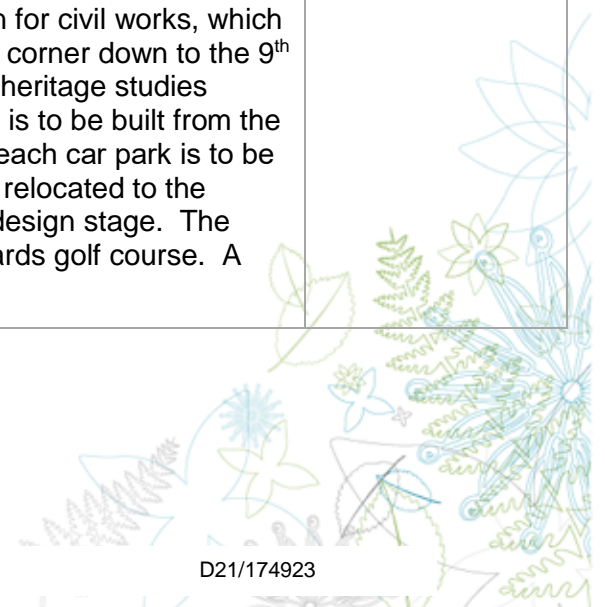
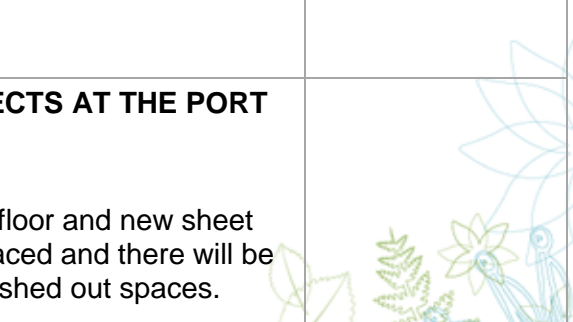


# MINUTES.

1.	<p><b>ATTENDEES:</b>          Anthony Alfirenko– GORCAPA          Jesse Morrow – Apollo Bay Sailing Club          Peter Biddle – Apollo Bay Ocean Rescue          Markus Nolle – Apollo Bay Fishermen’s Coop          Bill Gross – Apollo Bay Community Representative          John Marriner – Apollo Bay Community Representative          Russell Frost – Community - Commercial Fishers          Wayne Diffey – Community – Recreational Fishers and Boaters          Frank Castles/Simon McBeth/ Marcus Pola/Fiona Waddington – Colac Otway Shire          Cr Chris Potter – Councillor Colac Otway Shire          Cr Graham Costin – Councillor Colac Otway Shire.</p>
2.	<p><b>APOLOGIES.</b>          Mick Heland          Tony McGann</p>
3.	<p><b>MINUTES FROM LAST MEETING</b>          Accepted</p>
4.	<p><b>REVIEW OF TERMS OF REFERENCE</b>          Draft changes for confirmation. All in support of the updated Terms of Reference.          To circulate to members and publish on COS website.</p>
5.	<p><b>CITY DEAL PROJECTS – AN UPDATE</b>          Project updates.          Kennet River upgrades and Skenes Creek to Wild Dog walking track. No updates. Both projects are in detailed design stages.</p> <p><u>Harbour precinct upgrade</u>          Current works at the Golf Club are underway in preparation for civil works, which will include widening of Nelson St from the Golf Clubhouse corner down to the 9<sup>th</sup> tee. Detailed design is almost complete. Detailed cultural heritage studies revealed some artefacts to be considered. A retaining wall is to be built from the corner of Breakwater Road behind the Co-Op. Mother’s Beach car park is to be upgraded and sealed with the fuel tank to be removed and relocated to the Fishermen’s wharf. The boat ramp car park is at detailed design stage. The carpark will be widened both towards the harbour and towards golf course. A</p>



