



**MINUTES OF THE PORTS CONSULTATIVE COMMITTEE MEETING  
HELD AT SAMSA OFFICES– SALDANHA BAY  
10:00 WEDNESDAY, 7 AUGUST 2012**

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## ATTENDANCE

### MEMBERS

Ms. Nompumelelo Dweba	Department of Transport (Chairperson)
Ms. Selma Schwartz-Clausen	SAMSA (Secretariat)
Capt. Martin Slabber	SAMSA
Ms. Thandiwe Ntuli	Acting Harbour Master: Standing in for the Harbour Master
Mr. Willem Roux	One Other: National Ports Authority – Port Manager
Ms. Lindo Mkhize	One Other: Transnet National Ports Authority
Ms. Lucia Mvelase	Labour – SATAWU
Mr. Shane Cordon	Local Government: Saldanha Bay Municipality
Mr. Claude Orgill	Provincial Government: Western Cape Government
Mr. Waseem Rinquest	Provincial Government: Western Cape Government
Mr. Arthur Martin	Port User : Lessees/ Port Terminals / Stevedores

### INVITED

Mr. Riad Khan	CEO Ports Regulator
Mr. Sanjay Govan	Transnet National Ports Authority : JHB
Mr. Adrian Strydom	SAOGA
Ms. Debbie James	SAMSA
Ms. Michelle Fortuin	SAMSA
Mr. Dave Colly	SAMSA
Mr. Doug Southgate	Saldanha Bay IDZ
Mr. Lionel Kruger	South African Shippers Council Representative

### APOLOGIES

Members :	
Mr. Alex Miya	Transnet National Ports Authority – Harbour Master
Mr. Cordom Shane	Local Government

### Invited:

Mr. Steve Hrabar	SAOGA
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### Apologies:

### Absent:

Ms. Eurica Florentino	Labour (UTATU)
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ITEM	DISCUSSIONS	RECOMMENDATION(S)
1.	<p><b>WELCOME</b></p> <p>The Chairperson welcomed all to the meeting. She congratulated Mr. Willem Roux on his appointment as the new Port Manager for the Port of Saldanha.</p> <p>She requested that we all introduce ourselves.</p>	
2.	<p><b>ATTENDANCE</b></p> <p><b>Apologies were noted as follows:</b></p> <p>NPA                                      Captain Alex Miya Provincial Government; Mr. Herman Jonkers</p> <p>Absent: UTATU representative not available.</p> <p>In confirming whether the meeting has reached a quorum attendance of members were noted as follows:</p> <p>NPA:                                      Mr Willem Roux and Ms. Lindo Mkhize Cargo Owners:                      Mr. Arthur Martin Provincial Government:        Mr. Claude Orgil Local Government:                Mr. Shane Local Government Labour:                                    Ms. Lucia Mvelase joined the meeting shortly after it started SAMSA                                      Mr. Martin Slabber Chairperson:                            Ms. Dweba</p> <p>Following Labour, Ms. Mvelase's, arrival the meeting reached a quorum as is required in the National Ports Act, No. 12 of 2005 and the National Ports Regulations of 2007.</p>	
3.	<p><b>ADOPTION OF THE AGENDA</b></p> <p>The agenda was adopted as presented.</p>	
4.	<p><b>ADOPTION OF THE MINUTES OF THE MEETING OF THE 10 MAY 2012.</b></p> <p>Minutes were adopted as a true reflection of the meeting held on the 9 February 2012 with the following changes.</p> <ul style="list-style-type: none"> <li>• Page 4: First sentence, "approach followed' insert ",".</li> <li>• It should be noted that Ms. Carstens resigned prior to the</li> </ul> <p>Ms. Mkhize proposed to adopt the minutes and Mr. Cordon seconded same.</p>	
5.	<p><b>MATTERS ARISING FROM THE MEETING OF THE 10 MAY 2012</b></p>	

