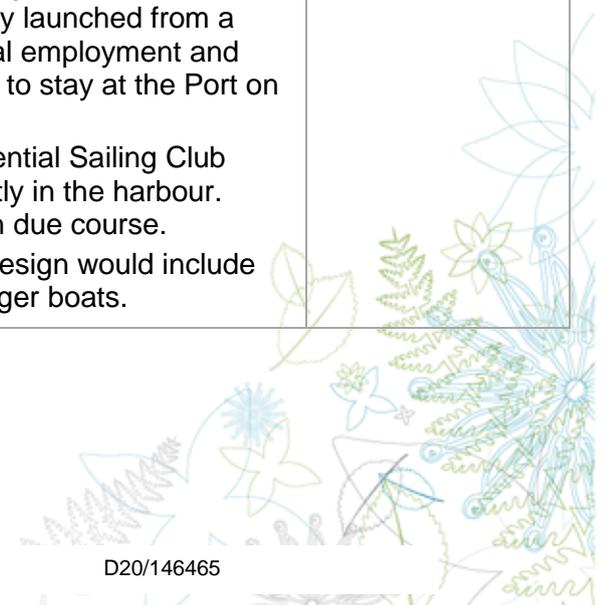
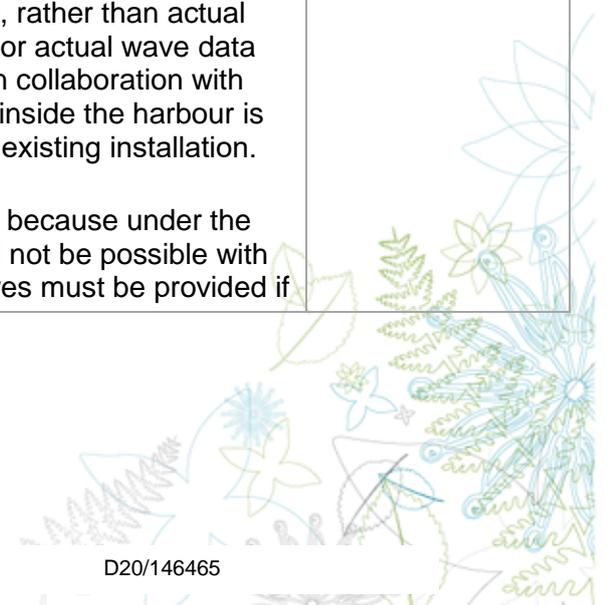


# MINUTES.

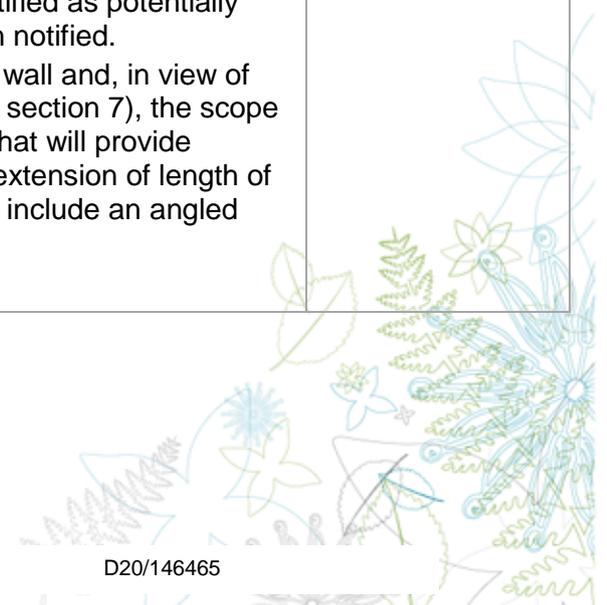
1.	<p><b>ATTENDEES:</b> Anthony Alfirenko – Otway Coast Committee, John Marriner – Apollo Bay Community Representative, Peter Biddle – Apollo Bay Ocean Rescue, Markus Nolle – Apollo Bay Fishermen’s Coop, Russell Frost – Apollo Bay Commercial Fishers, Frank Castles/Simon McBeth/ Marcus Pola/Fiona Waddington – Colac Otway Shire, Cr Chris Potter – Councillor Colac Otway Shire.</p>	
2.	<p><b>APOLOGIES.</b> Lisa Deppeler, Mick Heland, Nick Polgeest, Andrew Orchard, Tony McGann Bill Gross absent. Russell Frost absent.</p>	
3.	<p><b>MINUTES FROM LAST MEETING</b> Accepted – no issues.</p>	Frank Castles
4.	<p><b>RESIGNATION OF MEMBER</b> Andrew Orchard has recently resigned from his position as community representative for recreational boaters and fishers. A formal recruitment process must be followed although Wayne Diffey (proprietor of the Apollo Bay Fishing Shop) has expressed interest in the vacant position. Given that the entire committee is due for renewal in February 2021, recruitment of a replacement community rep will be deferred until that time. In the meantime, a channel of communication to the recreational boating and fishing community needs to be maintained. Markus Nolle self-nominated to liaise informally between the POABCC and Wayne Diffey until we recruit a new committee members early next year.</p>	Frank Castles
5.	<p><b>VESSEL LENGTH POLICY - COMMERCIAL VESSELS IN MARINA BERTHS.</b> The 10m minimum length rule. Some applications have been made for permanent marina berths by smaller commercial vessels (currently the policy is that vessels below 10 metres in length are not eligible for a marina berth). It is proposed to alter the policy to exclude commercial vessels from the 10 metre rule. The rule has historically been imposed to avoid wastage of valuable marina space to accommodate boats that could otherwise be easily launched from a trailer using the boat ramp. Commercial boats provide local employment and stimulate the economy of Apollo Bay; they are encouraged to stay at the Port on this basis. John Marriner added that there has been interest from potential Sailing Club members in bringing smaller keel boats to store permanently in the harbour. John would like to see future provision for smaller yachts in due course. With an anticipated extension to the marina capacity, the design would include spaces to specifically suit smaller keel boats as well as bigger boats.</p>	Simon McBeth



