

**CONSTRUCTION OF
BULK LIQUIDS Berth No.2
Port Botany**



**INDEPENDENT ANNUAL
ENVIRONMENTAL AUDIT REPORT No. 2
FOR CONSTRUCTION OF BULK LIQUIDS BERTH No 2
AUGUST 2013**

Dickson Environmental Consulting and Audit Pty Ltd
Conducted by Julie Dickson
M Env Mgmt, CEnvP,

RABQSA Certified Lead Environmental Auditor Signed
Certificate Number: 13573



Date: 20/09/2013

TABLE OF CONTENTS

1	INTRODUCTION	1
1.1	Project Background	1
1.1.1	Project Description	1
1.1.2	Requirement for this audit	3
1.2	Purpose and Scope	4
1.3	Methodology	4
2	AUDIT SUMMARY	5
2.1	Table 1 – Follow up audit findings – previous audit	6
2.2	Table 2 – Summary of Findings – this audit.....	7
2.3	Glossary of Terms in relation to findings.....	8
3	APPENDIX 1 – Audit checklists	8
3.1	Part 1 - Ministers Conditions of Approval (MCoA)	9
3.2	Part 2 - Statement of Commitments	28

1 INTRODUCTION

1.1 Project Background

The Sydney Ports Corporation (Sydney Ports) is a “Statutory State Owned Corporation” under the State Owned Corporations Act 1989 (NSW). Sydney Ports owned and managed the commercial port facilities in Sydney Harbour and Botany Bay and provided facilities to support trade growth for the benefit of the NSW economy.

Since the last audit was undertaken, the land ownership and management of Port Botany and the BLB2 has changed. On 1 January 2013, the landside ownership of Port Botany was transferred from Sydney Ports to Port Botany Lessor Pty Ltd to facilitate the long term lease of Port Botany. This transfer included ‘purple land’ structures previously owned by Sydney Ports (i.e. structures located over water on land owned by NSW Roads and Maritime Services) such as the BLB2. Sydney Ports continued to manage the port facilities at Port Botany until the end of May 2013.

NSW Ports commenced operations on 31 May 2013, following its successful purchase of the 99 year lease rights from the NSW Government for two of NSW’s major ports, Port Botany and Port Kembla, and two import / export intermodal terminals, the Cooks River Rail Terminal and the Enfield Intermodal Logistics Centre. NSW Ports is responsible for the management of these assets and their development to cater for future trade growth, which includes the BLB2.

The development of the Bulk Liquids Berth No. 2 (BLB2) will ensure New South Wales has adequate berth capacity to satisfy existing and future forecast demands for the import and export of bulk liquids including chemical, petroleum and gas products. The construction of the BLB2 will also reduce demurrage costs for ships delivering or receiving the products.

Project Approval of BLB2 was determined by the NSW Minister for Planning on 20 March 2008 (Major Projects Application 07_0061). The Conditions of Approval have been modified and amended as follows:

- a) By letter from the Director-General, dated 22/12/10:
- b) By letter from the Director-General, dated 24/12/10:
- c) By letter from the Director-General, dated 14/4/11:
- d) under section 75W of the Environmental Planning and Assessment Act 1979 (EP&A Act) on 28 April 2011 (07_0061 MOD 1)

1.1.1 Project Description

The construction and operation of the BLB2 consists of the following key relevant components:

- A central working platform and working area, with berthing face (including bollards and fenders) and pipe manifold / marine loading arm arrangements;
- Adjacent berthing dolphins on each side of the working platform designed to accommodate the maximum design length vessel;
- Two mooring dolphins on each side of the working platform (four in total);
- Walkways (catwalks) connecting the dolphins and working platform;
- An access bridge structure connecting the working platform with the shore, providing vehicle access and pipeline support structures; and

- Support infrastructure including fire control facilities (pumps, foam/water monitors and associated tanks), amenities buildings and services such as water, sewer, electrical and communications; and
- Berth fitout, including fire fighting monitors and operator shelter.