	<p>boundary change at the Golf Club is needed. City Deals is working with the club on this subject.</p> <p>Plaza area. Design for the boardwalk is under way. A retaining wall and stairs is needed but is not funded under City Deals. A funding application has been made to Regional Development Victoria (RDV) for this work. A detailed design is in progress. It will include a platform over the roof of the port depot with retail outlets underneath. There will be 8 bays suited to retail outlets. Both federal and state governments are interested in funding the work. A submission has been made to G21. A rough figure of \$5 million is needed to deliver the retaining wall and stairs.</p> <p>Harbour Depot – office, workshop, sheds and a golf club shed. Facilities for harbour users – laundry, showers etc. change rooms for swimmers/public Plans for flora fauna etc under planning application.</p> <p>Supplementary to City Deal, a submission for extension of break wall and increase of capacity of berthing was also made to G21. Simon is PM for the sheet pile wall remediation.</p> <p>John Marriner - Community concern regarding old weighbridge (located under the existing footpath opposite the Catholic church) – it is being considered as a possible part of the design of the City Deals path that leads from the foreshore via Nelson Street to the harbour precinct.</p> <p>Peter Biddle – EMV (Emergency Management Victoria) has money for a shed for the ocean rescue organisation. The development plan incorporated it but there was no funding. If money is available it can be incorporated in the design. Peter indicated that that EMV can provide a shed. EMV have a standard shed design costing around \$450,000. The location would need to be at the boat ramp car park.</p> <p>Consideration must be given to the following:</p> <p>Space must be allowed for expansion of public toilet facilities in future.</p> <p>GORCAPA has a preference for 1 building to house sailing club, boat ramp toilets ocean rescue etc.</p> <p>The MACA (Marine and Coastal Act 2018) recommends lesser numbers of buildings on Coastal Crown land. Structures must adhere to the principles and guidelines of the ‘Siting and Design Guidelines for Structures on the Victorian Coast May 2020.’ The current sailing club building in its current location cannot be further developed under new MACA rules. Frank Castles and Peter Biddle to discuss.</p>	<p>Peter Biddle/Frank Castles</p>
<p>6.</p>	<p><b>UPDATE ON PORT CONDITION AND CURRENT PROJECTS AT THE PORT</b></p> <p><u>Sheet pile wall remediation.</u></p> <p>Currently out to market. Tender closes 24 September.</p> <p>In summary, existing sheet pile will be cut off at the ocean floor and new sheet pile driven 9 metres into the seabed. Toe rock will be replaced and there will be grout injection into the existing rock revetment to fill the washed out spaces.</p>	

The cost estimate was \$2.8 million. The feedback from tenderers will determine the extent of the work that gets done. Schedule is yet to be determined. Currently availability of materials is challenging. The work could start as early as February. Works will not be permitted from 24<sup>th</sup> December to 31<sup>st</sup> January and Easter to minimize impact on visitors during peak tourism periods. The sheet pile will be replaced one bay at a time. There will be some impact on the berths. We will work with the users to minimize the impact and work around it to move vessels to safer locations etc.

#### Diesel tank relocation

Coastal consent has been granted. The wharf is to be load tested to ensure that it is able to withstand the delivery trucks driving onto the wharf to fill the tank. Once the testing is complete, the new tank will be installed on the wharf and the old tank will be removed from the Mothers' beach car park. This work should be complete by end of November.

Four projects have been funded by Department of Transport under the Local Ports capital and Emergency Works Program for 2020-2021 as follow:

#### CCTV cameras \$50,000 grant.

This grant will enable the installation of stage 1 of an expandable network of cameras to monitor movement at the port. Currently quotations are being received. It is expected that 8 cameras across locations at the slipway/carpark, fishermen's wharf and floating marinas will be within budget. Coastal consent application has been submitted. The camera network can be expanded in future budget plans to cover more areas as needed.

Installation may be before end of 2021 or early 2022 depending on the availability of goods.

#### Slipway winch house upgrade \$15,000 grant.

A new shed to house the slipway winch. In planning stages.

#### Slipway cradle upgrade \$50,000 grant

The cradle is to be stripped, sandblasted and recoated. Bearings to be replaced. In planning stages. Works will be scheduled in consultation with the users to minimize impact on the usage schedule. Remote controlled electric arms to be added.

#### Oil disposal facility upgrade \$15,000 grant

A new shed and an IBC bunded waste oil container will replace the current facility, which is untidy and messy. In planning stages.