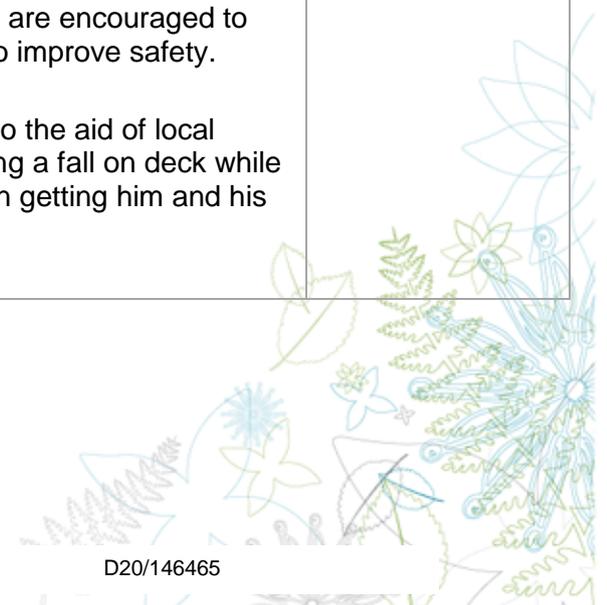
	<p>The proposal to alter the 10 metre rule for commercial boats is supported. Guidelines document to be amended</p>	Fiona Waddington
6.	<p><b>CITY DEAL PROJECTS – AN UPDATE</b></p> <p>The City Deal Office is operating in Apollo Bay, with Frank and 3 staff working out of the Nelson Street office. The next milestone in the project is to achieve a governance structure endorsed at state and federal levels. An executive steering committee is needed with PCG meetings to operate under terms of reference in order to construct a community reference group. It is hoped to construct a community reference group at a PCG meeting scheduled later in August.</p> <p>Kennett River Carpark and Toilets – progress has been made with RRV (Rural Roads Victoria) regarding coach parking in relation to toilets and wastewater treatment at Kennet River.</p> <p>Skenes Creek to Wild Dog walking track – a community consultation process has been established. Environmental plans (flora and fauna) and cultural heritage planning are in progress. It is hoped that detailed design specifications will be finalised by June 2021 so that the market can be engaged for the construction of the track.</p> <p>Harbour precinct upgrades – The CIP (Community Infrastructure Plan) pertains to Apollo Bay and Marengo and includes the harbour precinct. Once the development plan is finalised then plans can be made to start work.</p> <p>At the next PCG meeting, the design for harbour upgrades will be finalised. Chris Potter reports that Frank will be seeking to submit the plans for public consultation at the August OCM. A unanimous yes is expected. In view of 2020 Council elections and the caretaker mode that operates prior to and during the election period, it is hoped to fast track the process to have the final design on public display for feedback and to Council for approval by November 2020. The program includes the footpath to the foreshore, the depot relocation/upgrade and upgrade to Fishermen’s Coop.</p> <p>Frank reports good feedback from both state (Regional Development Victoria) and federal levels and from John Clark who represents Eastern Maar.</p>	Frank Castles
7.	<p><b>UPDATE ON MARINA EXTENSION</b></p> <p>It is planned to extend the existing floating marinas to double the capacity for berths. Thanks to Chris Potter for bringing the importance of the concept to the attention of CEO Peter Brown.</p> <p>The existing marina was designed based on a wave model, rather than actual wave data. The supplier of the marina specified the need for actual wave data prior to designing an extension. Data has been collected in collaboration with Deakin University and it shows that the mean wave height inside the harbour is DOUBLE the ‘modelled’ wave height that was used for the existing installation. This explains the damage that has occurred to date.</p> <p>This indicates that the scope of the project must be altered because under the current wave conditions, an extended marina design would not be possible with any warranty. It is apparent that some protection from waves must be provided if</p>	Simon McBeth



