

**MINUTES**  
**MEETING # 35**  
**Intermodal Logistics Centre**  
**Community Liaison Committee (CLC)**

Location: ILC  
 Enfield ILC, Cosgrove Rd, Enfield  
 Date: Monday 21 May 2018  
 Time: 4.00 pm

<b>Attendees</b>	
<p><b>Community Members:</b>            Jenny Maddocks            Bill Thompson            Jacqui Thorburn            Louise Symonds</p> <p><b>Chair</b>            Ian Colley</p> <p><b>Minute taker</b>            Sandra Spate</p>	<p><b>NSW Ports</b>            Alison Wedgwood            Ian Henderson            Trevor Brown            Greg Walls            Adem Long</p>
<p><b>Apologies:</b> Matthew Fahey, Graham Humphrys, Paul Smith.</p>	
<p>Greg and Alison reported having been in touch with Strathfield Council to request representatives attend meetings and reiterate the desire of community members for this to happen but there hasn't been a response.</p>	

<b>Action Items:</b>
<p><b>1. Acceptance of the minutes/ actions from previous meeting</b></p> <p>The minutes from the meeting of February 2018 were accepted.</p> <p><b>Action:</b> Greg to send the CLC the link to Warehouse Masterplan Application (Mod 14) when on exhibition. This was done on 28.3.18. The action is closed.</p> <p><b>Action:</b> Greg will send the current approved Flower Power plan to CLC members. This was done on 27.2.18. The action is closed.</p>
<p><b>2. Project Update</b></p> <ul style="list-style-type: none"> <li>• <b>Construction</b>            Greg reported there is little construction currently. There has been ongoing maintenance such as line marking and there will be upcoming revegetation at the northern end of Mt Enfield, which will include weed removal and seed scattering of native species.</li> <li>• <b>Operations</b>            LINX and Swift are currently operating on site.</li> </ul> <p>Adem reported fortnightly meetings being held with Swift and LINX. Swift has reported good volumes. LINX is still in the early stages. The rail windows are progressing with a couple of extra ones starting and more requirements for windows.</p> <p>A survey by security three times a day has reviewed rat-running through site. Numbers show about 200 a day are doing this. This is a 5% increase since November. Similar numbers are travelling in either direction. Organisations on the Bankstown side are using the site as a short cut and vehicles are sometimes speeding.</p> <p>There is potential for this to cause major problems for tenants in the future if not addressed. Adem and Ian are meeting tenants to look at a response. He suggests a staged response beginning with</p>

vehicles being stopped and drivers spoken to politely, followed by a mail out to targeted businesses indicating a date by which access will be stopped. He will provide more information at the next meeting.

Bill asked what the legal position is.

Adem replied it is a public road on private property. They will stress that NSW Ports owns the site and ask people to move on. This is similar to Port Botany which also has public roads on private land. They can't fine people, though they could introduce barrier gates.

Alison asked whether a noise issue raised by Louise has been flagged with LINX.

Louise isn't sure of the source but the noise seemed to coincide with LINX commencing operations in February. It sounds like an alarm with three rings. It starts at around 5.45am but there doesn't seem to be a regular pattern.

Alison suggested it sounds similar to a noise sometimes heard at Port Botany due to rail gate alarms.

Adem will talk to LINX. There is a rail gate alarm at Port Botany. He noted Pacific National at Chullora as a large operator doesn't need to use alarms.

**Action:** Adem to follow up with LINX the report of an alarm noise.

### 3. Development update

- **Mod 10 Truck in/out & Rail in/out**

Greg reported this modification remains on hold in perpetuity.

- **Tarp Shed – Garden Centre (DA)**

The DA for the Garden Centre has been approved.

- **Tarp Shed – Removal of Garden Centre from ILC (Mod 13)**

Greg reported that advice from the Department of Planning will be taking a different approach to the Modification from that which was applied for (i.e. the excise of the site). The Department of Planning and Environment (DPE) prefers to keep the area as part of the original approval but include a condition to make the approval through the NSW Land and Environment Court active. The Land and Environment Court DA would be enacted for that part of the site. Greg suggests the rationale is likely that some spoil excavated from Mt Enfield as proposed as part of the garden centre would then go to other parts of the Enfield site and therefore the original Part 3A approval conditions would apply.

Alison reported a note from Matt that Flower Power plans to commence the retaining wall and car park formation this year with other construction mid next year.

Jenny asked who would be the policing authority.

Greg suggested Strathfield Council would be the authority for the Flower Power development e.g. if there were noise complaints. He presumes the DPE would be the authority for the excavated fill but conditions aren't yet available.

Trevor said NSW Ports will need to look at the construction plan to ensure the fill excavation meets Part 3a approval conditions. More information will be provided to the CLC when conditions are resolved.

Greg suggested it will still accomplish what Mod 13 set out to do.

Jenny asked how this will be done.

Greg replied NSW Ports is not yet sure but presumes a condition will be included to say that the Major Project conditions applying to the overall Enfield ILC site generally won't apply to the Flower Power site (the tarp shed), except for the management of excavated material from Mt Enfield to be utilised elsewhere at the ILC. The original Enfield ILC approval does not approve any use for the tarp shed and as such, the garden centre development and operations will rely on the Land and Environment Court approval (excluding the above-mentioned management of excavated material).

Louise stressed a need for clarity on who is approval authority to avoid having issues batted backwards and forwards between Council, the EPA and DPE.

Greg expects Council will be the authority.