The above components, other than the working platform deluge system, are now complete. The planning and mobilisation for the infrastructure fitout activities relating to the component below had just commenced at the time of the audit, however no construction activities had commenced.

- Pipelines to user facilities including support and access structures such as pipe racks and culverts.

Figure 1 – Project Location



1.1.2 Requirement for this audit

In accordance with MCoA 4.1d, a program for independent environmental auditing is required to be implemented in accordance with ISO 19011:2002 - Guidelines for Quality and/ or Environmental Management Systems Auditing.

Environmental audits are required to be undertaken at not less than 12 month intervals (or as otherwise agreed by the Director-General) with the first audit scheduled approximately 6 months after the commencement of construction works. As stated in section 2.2, an environmental audit report will be submitted to the Director-General in the first year of operation following which a review of the requirements for the ongoing reporting of compliance status to the Director-General for the operational phase will then be undertaken in consultation with DP&I. The independent environmental audit report is required to be submitted to the Director-General within two months of each audit being completed.

This audit report is the second independent audit to be conducted on the project and has been undertaken in accordance with the requirements of MCoA 4.1d.

Condition of Approval	Reporting Requirement	Construction		Deliverable
		Initial – After 6 months from start	Subsequent – annually (or as per DG requirements)	
MCoA 4. 1d	Independent Environmental Audit Report (EAR)			EARs to DG within 2 months of audit completion

The project construction contract was awarded to John Holland Pty Ltd (JH) and construction on the BLB2 commenced in mid-2011. The initial EAR was required to take place by end of June 2012 and the second was due by end of June 2013.

Due to the restructuring of Sydney Ports / NSW Ports Botany, the actual date of the second independent audit was delayed by approximately 5 weeks. The delay was due to a number of factors including the restructuring of SPC/NSW Ports and change of ownership and personnel. In addition, at the time the audit was due, the main contractor had finished up on site and the Users were not scheduled to begin, so there was nothing to audit on site, and documentation was not ready to be assessed for the next stage. Whilst technically the audit was conducted outside the required period, this condition is considered as satisfied given these circumstances.

The berth is expected to be operational by the end of 2013 following the construction of the Users' infrastructure/fit out. The audit was conducted on the construction site with NSW Ports on 7 August 2013 with assessment of documentation and records also conducted off-site.

1.2 Purpose and Scope

The purpose of the audit was to assess compliance with project environmental criteria in accordance with the scope below:

- assessment of compliance with the conditions of approval
- assessment of compliance with the Statement of Commitments and;
- assessment of environmental mitigation measures and recommendations provided in contractors environmental management documentation.

The scope of the audit includes the construction phase user infrastructure fitout, however does not include conditions relating to the operation of the facility.

1.3 Methodology

In the preparation for this second audit, the audit checklist used during the first audit was reviewed to ensure the relevant MCoA requirements and modifications were relevant to this audit. The audit consisted of a brief site inspection to ensure the site had been left in an environmentally acceptable state by the construction contractors, a review of actions taken to address outstanding findings from the previous audit, a review of key construction contractor records (John Holland), a review of Users CEMPs and other relevant documentation, and a review of all documentation related to compliance to the conditions of approval and interviews with key NSW Ports personnel.

2 AUDIT SUMMARY

Under the Minister's Conditions of Approval for the Construction of the Bulk Liquids Berth No 2 project, an annual full independent environmental audit of the construction of the project is required to be undertaken by a suitably qualified person/team approved by the Director-General. This audit was the second independent audit and was conducted by Dickson Environmental Consulting and Audit on 7 August 2013 at the project site. Report writing and follow-up activities was undertaken at the DECA office. As with the first independent audit, the purpose and scope of this audit was to undertake an:

- Assessment of compliance with the Conditions of Approval, and project commitments;
- Assessment of environmental performance against relevant environmental project criteria; and
- Assessment of environmental mitigation measures and recommendations provided in contractor's environmental management plans.