	<p>the marina extension is to be viable. The scope of the project will relate to the break wall remediation detailed design (see section 8 below).</p> <p>Paul Denham has been engaged to draft a business case for a marina extension. He has done a similar case for Portland. The business case must show a return on investment to government departments who may be asked to provide funding. Suggestions are as follow:</p> <p>To allocate some non-local vessels some space in a new marina. High end sport/game fishing brings a lot of money into town (especially if the fishers stay overnight).</p> <p>A mixture of new berths to be offered PLUS visitor space for temporary or short-term use to attract new visitors to town. This way an additional economic benefit can be demonstrated which strengthens business case.</p> <p>Markus Nolle suggests that attracting sport fishing to Apollo Bay simply moves spending from one coastal location to another but does not increase overall spending. An alternate suggestion for a business case is to endeavour to attract new businesses, such as charter vessels, to the port. Also, in view of the current upgrades to the harbour precinct, a link to the marina extension could include a dive charter vessel working from the marina and a dive shop in the retail area of the precinct.</p> <p>Simon Mc Beth added that the mariners' toilet facilities are being upgraded to include 2 x full bathroom facilities plus laundry. This will be very attractive to potential new marina users. He also added that, in any business case model, the themes of available funding streams must be considered. The business case must be adapted to suit the available funding streams of the day.</p> <p><b>FLOODLIGHT AT HARBOUR ENTRANCE – FOR DISCUSSION.</b></p> <p>There has been no feedback from the Sailing Club and the feedback from the commercial fishers to Fishermen's Coop was that they were not bothered either way. Simon put forward to maintain status quo.</p>	
8.	<p><b>CURRENT PROJECTS</b></p> <p><u>Detailed design for fishermen's wharf/lee break wall remediation.</u></p> <p>The detailed design work is progressing with concept designs at hand. Final design is not far off. WGA is the contracted designer and an engineer has been engaged for peer review.</p> <p>Notably, the sheet pile wall (the harbour entrance end of the lee break wall has been flagged as critical. The metal sheets have been identified as potentially failing in a storm event. Department of Transport has been notified.</p> <p>The first priority for remediation plans will be the sheet pile wall and, in view of the issues identified in the wave study (discussed above in section 7), the scope of the detailed design has been altered to include options that will provide protection from waves. This may include either or both of extension of length of existing main break wall and extension of sheet pile wall to include an angled 'dog leg' inside the harbour.</p>	<p>Simon McBeth</p> <p>Fiona Waddington</p>