<p>5.1</p>	<p><u>IDZ</u></p> <p>Mr. Southgate informed the meeting that the NPA and the IDC have been briefed with regards the “Land issues”; also that he will not be making a presentation this time around but will certainly present and or have Mr. Marais present at the next meeting. Mr. Martin requested that “a list of parties involved with the IDZ be added to the minutes”. Same list should include Representation and Titles. There seems to be on-going change and this will begin to assist the membership in understanding what is happening.</p> <p>Adding to Mr. Martin’s request, Mr. Orgill requested that a detailed project plan be provided which should include all the “Nitti gritty” details such as what has happened to date, what has been achieved, what are the milestones, where this process is going and how each stakeholder is involved. Ms. Mkhize seconded same with nods of agreement from everyone else.</p> <p>Mr. Southgate agreed that he will definitely have someone presenting at the next meeting.</p> <p>Following a question from the Chairperson regarding IDZ updates Mr. Southgate agreed that he will be the permanent invitee until further notice. He explained that he attended previously and was unfortunately not able to attend the 1<sup>st</sup> quarter meeting.</p>	<p><b>Action 1:</b> Mr Southgate to provide a list of all the parties involved with the IDZ which includes who the parties are and their titles. Same to be submitted to the Secretariat to be circulated to the membership.</p> <p><b>Action2:</b> Detailed project plan to be Presented at the next meeting.</p>
<p>5.2</p>	<p><u>IDZ Financial Model</u></p> <p>Mr. Orgill advised that Mr. Steve Hrabar momentarily advised via email, that he was not granted access to the Port of Saldanha and decided to head back to Cape Town. He informed the meeting that having had discussions with Mr. Hrabar and with the task team having met he would attempt to comment briefly. The Port Cluster Leadership Team / Task Team agreed to look at the commercial viability of this particular model.</p> <ul style="list-style-type: none"> <li>○ In addition to TNPA “coming to the party” in funding Quay 205; industry will fund the Floating dock and the Dry dock will be put on hold.</li> <li>○ He stated that when the Task team meet again that the funding model will be aligned with the new requirements.</li> <li>○ Mr. Orgill tried to confirm timeframes of the proposal call for Quay 205 and the terms of reference for the Floating dock to which Ms. Mkhize responded that she will address same in her presentation.</li> <li>○ Whilst Mr. Hrabar had a presentation same was unfortunately not send to forwarded to Mr. Orgill.</li> </ul> <p>Ms. Mkhize contextualised the Ports Regulator CEO’s request. The implied suggestion is that NPA funds “everything”. Translating this investment into the NPA’s tariff strategy essentially holds that other economic activities and or cargo handled in the port, impacts on others although removed from this sector. The CEO of the Ports Regulator requested that SAOGA present a proposed financial model. It is important to understand the NPA’s requirements in relation to</p>	<p><b>Action 3:</b> Mr. Steve Hrabar to present inclusive overview on the Oil &amp; Gas financial model. Same presentation to incorporate alignment with the IDZ.</p>

	<p>industry needs as well as their willingness to bring something to the table.</p> <p>Mr. Orgill further informed the meeting that the Task team compiled a Summary list of requirements (ideal infrastructure requirements for the Port of Saldanha and Cape Town) in consultation with the NPA which should at some point be shared at the PCC. He will speak to his Principals and revert. In sharing SAOGA's vision both the summary list and the Marketing Report should be shared.</p> <p>Mr. Southgate offered that Mr. Orgill and team have a look at the IDZ Oil &amp; Gas documents; Same looks at the IDZ very specifically from an Oil &amp; Gas perspective.</p> <p>Mr. Orgill reiterated that the funding Model will change once more with the latest developments where NPA will fund Quay 205.</p> <p>Mr. Orgill confirmed that the SAOGA CEO is one of the IDZ project team members which will ensure alignment. Mr. Southgate requested that alignment between the work done by the Port Cluster / Task team and the IDZ be confirmed.</p> <p>Mr. Southgate referred to the IDZ business model that was developed which is directed at investors / industry; the missing link in his view is how to turn same into a business model for TNPA.</p> <p>Ms. Mkhize expressed her concern that NPA has not had sight of the IDZ report which has been referred to on previous occasions and which impact directly on the Ports Authority in Saldanha. The Port has requested same report several times. As it is the Port continues with its planning whilst the IDZ continues and the two has not aligned.</p> <p>Mr. Southgate undertook to send the IDZ report immediately.</p> <p>Mr. Roux, Port Manager Port Of Saldanha stressed the importance of ensuring that there is alignment with the IDZ efforts and planning at a very early stage. That is time for action and creating momentum.</p>	<p><b>Action 4:</b> Mr. Southgate offered that SAOGA look at the IDZ Oil &amp; Gas documents; Mr. Southgate to either forward same to the Secretariat and or forward to Mr. Hrabar and Orgill and copy the Secretariat.</p> <p><b>Action5:</b> Mr. Southgate committed to forward the IDZ Market research report to the NPA, Ms. Mkhize as a matter of urgency.</p>
5.3	<p><u>Port Users</u></p> <p>Only Remaining Port user Representative in Saldanha:</p> <p>Mr. Arthur Martin continues to be the Port User representative for the:</p> <ul style="list-style-type: none"> <li>Terminal Operators, Lessees, Stevedores etc.</li> </ul>	<p><b>Action 6:</b> Election meeting to be called to elect two Port User representatives for each of the clustered industries.</p>