Compliance to Ministers Conditions of Approval ♦

The outcome of the audit was positive in relation to the level of compliance to the conditions of approval, with an effective compliance tracking process in place. At the time of the audit, all construction activities had been completed, and preparations were commencing for the users to undertake final infrastructure connections. Whilst the construction contractors had completed their work, records were reviewed to ensure all aspects of the work were conducted in accordance with the Conditions of Approval. The audit found that relevant conditions had been fully complied with by the Proponent / Principal (Sydney/NSW Ports) and by the Contractor (John Holland). For detailed findings, refer to Appendix 1 - Audit Checklist – Part 1.

Whilst a high level of compliance was noted, one Issue of Concern (IOCs) and three (3) Opportunities for Improvement (OFIs) were identified. The IOC related to signage not being displayed on the front gate. The OFIs are related to insufficient information being provided within the Users CEMP and in relation to not having loaded the available Users CEMP on the NSW Ports Botany website. Some of these issues have since been addressed – this is reflected in the Summary of Findings table (Table 2)

Compliance to project commitments (Statement of Commitments) ♦

The outcome of the audit was positive in relation to the level of compliance to the Statement of Commitments with only one minor opportunity for improvement identified. As noted above, the main construction work on the site was complete, and one of the Users (Terminals) had commenced site establishment activities. The Opportunity for Improvement was in relation to the Terminals CEMP not addressing visual amenity in the CEMP. This has since been addressed.

Assessment of the effectiveness of environmental mitigation measures ✓

At the time of the audit, there were no construction activities being undertaken and therefore, no environmental mitigation measures were required to be implemented. It was noted however that the required stormwater controls have been installed as per the Conditions of Approval, and appear to be effectively operating. The site establishment activities noted to be undertaken in an environmentally acceptable manner.

Summary

In summary, one Issue of Concern and four (4) Opportunities for Improvement have been raised as a result of this audit. Table 2 below provides a summary of the findings, and Section 3 of this report provides the detailed audit outcomes.

Key to symbols: ✓ = Conforms; ♦ = Opportunity for Improvement; ✘ = Issue of Concern ☒ = Non Compliance

2.1 Table 1 – Follow up audit findings – previous audit

The previous audit identified a number of non-compliances, issues of concern and opportunities for improvement. The majority of these were closed out in an on-site follow up audit several weeks after the conduct of the initial audit. The follow up findings are included in the previous report. The opportunities for improvement that were not followed after the previous audit were followed up at this second independent audit. The outcomes are recorded below:

Type* & No.	Organisation	Finding	Status
OFI # 1	John Holland, SPC	Whilst objectives and targets have been set in the CEMP and ECPs, they are generally not measurable and they are not being tracked or reported on.	Closed
OFI # 1 Follow up		In a response from John Holland to Sydney Ports, it was stated that "These targets are a part of the John Holland Australia Wide Targets but are also related to each individual project. At a project level the targets cannot be amended". Targets included no class 1 or 2 incidents result for this was zero.	
OFI # 2	John Holland, SPC	The Environmental Incident Frequency Rate (EIFR) that is set as a key performance indicator in the CEMP does not appear to be calculated or reported on a project basis. JH should clarify how this is measured and consider whether this target should be retained. If so, it should be calculated and reported on.	Closed
OFI # 2 Follow up		Process was clarified – target and outcome was EIFR of zero	