Jenny suggested that once construction is complete operations at that area would be covered by

Council conditions.

- **Warehouses Masterplan Mod Application (Mod 14)**

Greg reported the exhibition period for this Mod ended on the last day of April. Submissions were received by Goodman and NSW Ports. He expects to response to submissions to be prepared within two weeks. It will then go back to the DPE for assessment. Approval is expected by September. Submissions were received from Canterbury Bankstown Council, the EPA, RMS, Office of Environment and Heritage, DPE and Transport for NSW. Submissions are available on the DPE website.

#### 4. Other

- **Sustainability Plan**

Trevor delivered a Presentation on the 2018 Sustainability Plan (presentation attached to minutes) which updates the 2015 Sustainability Plan. This was a companion document to the 30 Year Masterplan.

Bill asked whether the 2015 Plan included Enfield or just Port Botany.

Trevor replied it did include Enfield but operations here hadn't yet commenced at that time.

Adem noted that NSW Ports, while it can't control how tenants operate, works collaboratively with tenants to influence their behaviour.

Trevor reported stakeholders will have the opportunity to share ideas. The aim is to have the document by the end of 2018. It will likely have the same focus areas. While short term actions will be updated there is likely to be a larger port-wide strategy focus.

Bill asked how the Sustainability Plan is constrained by economics.

Trevor noted part of sustainability is living within one's means. NSW Ports aims to branch out from just environmental sustainability to social and economic sustainability. A lot of the actions may not have direct costs but can be instruments to drive change e.g. NSW Ports is providing financial incentives for cleaner ships. Ships are offered discounts based on a globally recognised index for air emission performance.

Adem reported NSW Ports is researching global ports using best practice e.g. London where only prime movers rated Euro 5 or better (with nil emissions) are allowed around port. This results in newer trucks and trailers which have less impacts and lower maintenance costs. As well as environmental benefits, it drives better and safer equipment.

Ian C asked about whether the plan has specific indicator numbers and targets, eg for low emissions ratings.

Trevor replied that in regards to shipping environmental incentives, data is available for 7,500 ships registered on a global shipping index out of Europe. NSW Ports will start the low emissions scheme in January 2019. However, NSW Ports will be investing time developing performance benchmarks.

Between now and the end of the year they will progress benchmarking and good practice, develop actions and come back to community groups and tenants.

Alison said information will be forwarded to the CLC a couple of weeks prior to the next meeting to allow for workshopping and discussion to get ideas from the group at the next meeting.

Ian C asked whether the driver for this is within Ports or from government.

Trevor replied there has been interest from investors and shareholders. Businesses have to be viable long term so this is a good fit.

- **Environmental Audit follow up – DPE correspondence**

Trevor reported NSW Ports received a letter from DPE in April raising concerns about Swift's refuelling facility. There is minor staining of the soil. Swift has a catch tray trucks drive onto but controls are not working as well as they should. Ports responded and DPE won't be taking further action. Swift have temporarily removed refuelling off site. If they reinstate it this will have to adhere to all appropriate guidelines. Other items they are following up are portable bunding for liquids and

waste tracking.

- **Complaints summary and follow up**

Trevor reported there have been no formal complaints. There was discussion round the alarm (raised earlier in the meeting).

- **Comments/ questions/other business**

Jenny reported that Strathfield and Canterbury Bankstown Councils have received a \$200,000 grant to address litter. Canterbury Bankstown also received \$10,000 to clean up the Juno Parade side. She noted there are also \$5,000 community grants available for litter reduction programs.

Greg reported this is in relation to cleaning up the Coxs Creek catchment.

Jenny noted construction going ahead at the Moorebank intermodal and while government is not putting a number on volumes to be moved by rail she asked about possible numbers.

Adem suggested at a high level some of the intermodal terminals have capacity. To clarify this, using ARTC's recent 2015 Sydney Metro Strategy, we have attached the below table:

Location	Operator	Capacity TEU's	Comments
Chullora	Pacific National	600,000	Announced in 2015 increasing from 300,000 to 600,000.
MIST	Qube	200,000	Capacity as stated on Qube website.
Cooks River	MCS	500,000	NSW Ports advice.
Botany	Qube	180,000	Sydney Haulage site. Qube advice regarding volume.
Yennora	Qube	200,000	Qube advice.
Leightonfield	Toll/DP World	180,000	Toll / DP World announcement.
Enfield	NSW Ports	500,000	Planning approval for 300,000. To commence operations in 2015.
Moorebank	Qube	1,550,000	Planned to commence operations in 2017. IMEX and interstate.
<b>Total</b>		<b>3,910,000</b>	

Please note, since this report was issued, some of the ownership of various Terminals have changed, but this does not change the capacity.

Greg reported the Western Sydney Corridors document is online and open for comment until 1 June 2018. The link is:

<https://www.transport.nsw.gov.au/corridors>

He said the proposed corridors include the western freight line and an adjacent intermodal in the Western Sydney Employment Lands, Bells Line of Road, the Outer Sydney Orbital, and the North South Rail Link.

Jenny reported she had heard talk of an intermodal at Menangle between the expressway and land to the west of it.

Bill thinks the stability of the area was questioned due of mining.

Adem noted duplication of the railway is not needed immediately but NSW Ports is pleased funding has been ticked off by the Federal Government. It will alleviate short term issues to do with the maintenance of the line, where it needs to be closed.

**Date of next meeting:** Monday 20 August 2018.

Jacqui is an apology for this meeting.

These minutes have been endorsed by the Chair, Ian Colley