

ARCSOPT Committee Meeting Minutes - 19 August 2026



ASSOCIATION OF RESOURCE COMPANIES, SHIP OPERATORS, PORTS & TERMINALS PO BOX 350, Adamstown NSW 2289			
Committee Meeting Minutes			
Date:	19 August 2026	Location:	MS Teams
Record of attendance and apologies			
John Finch (Chairperson)		Port Authority New South Wales	
Megan Suurenbroek (Secretary)		MER Solutions	
Port Authorities Sub-group			
Carl Kavina (Committee Member)		Flinders Ports	
Myron Fernandes (Committee Member)		Port Authority New South Wales	
Behrouz Daeizadeh (Committee Member)		Pilbara Ports Authority	
Terminals Sub-group			
Renaë Harmsworth (Committee Member)		Dalrymple Bay Coal Terminal	
Veronica Keelan (Committee Member)		Dalrymple Bay Coal Terminal	
Mark Beale (Committee Member)		Port Kembla Coal Terminal	
Madeline Giacomini (Committee Member)		Wiggins Island Coal Export Terminal	
Resource Companies Sub-group			
Katrina Harvison (Committee Member)		BHP / BMA	
Brad Hull (Committee Member)		BHP / BMA	
Raul Sagar (Committee Member)		Rio Tinto	
Rosie Stanbury (Committee Member)		Hancock Iron Ore	
Sadisen Pillai (Committee Member)		South 32	
Ship Operators Sub-group			
Jonathon Willis (Committee Member)		Synergy Group	
Petros Tripolitis (Committee Member)		TMS	
George Laou (Committee Member)		TMS	

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Item 1	Welcome, Introductions and Apologies	
1.1	Introduction: • Madeline Giacomini - Wiggins Island Coal Export Terminal Pty Ltd • Rosie Standbury – Hancock Iron Ore • Sadisen Pillai - South32 • Petros Tripolitis - TMS Dry Apologies: • Swapnodeep Mondal - Anglo Eastern Ship Management • Damon Knight - Dalrymple Bay Coal Terminal • Vivek Venugopal - NYK	
1.2	Previous Meeting Minutes: The minutes from the Committee Meeting held on 05 March 2026 are available on the ARCSOPT website - https://arcsopt.org/arcsopt-meetings/	
Item 2	Technical Proposals & Guidelines Update - https://arcsopt.org/publications/	
2.1	Technical Guideline 03/2023 – Marine Pilot Transfer Arrangements Securing arrangement requirements are currently under discussion in preparation for the January 2028 requirements and will need to be incorporated into the existing guideline. Additional data is being gathered to support. Updates will be incorporated once sufficient information is available. This remains an ongoing matter.	Ongoing
Item 3	Outstanding Action Items	
3.1	Standardisation of Physical Inspections Ongoing work continues to improve the standardisation and consistency of physical inspections across the industry where possible. Building on PPA's work with the Machinery Inspection, PPA will continue to explore opportunities to standardise other inspection types.	Ongoing
3.2	Prevalence of Falsified Pilot ladder Certificates The prevalence of falsified pilot ladder certificates has reduced. Industry service providers are implementing verification measures, including AI-based checks and DNV approval processes. Certificates are also becoming more consistent, with information provided in accordance with relevant SOLAS and ISO 799 requirements.	Ongoing
3.3	Funding Framework A survey was circulated to members to gather feedback on the funding model for ARCSOPT. Over 90% of respondents supported ARCSOPT moving towards a more formal and permanent structure to strengthen its industry presence and influence with international regulatory and industry bodies. Regarding the preferred funding model, 65% of respondents supported a combination of increased annual membership fees and industry contributions.	Ongoing