The Secretariat explained that port user representatives have to be elected for the following two segments:

- Cargo owners / Freight Forwarders / Road hauliers / Logistics etc.:
  - Ms. Carstens officially resigned prior to the meeting of the 7<sup>th</sup> August 2012.
  
- Shipping Lines / Agents / Ship Repair / Oil & Gas:
  - Ms. Schwartz informed the meeting that 3 meetings were previously called to invite Shipping Lines and Agents to elect a port user for this segment and no one from SAASOA other than the Local Chairman attended. He indicated that no one seems to be willing to attend the PCC meetings and proposed that broader representation be sought that could also represent the Shipping Lines and Agents.

Mr. Govan stressed that this is a concern throughout the port system. He highlighted that Mr. Khan, CEO Ports Regulator made it quite clear in forums outside of the PCCs' ,which he himself attended, "Organised bodies such as SAASOA, NAMSA etc that issues of productivity, capital expenditure and efficiencies will not be dealt with in any other forum but the PCCs'. This is the only legal forum where action can be taken against terminal operators, TNPA etc. etc. "Also that the Mr. Khan wants to move to a position where the PCC forum is the main forum for engagement.

Ms. Schwartz proposed that an election meeting be called where the relevant segments are invited to. A two week warning was to be given.

Mr. Orgill indicated the Oil & Gas & Ship Repair Industries' willingness to serve on the PCC forum.

The chairperson requested that Mr. Roux and Ms. Mkhize advise who their top / cargo owners / clients are. Mr. Roux suggested that industries instead of individual customers be considered.

He advised that key industries are:

- The Oil & Gas & repairs
- Break Bulk cargoes – minerals ; semi beneficiated products
- Bulk Products – Iron ore / Liquid

Other industries are: Fishing / tourism etc.

The Chairperson agreed that a meeting be called in line with the industries as stated by Mr. Roux. She made reference to the South Africa Maritime Industry Conference (SAMIC) where right membership was stressed when making a meaningful contribution and impact. Important those nominated members are

**Action 7:**

The NPA Saldanha to assist and to also provide the Secretariat with a database of the Port of Saldanha's Port Users in accordance with the clustered approach.

	<p>at a level where they can add value.</p> <p>She highlighted that she spoke with Mr. Fanie Pretorius who is very supportive hence the reason why Mr. Lionel Kruger is attending the meeting. She suggested that having tried before to call election meeting for the Shipping Lines and Agents that processes are instead formalised with names given from the industry.</p> <p>Ms. Schwartz explained that the purpose of the meeting would not only be to elect 2 Port User Representative but to also explain to the Broader Port Users the importance of ensuring that communication with that particular Port User Representative is a two-way process.</p> <p>Mr. Roux stressed that the industry support is paramount. He used the role Small Miner’s play as an example and how important their contribution is.</p> <p>The Chairperson agreed that a final meeting be called and that the election process continues. She requested that the Port Authority assist in calling this election meeting. Similar to the process followed in Mossel Bay, the Port Manager is asked to please assist by providing a database of all the port users segmented per cluster. The Databases will also be used to audit whether port users provide inputs into the agenda and whether they receive feedback.</p> <p>Mr. Martin requested that he too be provided with a list for the members he represents.</p> <p>Mr. Roux agreed to assist.</p>	
6.	<b>Standing Items</b>	
6.1	<p><u>TNPA -</u></p> <p>Mr. Willem Roux, Port Manager Saldanha, provided a brief overview of the Market demand strategy and trade activity.</p> <p>He shared with the meeting that the NPA CEO, Mr. Tau Morwe, is very focussed on the value proposition for each of the ports. And what that means for the port system. The value proposition for the Port of Saldanha is that it is:</p> <ul style="list-style-type: none"> <li>• Geographically well positioned.</li> <li>• Customer centric</li> <li>• Prides itself on being flexible and service excellence</li> <li>• The Port of Saldanha is the gate way to opportunities</li> </ul> <p>Being new to Saldanha Mr. Roux set out on a trip to Postberg where he had an opportunity to appreciate Big Bay, Small Bay and Saldanha Bay. When he first heard that Saldanha was the biggest and deepest Natural Deep water he did not quite believe as he thought that Richards Bay was the Deepest Port. Having made this trip he could really appreciate the vistas and the scale and how “mind boggling that was, considering the latent Potential Saldanha has”. He invited all the non-believers to undertake the same trip.</p>	