	<p><u>Repairs to wooden wharf.</u> Work is progressing here with replacement of whalers and fenders with new timber and recycled plastic. The poles have been encapsulated with epoxy and sealed. Work is almost complete.</p> <p><u>Additional NAVAID E-W.</u> \$30,000 was provided by Boating Safety and Facilities Program to install a new sectored lead light in addition to our existing navigational aids. The light, to be installed on the GORVIC (visitor centre) building will guide boats in the E-W direction once they are past the Henty reef, and will then guide mariners onto the harbour leads.</p> <p><u>Internal Dredge pipes.</u> An amount of \$80,000 in emergency funding has been provided by Dept of Transport to replace the internal dredge pipes on vessel Apollo. Included is approx. \$25,000 for extra external flexi pipes.</p> <p><u>CCTV at Port of Apollo Bay.</u> An application for funding has been made under the Community Safety Infrastructure Grants program of Dept of Justice and Community Safety. The project includes CCTV cameras on all public areas of the harbour precinct with data transmitted wirelessly to the harbour depot. The aim is to improve public safety and security at the port. 250 applications were received for funding totalling \$46 million. We are hoping that our project will be one of the successful ones. The project is supported by Victoria Police at Local Area Commander level as well as by our local Sergeant.</p>	
9.	<p><b>SAFETY – RISKS, ISSUES AND INCIDENTS.</b> <i>For future meetings, this item will be moved to item 1 position.</i></p> <p><u>In-harbour dredging.</u> A staff member of the contractors, MC Dredging, sustained a crush injury to his hand during set up of their dredge pipes. Fortunately, he made a good recovery and no further action was required by Work Safe.</p> <p><u>Slipway Use.</u> Safety inspections by an external inspector were planned for EVERY slipway use but have not occurred to date. Frank does not find the current situation acceptable and advocates peer self-governance. All users are encouraged to report unsafe practices and make an effort to self-govern to improve safety.</p> <p><u>Sea Rescue.</u> Simon and the team congratulate Sea Rescue for coming to the aid of local fishing legend, Ross Ferrier, who was badly injured following a fall on deck while at sea. Ross was very grateful for the much needed help in getting him and his boat to safety.</p>	Frank Castles



	<p>Anthony Alfirenko questioned what the shire was doing to restrict movements of staff between Colac and Apollo Bay given the COVID situation in Colac. Both the port office and the City Deal office have deployed staff to work at home. Frank is self-isolating at home in Colac and any visits from outside Apollo Bay must be able to demonstrate a need to be physically present.</p>	
10.	<p><b>BRIEF STATUS OF THE PORT CONDITION AND COMPLETED PROJECTS.</b>  <u>In-harbour dredging</u> – complete            The project was delivered ahead of schedule and exceeded its target of 55,000m<sup>3</sup> of sand removal. The actual amount was 75,000m<sup>3</sup>, which included a line to the boat ramp and a huge section of the SE corner of the harbour. This will enable some additional swing moorings. The depth of the dredged area is 3.5 - 3.8m. The clay contained in some of the outfall of dredging caused some slightly offensive murky water, but the project was well received by the local community. There was only one complaint, which was resolved.</p>	Simon McBeth
11.	<p><b>DIGITAL ACTIONS</b>            Website upgrades. A Smart Form, to be used for annual berth/mooring renewals, is now accessible from the Port of Apollo Bay webpage. It is simple to use and allows upload of additional documents to support the renewal (insurance certificate, registration certificate and survey details). The old hard copy forms can still be used but users are encouraged to use the Smart Form as it simplifies data collection. Help can be provided to those who need it. An email will be sent out with guidelines before the annual renewal at the end of September.</p>	Fiona Waddington
12.	<p><b>GENERAL BUSINESS.</b></p> <p>John Marriner suggested a webcam at the harbour entrance and handicapped parking at the boat ramp. Handicapped parking and additional space for trailers is included in the designs for City Deals.</p> <p>Boating Victoria has a website/smart phone app for boat ramp information in Victoria. Some boat ramps have CCTV cameras in place, provided by BV, which show the conditions on the ramp, in the car park and also on the ocean. 10 installations have just been completed and there is some interest in getting Apollo Bay on the program. We have had preliminary discussions with Boating Victoria, who have expressed willingness to include a webcam at the end of the main break wall.</p> <p>Note: Any suggestions from POABCC or any stakeholders for port projects that would be supported by public funding would be welcomed.</p> <p>Seal in the harbour – A bull seal has been around the boat ramp and fish cleaning tables and is quite aggressive. Some signage will be provided by Port management to discourage fishers from feeding the seal. Additional bins have been provided for fishers to dispose of their scraps. A skip bin will be provided at times of tuna fishing to avoid scraps being thrown on the beach or in the water. We hope that the behaviour will change and that the seal will lose interest.</p> <p>An update from Anthony from OCC regarding beach erosion.</p>	Frank Castles

	<p>Currently contractors, PJT McMahon, are making good progress with sand renourishment between Cawood Street and Marriners Lookout Road. Sand is being moved from Mothers' Beach and also being pushed up from the low tide mark up to the dunes.</p> <p>The long term solution suggested by designs commissioned by DELWP is likely to be rock revetment – either multiple short groynes or several long groynes. They will need to be backfilled with sand.</p>	
13.	<b>ITEMS FOR FUTURE MEETINGS</b>	
14.	<b>NEXT MEETING</b> Tuesday 10 November 2020.	