2.2 Table 2 – Summary of Findings – this audit

Type* & No.	Organisation	Finding	Report / checklist reference
IOC #1	NSW Ports	<p>At the time of the audit, there was no signage near the entrance to the site indicating the required contact details for community complaints. The updated signage was ordered after the audit and was installed on 6 September 2013. The information was also not available on the NSW Ports Botany Website at the time of the audit, however was added shortly after the audit.</p> <p>Status - Closed</p>	MCoA Condition 5.2
OFI #1	NSW Ports	<p>At the time of the audit, the approved User CEMP (Terminals) had not yet been uploaded to the www.nswportsbotany.com.au website. This has since been addressed - the Terminals CEMP was uploaded onto the website on 2 September 2013.</p> <p>Status - Closed</p>	MCoA Condition 5.1
OFI # 2	NSW Ports / User - Terminals	<p>At the time of the audit, the Terminals Traffic Management Plan section did not fully address the requirements of this condition.</p> <p>The plan has since been revised to fully address:</p> <ul style="list-style-type: none"> • Oversize loads • Detail of expected routes to the site • Traffic issues in Appendix 5 – audit checklist <p>Status - Closed</p>	MCoA Condition 6.2(a)
OFI #3	NSW Ports / User - Terminals	<p>At the time of the audit, the Terminals Construction Noise Management Plan section did not fully address the requirements of part (ii) of this condition</p> <p>The Plan has since been revised to:</p> <ul style="list-style-type: none"> • Include the identification of construction activities that have the potential to generate noise <p>Status - Closed</p>	MCoA Condition 6.2(d)
OFI #4	NSW Ports / User - Terminals	<p>At the time of the audit, the Terminals CEMP did not address Visual amenity. This has now been addressed in the final version of the CEMP that has been uploaded to the NSW Ports website.</p> <p>Status - Closed</p>	SoC Condition 18

2.3 Glossary of Terms in relation to findings

- **Compliant (C)** ✓: Complies with all requirements of the condition(s)
- **Opportunity for Improvement (OFI)** ◆: An opportunity identified during the audit that could assist in the improvement of environmental performance on the project.
- **Issue of Concern (IOC)** ☒: A situation observed during the audit that is not considered as good environmental practice and requires corrective action. May be considered as a minor non-compliance and will be followed up at subsequent audits.
- **Non-compliance (NC)** ☒: Does not fully comply with all requirements of the condition or does not meet appropriate environmental management standards. Non-compliances will require verification of adequate corrective action by the independent auditor within 6 weeks of the audit. Where the non-compliance is based on site observations, a return site visit will be required.
- **Not Applicable:** There were either no compliance issues related to the condition, is a future required action or was not applicable at the time of the audit.

3 APPENDIX 1 – Audit checklists

List of contents of appendix:

- 3.1 Part 1 - Minister's Conditions of Approval (MCoA)
- 3.2 Part 2 - Statement of Commitments (SoC).

Audit Checklist – for Construction of Bulk Liquids Berth No 2, Port Botany

3.1 Part 1 - Ministers Conditions of Approval (MCoA)

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome					
				* See footer for key					
				C ✓	O ◆	IOC ⊠	NC ⊠	NA	
1		ADMINISTRATIVE CONDITIONS							
		Terms of Approval							
1.1	NSW Ports	The Proponent shall carry out the project generally in accordance with the a) Major Projects Application 07_0061; b) Bulk Liquids Berth No. 2 – Port Botany: Environmental Assessment dated November 2007 and prepared by Sinclair Knight Merz Ltd; c) additional information provided by Sinclair Knight Merz Pty Ltd to the Department titled Failure Frequency of the Port Botany Bulk Liquids Berth 2 Marine Loading Arms (letter dated 18 December 2007); d) Response to Submissions Report prepared by Sinclair Knight Merz Pty Ltd and dated 26 February 2008; and e) the conditions of this approval	The project is progressing in accordance with the required documents Status: In progress	C					
1.2	NSW Ports	In the event of an inconsistency between: a) The conditions of the approval and any document listed from condition 1.1a) to 1.1d) inclusive, the conditions of the approval shall prevail to the extent of the inconsistency b) Any document listed from condition 1.1a) to 1.1d) inclusive, and any other document listed from condition 1.1a) to 1.1d) inclusive, the most recent document shall prevail to the extent of the inconsistency	Noted Status: In progress	C					