## 6.1.1.& 6.1.2 Quarterly Volumes and Port Productivity Performance

### 6.1.1.1 Dry Bulk Volumes

- Iron Ore volumes
  - – July and Year to date below target; Important to liaise with other stakeholders in the logistics chain. Equally important to work closely with cargo owners to work towards resolving logistics chain bottlenecks and make target.
  - Key reasons for not making target includes slicing of the conveyer belt which resulted in a power failure;
  - 7 / 24 operation. Once fallen behind it is rather difficult to catch up. Already using the all the time available hence it is so difficult to catch up.
  - Number of Iron Ore vessels 25 actual vs. budget of 30
  - Average parcel size for iron ore vessels bigger because of the reduced number of vessels
  - VTAT – Important – the fser the VTAT the greater the berth productivity
  - Berth Occupancy relatively high – appr. 80%; indicative that the terminal operating within the Max. capacity utilisation range
  - Transnet evaluating investing in additional infrastructure
  - Ramping up from 60mt to 80mt per annum which will require additional 2 berths and loading equipment;

Mr. Roux informed the meeting that the Port of Saldanha has issued the three licenced holders with licences; next step to consult with terminal operators on performance target to agree on either a specific number or a range; Once agreed

- Liquid Bulk:
  - Slightly ahead of target for the month of July as well as YTD
  - Trend expected to continue throughout the FY
  - Vessels calls: actual 4 vs. a budget of 3
  - Average Parcel sizes 128k kl vs. a budget of 120k kl
  - Budget compilation done in collaboration with the industry; Transnet would often stretch their targets; Actual targets provided by the industry
  - Demand for fuels higher than anticipated
  - VTAT – Below target against previous year; measurement to change – should not measure actual performance against previous year;
  - Berth occupancy – below target of 20%; currently less than 10% capacity; lots of spare capacity on the petroleum side
  - Handling rates; Loading and discharging good; hours per ton contradicting handling rates – will fix;

Mr. Lionel Kruger questioned: Does the port project an increase in vessel calls at the tanker berth? How will this impact on staggered loading? Heribi gas field approaching the end of its life cycle; new gas being explored in the area of the FA platform; definitely foresee growth; possible to improve berth utilisation

without impacting loading capacities; need to grow the utilisation of the facilities

Ms. Mkhize added by saying that the port is looking to increase the Break-bulk infrastructure. Mr. Kruger followed up by saying that the next two years is critical for Saldanha; Simulation studies showed that a percentage staggered loading is required to push the volumes.

Mr. Colly questioned whether provision is made for accidents; as the Ports Authority one has to factor a percentage of downtime beyond our control; we are not doing anything as a country to reduce that risk; He used Kumba as an example who is selling FOB. Currently no way of catering for better ships calling at your terminal; Huge risks that are not catered for;

Mr. Roux stated that Mr. Colly's question is very important; He added that the Ports Authority does not budget for accidents and does not budget for risks; Striving for great levels of safety and risk management; Everyone project has potential risks; The ports identifies, mitigate, transfer, tolerate or terminate risks; When a facility is operated at maximum capacity you are increasingly exposing yourself to maximum risk; risk of failure bigger; and greater governance; Safety and risk managed on a continuous basis;

Mr. Govan added that this very important when looking at safety and security in our waters; He undertook to raise this at their Head office;

Mr. Kruger advised that 70% of vessels CIF shipments; He advised that they have a shipping department to vet all vessels before being accepted; Shipping department looking at how to mitigate risks on an on-going basis.

