding CRG feedback on Mackay Port Access Road public consultation process</p>

	<ul style="list-style-type: none"> <li>• CRG members expressed frustration at TMR's public consultation process.</li> <li>• The main feedback was that the promotion of the public consultation on the revocation proposal for the Fish Habitat Area was not sufficient.</li> <li>• Some CRGs members raised that most of the community only became aware of the project once it was picked up by local media a few days before consultation closed.</li> <li>• This did not provide them with enough time to properly consider the proposal, or to provide their feedback in a meaningful way.</li> <li>• NQBP committed to provide this feedback directly to TMR.</li> </ul> <p><b>Request for future agenda items</b></p> <ul style="list-style-type: none"> <li>• Overview on NQBP's fox detection program</li> </ul>	ACTION – NQBP to add fox detection program to agenda for future meeting
10. Next meeting date	<b>Next meeting is Thursday 17 July 2025</b>	
11. Meeting closed	<b>Meeting closed at 7.25pm</b>	