<p>Upgrade to Coastal Consent for in-harbour dredging. Following a risk assessment workshop in Apollo Bay in early March, coastal consent has been granted to dredge an extensive area inside the harbour all year round. Previously consent to dig inside this area was only given for 3 months per year (during the low risk cycle for Undaria spawning). After the risk assessment workshop, the risk was found to be substantially lower than previously thought. The change to consent allows dredging of more than 50% of the harbour 365 days per year. The higher risk areas in the harbour can still be dredged according to the previous conditions for 3 months per year.</p> <p>Boat ramp upgrade – complete Following deepening around the boat ramp and floating pontoon, it is now possible to tie up 3 boats on the outside and 3 on inside of the floating pontoon.</p> <p>In-harbour dredging – complete This work was done in accordance with the ‘old’ coastal consent conditions, during the 3-month low-risk period. During June 2021, in a 3-week period the Port of Apollo bay team removed 25,000 m<sup>3</sup> of sand from the SE area of the harbour using dredge Apollo. The crew was split into teams of 2 in extended alternating shifts from Monday to Friday between 6am and 9pm. The resulting depth will keep to keep the entrance clear and enables better space for moorings and navigation. The bathymetric survey diagram was shared with the group.</p> <p>Anthony Alfirenko asked about unleaded fuel supply for the new rescue boat, a 33 foot Naiad. An IBC container in a ute will be used with a hand pump to refuel at the low landing. This method should be demonstrated. If done correctly it should be acceptable practice.</p> <p>Russell Frost asked about the condition of the slipway under water. The method of assessment of condition of pylons should be discussed with commercial divers in collaboration with engineering experts. To investigate the options for assessment.</p> <p>Covid-19 restrictions. Recreational fishing has been classified as exercise and is allowed within a 5km radius of home. Therefore there will be no boat ramp closure. Permit exemptions are in place for port workers including office staff. The office is closed to the public until the Covid-19 restrictions are lifted. Contact with the office should be made by phone or email if needed.</p>	<p>Simon McBeth</p>
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7.	<p><b>SAFETY – RISKS, ISSUES AND INCIDENTS.</b></p> <p>No slipway incidents.</p>	
8.	<p><b>GENERAL BUSINESS.</b></p> <p>Fees and charges update.</p> <p>New fee structure adopted at June council meeting. The fees were frozen last year due to Covid-19 (no fee increases). The new fees include CPI indexation and introduction of a per metre fee structure for marina berths. This structure was proposed in 2019. It was discussed with the POABCC at meetings in both November 2019 and February 2020.</p> <p>Change to terms and conditions at the port – limit to number of days to stay on board a vessel in the harbour. For discussion.</p> <p>The Crown Reserve Act does not allow permanent stays on boats at the port. Waste is also an issue as there are no pump out facilities. EPA's new Environment Protection Act does not allow this. The proposal is to cap the number of days allowed on board. This is not to affect or stop commercial operators. They use the port shower and toilet facilities and do not accumulate waste when they stay overnight on their vessels. It is rather the recreational users who stay for long periods but choose not to use the port bathroom facilities. There is therefore waste accumulation on their vessels.</p> <p>Simon has proposed a max number of 100 days. The terms and conditions of occupation should be updated to reflect this change.</p> <p>Mick Heland suggested extra fees for long stays to cover power etc. This is not the issue. It is the environmental hazard of waste disposal that is the real problem.</p> <p>John Marriner suggested that port management could provide pump out facilities for harbour users. Simon to investigate.</p> <p><u>Transition of port management from COS to GORCAPA</u></p> <p>Frank Castles recently met with both the CEO of GORCAPA, Jodie Sizer, and the new CEO of COS, Anne Howard, regarding the proposed transition of the port to GORCAPA. Both CEO's will provide direction in the transition.</p> <p>Chris Potter has been advocating maintaining current standards and the work done by the POABCC. The structure of the POABCC should remain unchanged in a new organisation. Due diligence to take place before any transfer of management. Chris Potter will represent our group in council.</p>	<p>Fiona Waddington</p> <p>Simon McBeth</p>
9.	<p><b>ITEMS FOR FUTURE MEETINGS</b></p>	

10.	<b>NEXT MEETING</b> Tuesday 9 November 2021.	

