

MINUTES
MEETING # 38
Intermodal Logistics Centre
Community Liaison Committee (CLC)

Location: ILC
 Enfield ILC, Cosgrove Rd, Enfield
 Date: Monday 18 February 2019
 Time: 4.00 pm (site tour 3:15pm)

Attendees	
<p>Community Members: Jenny Maddocks Bill Thompson Louise Symonds Jacqui Thorburn</p> <p>Strathfield Municipal Council Gregory Hansell</p> <p>Chair Ian Colley</p> <p>Minute taker Sandra Spate</p>	<p>NSW Ports Trevor Brown Greg Walls Ian Henderson Megan Bedingfield Tim Arkell James Leggett Natalia McGregor Adriane Whiley</p> <p>Linx Robyn Simpson Frank Andriano Cory Page</p> <p>Swift Geoff DeSantis</p>
<p>Apologies: Alison Wedgwood</p>	

A site tour of the warehouse precincts preceded the CLC meeting led by the Goodman Site Engineer. It included:

F1, 2 and 3.

- F3 is 1,900sqm of warehouse space, the smallest on site and the only one with hard stand for container storage.
- It includes an emergency sprinkler water tank.
- Client Pallet racking is 10 to 11 metres high.
- Dock levellers allow adaptation to different vehicle heights.
- 5% translucent sheeting decreases need for lighting.
- Shallow storm water to decrease contamination.

Question: What is the fitout?

Answer: Standard racking and very narrow aisle automated-shuttled racking for quicker/ more dense storage. The next warehouse has more food storage with more upscale offices.

- F1 and F2 is 4,000sqm.
- Steel fibres to strengthen internal warehouse concrete floors and carry more weight.
- F1: Neither customers want much office space.
- There is good natural lighting.

Question: Same racking inside F2 & F1?

Answer. Standard but with no automated-shuttle.

Question: Is there air conditioning?

Answer: Yes, but openable window in the office space.

Question: Is it double glazed?

Answer: Yes, it is all insulated to meet requirements.

- There is 50kw stand-alone solar power in each warehouse not connected to the grid.
- Black matt architectural staircase.
- Approx 10,000sqm per precinct which will be finished in May - June, earlier than expected.
- C1 will be finished later in Aug.
- 56 days is preferred to cure internal concrete floors.
- There are good lease terms of mostly 10 years, a benefit of specialised customers.
- Building time has been short (6 to 7 months, the same timeframe as development approval).

Question: Will there be refrigeration?

Answer: Yes in F1, F2, C1.

Action Items:

1. Acceptance of the minutes/ actions from previous meeting

Ian C reported it is almost 10 years since the first meeting of the CLC.

Acceptance of the minutes from November 2018 was moved by Tim and seconded by Bill. The minutes were accepted.

Action: Tim to share the scope of the traffic review with Linx and Swift.
This has been done. The action is closed.

Action: Include on the agenda for next meeting an item for feedback from community members on the nature of CLC meetings.
This will be discussed under General Business item. The action is closed.

2. Project Update

• Warehouses – update on construction project

Tim reported Precincts F and C are progressing with Precinct F expected to be complete in May - July. C2 will be occupied in May. C1, the last building to be completed in the precinct, will be finished in August.

Commencement of Precinct H site-establishment will be 30 March with construction till October '19. NSW Ports is still negotiating a heads of agreement with tenants for Precinct A. This is expected to be signed within the fortnight.

Precinct E infrastructure works are commencing to provide an easement to Sydney Water for the underground truck-main running through the intermodal site. This allows Sydney Water access for upgrades as needed. Culvert extension over coming weeks is expected to be complete inline with other infrastructure works.

The last piece of infrastructure is a high pressure gas main which goes right through the property. It is proposed to move the gas line onto Cosgrove Road and off the estate. NSW Ports is seeking documents from the provider to allow procurement of the pipes. Work is expected to be completed in October '19. Work on Precinct E will be staged to allow commencement of works further away from the gas main first.

With St George Food a tenant for Precinct E2 a brochure is currently being prepared saying there are only two facilities left, D1 and H2.

• Operations – LINX and sub-tenants

Frank Andriano is the new East Coast Rail Manager with Linx. November was a good month with 6,000 TEU moved. December and January had 4,500 each. The short month of February is progressing towards 4,800. Linx is running more trains averaging 15 to 18 per week. They are looking for support from tenants on site.

Regarding community complaints there was an accident at Cosgrove Road when a truck went round the roundabout to travel south contrary to regulations. This has been addressed with the carrier.

There has been an incident of speeding on Mainline Road and Linx is reminding drivers.

Tim noted NSW Ports have introduced speed monitoring on site. Another monitor will be installed at the bridge 19/2/19. Cameras are being installed to give tenants and construction companies constructive feedback about times and who.

Frank reported ACFS entry has now been separated from the main site. Access now goes straight into ACFS site. This has eased congestion at the gatehouse and reduced noise from stopping and starting vehicles. Vegetation has been modified and resulted in good visibility.

James noted a Linx branded loco at Port Botany looks good.
Frank reported they should have the second train at the end of the month.

- **Operations – Swift**

Geoff reported Swift volume increases since Christmas coincide with cruise ship peak times which Swift services.

Gate E2 access has been closed to trucks allowing passenger vehicles only with some extra car spaces. This has decreased traffic volumes down Mainline Road. Trucks are currently using the Pitkin area, stopping at the office for paperwork and coming in and out through E1. This is working well.