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
1.3	NSW Ports	The Proponent shall comply with any reasonable requirement(s) of the Director- General arising from the Department's assessment of: a) Any reports, plans or correspondence that are submitted in accordance with this approval; and b) The implementation of any actions or measures contained in these reports, plans or correspondence	Noted In accordance with the request from DP&I (letter dated 18/07/12), Sydney Ports provided the Environmental Audit Report to the Department (23/08/12) and uploaded the Compliance Tracking Program and Compliance Tracking Reports onto the Sydney Ports website. DP&I requested clarification on a non-compliance noted in the Environmental Audit (email dated 26/10/12). Sydney Ports provided the requested clarification to DP&I on 19/11/12. As at 31 May 2013 the Sydney Ports (BLB2) website was moved to the NSW Ports website. Correspondence between Sydney Ports and NSW Planning/DP&I in 2010 and 2011 were reported in the previous audit report and were deemed compliant. Status: In progress	C				
Limits of Approval								
1.4	SPC	This approval shall lapse after five years after the date on which it is granted, unless the works the subject of this approval are physically commenced on or before that time	Noted. The works commenced in September 2011 Status: Complete	C				
1.5	NSW Ports / Users	The export of Liquefied Petroleum Gas (LPG) is permitted, provided that a report detailing the reverse flow prevention arrangements for LPG export is firstly submitted to the satisfaction of the Director-General.	Following telephone discussion on 21/12/2012, email response provided to DP&I on 07/01/2013 noting that a report has not been developed because no tenants/operators are currently committed to the import and export of LPG. Email sighted.	C				

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
Statutory Requirements								
1.6	NSW Ports /Users	The proponent shall ensure that all Licences, permits and approvals are obtained and kept up-to-date as required throughout the life of the development. No condition of this approval removes the obligation for the Proponent to obtain, renew or comply with such licences, permits or approvals. The Proponent shall ensure that a copy of this approval and all relevant environmental approvals are available on site at all times during the project.	<p>No Environment Protection Licence or other specific environmental permits required for construction. The Licence requirements for users are yet to be determined.</p> <p>Harbour Master Approval and SACL approval were required during main construction phase by John Holland, however these are no longer relevant. Deemed compliant at previous audit.</p> <p>At the time of the audit, One User (Terminals) was in the early stages of site set-up with site sheds not yet fully functional. Electronic versions of the Approval were available from NSW Ports and available on the NSW Ports computer in the BLB2 control room.</p> <p>Status: In progress</p>	C				
Compliance								
1.7	NSW Ports / JH / Users	The Proponent shall ensure that employees, contractors and subcontractors are aware of, and comply with, the conditions of this approval relevant to their respective activities.	<p>A compliance tracking system continues to be actively managed by NSW Ports (previously by Sydney Ports) to monitor compliance with conditions of approval relevant to the project.</p> <p>NSW Ports has provided a copy of the CoA to the Users who are now in the early site establishment phase for pipeline installation activities. Relevant conditions of approval are incorporated into the Terminals CEMP and all contractors will be required to undertake a site induction prior to commencing work.</p>	C				

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
			The construction contractor John Holland provided inductions based on their CEMP and Environmental Control Plans – this was assessed at the previous audit as compliant. Status: In progress					
1.8	NSW Ports	The Proponent shall be responsible for environmental impacts resulting from the actions of all persons on site, including contractors, subcontractors and visitors.	Noted Status: In progress	C				
Utilities and Services								
1.9	JH/SPC	Prior to commencement of construction, the Proponent shall identify (including, but not limited to the position and level of service) all public utility services on the site, roadway, footpath, public reserve or any public areas that are associated with, and / or adjacent to the site, and/or likely to be affected by the construction and operation of the project.	This was assessed at the previous audit and deemed compliant. Status: Completed	C				
1.10	NSW Ports	The Proponent shall consult with the relevant utility provider(s) for those services identified under condition 1.9 and make arrangements to adjust and/or relocate services as required. The Proponent shall bear the full cost associated with providing utilities and services to the site, and restoring any public utilities that may be damaged during the proposed works.	The Development Approval Compliance Tracking System provided evidence of ongoing consultation. Since the previous audit, further consultation by the contractor with Sydney Water occurred with Sydney Water regarding the BLB2 sewer connection. According to the compliance tracker, the following consultation took place: Ausgrid kiosk was energised on 14/09/2012. The Plan of Easement was lodged with LPI on 18/09/2012 and confirmation of registration on 19/10/2012 has been received. Sydney Water provided conditional approval of the Wastewater Connection Application on 25/10/2012 and Sydney Ports executed the Customer Agreement	C				