Mr. Martin informed the meeting that for the tankers coming there is an onerous ship vetting process. Marine advisor who is contracted; Smit Amandla currently playing that role; Internal company checks and balances as well; reliance on information provided;

He remarked on the crude oil market as follows:

- Crude oil pricing steady on a downward trend;
- Not conducive for people to come to Saldanha Bay to store unless different types of facilities available;
- Liquid Bulk market relatively inactive; Chevron only active party;
- Department of energy is reviewing strategic stocks hence proposal out in the market; Looking at where to store strategic stock; Should it be SLDH or DNR; SLDH currently preferred storage facility
- There will be crude oil coming in once they have agreed who will be paying; there is a process unfolding
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#### 6.1.1.3 Other Dry bulk and Break Bulk:

- Volumes looking good; ahead of budget for July and YTD; Forecast for the Year looking good.
- Number of vessels 12 vs. budget of 11

	<ul style="list-style-type: none"> <li>• Parcel size also ahead of what was budgeted.</li> <li>• VTAT not looking too good; although July slightly ahead of budget;</li> <li>• Berth occupancy less than 40%</li> <li>• Current utilization at 25% - lots of spare capacity / benefitted the port</li> </ul> <ul style="list-style-type: none"> <li>○ Semi-submersible at quay 204</li> <li>○ YTD 3 rigs in port and heavy lift carrier</li> </ul> <ul style="list-style-type: none"> <li>• Marine teams working 24hr / 7 cumulative effect of different rigs and structures in port together with inclement weather; July - all the tugs were operating trying to hold the vessels against the quay!</li> </ul> <ul style="list-style-type: none"> <li>• Namakwa sands not as active – volumes to improve</li> </ul> <p>Marine:</p> <ul style="list-style-type: none"> <li>• Vessels at anchorage during July; 8</li> <li>• Waiting hrs at inner anchorage 212 and 57 for repairs</li> <li>• All vessels along the coast affected during July</li> <li>• Pilotage not looking good due to poor scheduling / double bookings</li> </ul> <p>Vessel Delays:</p> <ul style="list-style-type: none"> <li>• Terminal Not ready : 48 hrs</li> <li>• Weather 12</li> <li>• Pilotage 5 – double bookings</li> </ul>	
6.1.3	<p><u>Quarterly report on Port Development Framework Plan – Part of NPA Presentation</u></p> <p>Mr. Roux provided a detailed overview up to and including 17/18</p> <p>Big Bang approach; i.e. instead of 2 rigs 5</p> <p>6.1.3.1. Overview of projects:</p> <p>2011 / 2012:</p> <ul style="list-style-type: none"> <li>• Execution of Phase 1B – Iron Ore Terminal Expansion – 41 to 47mt pa ( up to 2013/14</li> <li>• Upgrade of Port Entrances - to be finalised during 2012 / 13</li> <li>• Replacement of Steel Staircases and Hand Railing at Ore and Oil Jetties to be finalised 2012/13.</li> <li>• Roof cover and automation of vehicle wash bay facility - to be completed 2011/12</li> <li>• Additional access Platforms to accommodate staggered Ship Loading Configuration</li> <li>• Acquisition of 3 replacement tugs ( up to 2013/14) – efficiencies / productivity</li> </ul>	