Tim reported NSW Ports has been asking Richard Crookes to sweep gravel from the road regularly but will continue to monitor.

Geoff suggested a lot of the gravel coming from Richard Crookes who are using Swift's drive to turn round. He noted works trucks continuing to stop on either side of the road allowing only one lane for trucks which have to cross onto the wrong side of the road. There are similar issues onto Wentworth Street and at Boral.

Tim noted there is an allocated truck marshalling area. When that area is used for container storage Precinct I will become the turn-around zone. Tim will follow up the issue.

Robyn asked if dust suppression would be used in Precinct I.

Tim replied it will mainly be cars using this. Trucks will go to precinct H. They shouldn't be in Mainline Road.

Geoff asked if trucks with boxes go into Precinct I for container storage. This will tear up ground.

Tim replied there will eventually be hard surface for container storage. NSW Ports will work with tenants regarding pavement.

3. Development update

Tim summarised information reported under agenda item 2. NSW Ports is talking about Precinct I as a container facility. It is not proposed to develop D1, D2 and D3 till 2021.

- **General Planning update**

Greg reported work continuing with the DPE on Mod 10.

On external planning issues, ARTC has received Secretary's Environmental Assessment Requirements (SEARs) for the Port Botany rail duplication project. NSW Ports supports this and there will be direct benefit for Enfield. The SEARs are available on the DPE website and the EA is forthcoming. Project information including the SEARs is available at http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9714.

Bill asked whether planning issues for Flower Power have been resolved and if the ball is now ball in their court.

This was confirmed.

Tim asked about the KPMG announcement.

Greg reported KPMG has released a report on long term containerised freight needs in NSW and where container ports should be. There has been some speculation by other players. The report notes Port Botany is the best location until it reaches capacity. Currently it is at half capacity. Port Kembla makes the most sense for containers, but only once Botany nears capacity. With an import dominant economy Port Botany and Port Kembla are closest to the metropolitan area and the proposed Aerotropolis. The report contains transport data on point of origin. Greg encourages CLC

member to look at the report. It is available on the NSW Ports website:

<https://www.nswports.com.au/news/article/premature-port-investments-will-result-in-higher-costs-for-nsw>

Bill asked if Newcastle is included in the report.

Greg replied it is. The report looks at four port scenarios including Newcastle with a breakdown of likely markets for each and cost implications. Containers at the Port of Newcastle makes the least sense for NSW and would impose the highest overall costs and offer the lowest overall benefit.

4. **NSW Ports Sustainability Report**

Trevor reported good progress. The document sent to members includes goals and performance indicators. It is a key step forward to include measures regarding sustainability. He thanked members for feedback. Since the first was sent out an additional measure of relevance to Enfield has been included. This is the volume of containers in and out of Enfield. Goals and proposed actions will be presented to the board next week.

5. **Other**

- **Complaints summary and follow up**

Trevor reported there have been no complaints since last meeting.

- **Council updates**

There were no council updates.

- **Annual compliance report and environmental audit**

Trevor reported the audit was completed last December and NSW Ports has the report from the external auditor. A couple of non-compliances were around hazardous substance storage at Swift and communication with drivers. NSW Ports has met with Swift around these. There were some general observations regarding construction, Linx operations and NSW Ports' supervision. NSW Ports is preparing a response. When complete the report and responses will go on the website. Trevor noted the value of having external eyes look at operations.

- **Comments/ questions/other business**

Regarding the sustainability concept Jenny reported observing stickers on three MSC containers in one day that all MSC containers now have bamboo flooring and water based paint.

Ian C asked if this is a result of the Sustainability Plan.

Trevor replied the Plan doesn't extend to the design of shipping containers but there is a trend towards sustainability throughout the shipping and logistics industry and a lot of interest in these issues. There are more questions from shareholders around sustainability and NSW Ports has received its first questionnaire from a shipping line. People are now looking up and down the supply chain. Low sulphur fuel will be compulsory from January next year for all ships.

Jenny asked who is enforcing low sulphur fuel.

Trevor said it is driven by the International Maritime Organisation (IMO) which flagged years ago a drop from 3.5% to 0.5%.

Tim asked about NSW Ports rewards structure for improving vessel efficiency.

Trevor noted NSW Ports' rewards is for vessels exceeding international efficiency requirements. Over 100 vessels have registered to date with 40 to 50 visiting port so far. This level of interest is encouraging.

Jenny reported when looking for the original EA on the Department of Planning website the link doesn't work.

Trevor noted the EA is on the NSW Ports website but the link from the DPE website may have been lost in the switch over from Sydney Ports Corporation to NSW Ports. The EA (and all Enfield compliance documentation) is available at <https://www.nswports.com.au/community-and-environment-hub/project-compliance/enfield/>.

Action: Greg to follow up the lack of a working link to the Enfield EA on the DPE website.

Ian C noted the action item about the conduct of meetings and asked for the reason behind it.

Trevor is conscious that meetings have changed with a lot of to and fro between tenants and internal

matters. He would like to hear from community representatives if the overall function of updates around construction and operations meet their needs and if frequency and timing of meetings work. Community members said they are happy with the operation and timing of meetings. Tim said from NSW Ports point of view this is a valuable forum to update the community on project developments. The CLC endorsed the current operation and timing of CLC meetings.

Date of next meeting: Monday 20 May 2019

These minutes have been endorsed by the Chair, Ian Colley