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
			- Pump to sewer service on 01/11/2012. Sydney Water approved the Water Connection Application on 05/11/2012. The Compliance tracker states that this requirement will be included in User Licence Agreements. Status: In progress					
1.11	NSW Ports / JH / Users	Prior to the commencement of construction works that may affect services/utilities; the Proponent shall provide documentary evidence to the Director-General that the requirements of the relevant utility provider(s) have been met.	Previous audit report noted that letter from DP&I dated 19/09/11 stating that the Department is satisfied that the condition has been met in relation to the temporary removal of light poles. The removed light poles have now been reinstated. Users are required to comply with this condition should their works impact on any utilities – this is to be included in User agreements. Status: In progress	C				
2	SPECIFIC ENVIRONMENTAL CONDITIONS							
	Hazards and Risk							
2.1	Pre-construction							
2.1	SPC	One month prior to the commencement of construction of the project (except for preliminary works such as survey, fencing minor adjustment to public utilities/services and test evacuation works), or within such period otherwise agreed by the Director-General, the Proponent shall prepare and submit for the approval of the Director-General, the following studies:	See below					

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ♦	IOC ⊗	NC ⊗	NA
a)	NSW Ports / Users	a) A Fire Safety Study covering the relevant aspects of the Department of Planning's <i>Hazardous Industry Planning Advisory Paper No. 2 – Fire Safety Study Guidelines</i> and the NSW Government's <i>Best Practice Guideline for Contaminated Water Retention and Treatment Systems</i> . In addition to approval by the Director-General, approval for this study shall also be obtained from the Commissioner of the NSW Fire Brigades;	As noted in previous audit report, letter to submit FSS for DG Approval sent 14/02/11. The DG has approved the FSS as per the letter dated 14/04/11. Amendments were requested by Commissioner of FRNSW and further correspondence occurred. Full details of correspondence indicating this condition has been satisfied are contained within the SPC Compliance Tracking System. Status: Completed	C				
b)	SPC/Users	b) A Hazard and Operability Study , chaired by and independent and qualified person approved by the Director-General prior to the commencement of the study. The study shall be carried out in accordance with the Department of Planning's <i>Hazardous Industry Planning Advisory Paper No. 8 – HAZOP Guidelines</i> . The study report shall be accompanied by a program for the implementation of all recommendations made in the report. If the proponent proposes to defer the implementation of the recommendation, full justification must be included;	As noted in previous audit report, HAZOP Study submitted on 14/02/11. The DG has approved the HAZOP Study as per the letter dated 14/04/11. Extensions of time were granted and correspondence relating to the implementation program and methodologies for piling occurred. Changes to fire fighting systems were made and the final relevant HAZOP report was received on 12/12/2011. Full details of the correspondence are contained within the SPC Compliance Tracking System. Status: Completed	C				
c)	SPC/Users	c) A Final Hazard Analysis prepared in accordance with the Department of Planning's <i>Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis</i> ; and	The DG has agreed to the submission of the FHA at least one month prior to the Users' commencement of construction as per the letter dated 14/04/11. The FHA was completed in May 2013 by Aecom (dated 27/05/13) and the report is to be finalised for submission to DP&I	C				