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	Action: A decision paper outlining the proposed funding framework will be prepared and circulated to the Committee for review and endorsement.	
Item 4	Committee Update	
4.1	General updates from Committee Subgroup Chairs 1. Ship Operators No update. 2. Port Authorities • Vetting: Positive feedback received regarding PPA's standardisation work in Port Hedland, noting the significant effort involved in developing and implementing a consistent approach. PPA is happy to share with other Ports and Terminals, particularly across the East Coast, with the aim of achieving greater consistency across Australian terminals. NSW and Port Botany have also implemented a Port Management System, including a single approach to the Pre-Arrival Declaration process. It is hoped that Ship Operators are beginning to see the benefits of these standardisation efforts when calling at Australian ports. • WHS - Changes to the WHS legislative framework came into effect from 1 July 2026, with approximately 50 Codes of Practice. NSW Port Authority has undertaken a review to assess the applicability of these Codes across its port operations and activities. This represents a significant change, with requirements previously treated as guidance now carrying greater legislative obligations. The relevant Codes of Practice are attached for reference. 3. Terminal Operators Terminal Group discussion focused on several key areas: • Standardisation of Vessel Vetting: Continued work is underway to improve and further standardise vessel vetting requirements and processes across East Coast terminals. • Marine Order 34 – Gangways and Safe Access: Work is underway to ensure compliance with Marine Order 34 requirements relating to gangways and safe vessel access, with particular focus on the East Coast coal terminals. Standardisation across terminals remains a key objective. • Vessel Crane Safety: Correspondence has been circulated regarding vessel crane safety, including the attached Safe Work Australia discussion paper, Improving the Safety of Crane Operations in the Maritime Sector, together with the draft Ports Australia response. Attached for reference. • Alternative Fuel Vessels: Discussions are underway regarding a standardised approach to managing alternative fuel vessels, including appropriate risk assessments and identification of the controls required to ensure safe loading and terminal operations.	

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	4. Resource Companies Rio Tinto Update: • Vetting: Rio Tinto noted that internal work is underway to align certain key vetting requirements with PPA's vessel vetting standards where possible. • Vessel Gangways: From 1 January 2027, Rio Tinto has issued a notice for gangways making secondary support arrangements mandatory for vessels calling at Dampier. It was noted that AMSA has a differing position on this requirement, which is currently being managed internally. PPA advised they do not support this notice, noting that it may create ambiguity within port operations and not align with safety measures. PPA expressed concern that the requirement may not address the underlying issue and could potentially introduce additional operational challenges. PPA is happy to discuss this further. Feedback from Ship Operators reinforced the importance of maintaining a consistent and standardised approach wherever possible. • Vessels Bitts and Fairleads: Work is underway reviewing Bitts and Fairleads requirements. Port Hedland has established a minimum standard, which Rio Tinto is currently reviewing. A new IMO circular with requirements relating to emergency towing arrangements expected from 2028. Rio Tinto will continue to work with industry as these requirements develop.
Item 5	Safety Share
5.1	Port of Newcastle – Protest Activity In recent years, the Port of Newcastle has experienced an increase in protest activity targeting the coal industry. This has escalated from single-day protests to large-scale, multi-day events, with some activity extending beyond designated protest areas and impacting port and supply chain operations. Recent incidents have included protesters impeding the safe navigation of vessels, as well as coordinated activity across rail infrastructure. Activists assessing bridges and rail lines, blocked train movements, cut perimeter fencing and gained access to ship loading infrastructure, with activity occurring over a 16-day period. The NSW Port Authority has been involved in subsequent court proceedings and has invested significant time in presenting the safety risks associated with this activity. The proceedings involved 11 identified leaders representing approximately 130 activists. However, the case was ultimately dismissed on the basis that a vessel was not physically within the channel at the time of the incident. This outcome was disappointing, as we know a vessel requires two nautical miles prior to committing to the channel. Following the decision, all associated charges were dropped. As a result, there is concern that protest activity may increase, with another large-scale event currently planned for February 2028.

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Item 6	Committee Financials
6.1	Discussed under the Funding Framework action item.
Item 7	Email Correspondence Received
7.1	Nil to report, other than correspondence relating to the upcoming In-Person Meeting.
Item 8	Other business & closing
8.1	Planning for In Person Meeting 2026 A survey was circulated to members to determine the preferred date and location for the 2026 In-Person Meeting. The results showed overwhelming support for Perth, with a strong preference for the meeting to align with the PPA Forum. This feedback has been taken on board, and the ARCSOPT In-Person Meeting is confirmed for Thursday, 22 October 2026 in Perth. Registration details have been circulated to members. The draft agenda is currently being developed. Members are encouraged to provide feedback, suggest relevant topics, or express an interest in presenting by contacting admin@arcsopt.org. Following discussions during today's meeting, Alternative Fuel Vessels was identified as a potential agenda topic. It was suggested that Ship Operators with experience operating vessels using alternative fuels could provide valuable insight into their experiences, including feedback and acceptance from ports and terminals and operational challenges. Ship Operator members, including Anglo-Eastern, to explore interest in presenting or participating in a discussion on Alternative Fuel Vessels.

John Finch - Chairperson	Megan Suurenbroek - Secretary
	