	<ul style="list-style-type: none"> <li>• Refurbish and upgrade Port’s water network ( up to 2012/13) Protection</li> <li>• Acquisition of replacement Pilot Boat and Work Boat(Up to 2012/13).</li> </ul> <p>2012/ 13</p> <ul style="list-style-type: none"> <li>• Execution of Phase 1B – Iron Ore Terminal Expansion – 41 to 47mt pa ( up to 2013/14</li> <li>• Upgrade of Port Entrances - to be finalised during 2012 / 13</li> <li>• Replacement of Steel Staircases and Hand Railing at Ore and Oil Jetties to be finalised 2012/13.</li> <li>• Roof cover and vehicle wash bay facility - to be completed 2011/12</li> <li>• Additional access Platforms to accommodate staggered Ship Loading Configuration</li> <li>• Acquisition of 3 replacement tugs ( up to 2013/14) tender to be awarded next month</li> <li>• Refurbish and upgrade Port’s water network ( up to 2012/13)</li> <li>• Acquisition of replacement Pilot Boat (Up to 2012/13) – tender awarded</li> <li>• Refurbishment of Rock Quay (GM Quay Area) Feasibility and Execution (up to 2014/15)</li> <li>• Relocate Civil Depot and Light House services workshop ( up to 2012/13) Progres</li> <li>• Alternative Power supply to Bayvue – Tender awarded</li> </ul> <p>2013/14</p> <ul style="list-style-type: none"> <li>• Execution of Phase 1B – Iron Ore Terminal Expansion – 41 to 47mt pa ( up to 2013/14</li> <li>• Additional access Platforms to accommodate staggered Ship Loading Configuration</li> <li>• Acquisition of 3 replacement tugs ( up to 2013/14)</li> <li>• Refurbishment of Rock Quay (GM Quay Area) Feasibility and Execution (up to 2014/15)</li> <li>• Relocate Civil Depot and Light House services workshop ( up to 2012/13)</li> </ul> <p>Chairperson cationed that in acquiring land a section 10 process will have to be followed; Land adjacent to the port limits; Will liaise with the Municipality;</p> <p>Mr. Slabber questioned whether bunker facilities are on the cards; Mr. Roux explained that the port has had enquiries to this end; Port should be able to handle bunkers</p>	
6.2	<p><u>NPCC Meeting</u></p> <ul style="list-style-type: none"> <li>• Next NPCC meeting to be held on the 09:00 Friday, 11<sup>th</sup> September 201 in PE</li> <li>• Port of Entry : Only the Airport and the Port of Cape Town in the Western Cape; Home Affairs addressing the issue of Port of Entry status; Mr. Colly advised that DHA now insisting that every sailors passport be stamped. He further highlighted that this inherently has two issues; 1 enabling busies and 2 criminalisation of seamen. Port Of</li> </ul>	

	<p>Entry Issue raised in both Mossel Bay and SLDH; short term crew changes;</p> <ul style="list-style-type: none"> <li>Amendment of the National Ports Act: Amendment of section 3 subsection 2; “ when the act comes into effect the shareholding minister will have to corporatize the NPA to be a Public company; Political decision that was adopted; “must” turned into “may” – Amendment to happen in the next four months.</li> </ul>	
6.3	<p><u>Labour Feedback</u></p> <p>6.3.1 UTATU Feedback</p> <p>No items tabled.</p> <p>6.3.2 SATAWU Feedback</p> <p>No submissions</p>	
6.4	<p>Port User Feedback</p> <p>6.4.1. Cargo Owners / Road Hauliers etc Feedback</p> <p>Not items tabled for discussion.</p> <p>6.4.2. Shipping Lines / Agents / Ship Repairs</p> <p>No items tabled for discussion.</p> <p>6.4.3 Terminal Operators / Lessees / Stevedores</p> <p>No items tabled for discussion</p>	Representation of Port users to be handled as discussed under attendance.
6.5	<p>6.5.1 Ports Regulator</p> <p>No submissions</p> <p>6.5.2 DOT</p> <p>6.5.3 Provincial Government:</p> <p>Issue of shore supply to be addressed; ideally 440V 60H – International Standard;</p> <p>Driven by Strategic Objectives</p> <p>Improvement in relationships with all stakeholders</p> <p>6.5.4 Local Government</p> <ul style="list-style-type: none"> <li>Would want to understand the challenges port users struggle with and or whether inside or outside the port;</li> <li>Road network team</li> <li>Corporate social investment to be linked to IDP processes</li> <li>IDZ – process plan for skills development</li> </ul>	

	6.5.5 SAMSA Diplomatic Conference on Fishing: DOT and SAMSA hosting;	
7.	New Items  7.1 Tariff application submitted 1 August 2012; Tariff request inflationary; Slightly higher increase in 3 commodities; Increase in 3 commodities to be offset export of containers, Ro-ro vessels;  <ul style="list-style-type: none"> <li>PCC tariff team to compile the NPCC tariff submission following the road-shows</li> </ul>	
8.	<b>DATE AND VENUE FOR NEXT MEETING</b>  The next meeting is scheduled to take place 10:00 Thursday, 8 <sup>th</sup> of November 2012 at SAMSA Saldanha offices.	
9.	<b>CLOSURE</b>  There being no further business the meeting was adjourned.	

Approved by

\_\_\_\_\_  
Chairperson of the PCC

\_\_\_\_\_  
Date

\_\_\_\_\_  
Secretariat of the PCC

\_\_\_\_\_  
Date