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
			Status: Completed					
d)	NSW Ports / Users	d) A Construction Safety Study prepared in accordance with the Department of Planning's <i>Hazardous Industry Planning Advisory Paper No. 7 – Construction Safety Study Guidelines</i> . Because the construction period exceeds six months, the "commissioning" portion of the study may be submitted two months prior to the commencement of commissioning. Construction, other than of preliminary works, shall not commence until approval had been granted by the Director-General.	The DG has agreed to the submission of the CSS at least one month prior to the Users' commencement of construction as per the letter dated 14/04/11. Both Users have prepared a CSS to be submitted to DP&I following review by Sydney Ports. Sighted: <ul style="list-style-type: none"> Vopak doc no 20742-001 Construction Safety Study dated 10/05/2013 Terminals doc no: BOT-TPL-CSMP-001-1 Construction Safety Management Plan dated 27/05/2013. Both were sent to DP&I on 31/05/13 Status: In progress	C				
2.2 (a)	NSW Ports / Users	Emergency Plan Two months prior to the commencement of project commissioning, or within such period otherwise agreed by the Director-General, the Proponent shall develop and implement a comprehensive Emergency Plan and detailed emergency procedures for the project prepared in accordance with the Department of Planning's Hazardous Industry Planning Advisory Paper No. 1 - Industry Emergency Planning Guidelines, and submit them for the approval of the Director-General.	NSW Port to coordinate submission Requirements to be included in User Agreements. At the time of the audit, the user agreements were not available – clarification is being sought.	C				N/A
2.2 (b)	NSW Ports / Users	Safety Management System Two months prior to the commencement of project commissioning, or within such period otherwise agreed by the Director-General, the Proponent shall develop and implement a comprehensive Safety Management System covering all on-site operations and associated transport activities involving hazardous materials. The document	NSW Ports to prepare and maintain Safety Management system Requirements to be included in User Agreements. At the time of the audit, the user agreements were not available – clarification is being sought.	C				


MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
		shall clearly specify all safety related procedures, responsibilities and policies, along with details of mechanisms for ensuring adherence to the procedures. Records shall be kept on-site and shall be available for inspection by the Director-General upon request. The Safety Management System shall be developed in accordance with the Department of Planning's Hazardous Industry Planning Advisory Paper No. 9 - Safety Management.						
Air Quality Impacts								
Odour								
2.3	JH/NSW Ports/Users	The Proponent shall not permit any offensive odour, as defined under section 129 of the <i>Protection of the Environment Operations Act 1997</i> , to be emitted beyond the boundary of the site unless as otherwise permitted by an Environment Protection Licence.	Noted Odour is not a significant issue on the project. A Work Risk Assessment (WRA) was conducted prior to commencement of construction and before preparation of management plans. Odour was not identified as a significant issue and site odour was not detected during the site inspections conducted during the audit. Reporting monthly through Compliance tracking Register- No recorded adverse odour issues for reporting period (monthly) Status: In progress	C				
Dust Emissions								
2.4	JH/Users	The Proponent shall undertake the project in a manner that minimises or prevents dust emissions from the site. Including wind-blown and traffic generated dust. Should visible dust emissions occur at any time, the Proponent shall identify and implement all practicable dust mitigation measures, including cessation of relevant works, as appropriate, such that emissions of visible dust cease.	A query from Vopak was received 04/12/2012 regarding dust during road works, however by the time the call was received the activities had ceased. Main construction phase of project is completed. Issue is addressed in User CEMP's Status: In progress	C				


MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
Noise Impacts								
Construction Noise Impacts								
2.5	JH/Users	<p>To mitigate construction noise impacts associated with the project, the Proponent shall only undertake construction activities that are audible at any residential receptor during the hours listed below;</p> <p>a. all works undertaken on Mondays to Fridays shall only be carried out between 7:00am to 6:00pm;</p> <p>b. all works undertaken on Saturdays shall only be carried out between 8:00am and 1:00pm; and</p> <p>c. no construction works shall occur on Sundays or public holidays.</p> <p>This condition does not apply in the event of a direction from police or other relevant authority for safety or emergency reasons</p> <p>c). <i>Note: 'safety or emergency reasons' refers to emergency works which may need to be undertaken to avoid loss of life, property loss and/or to prevent environmental harm.</i></p>	<p>Records indicate that works were conducted by the construction contractor within these working hours. No out of hours approvals have been required on the project.</p> <p>The Users CEMPs address this requirement. The draft Vopak CEMP indicates that it may seek approval for construction activities to be conducted on Sundays to minimise interactions with Port traffic.</p> <p>Status: In progress</p>	C				
2.6	JH/NSW Ports/ Users	<p>The hours of construction activities specified under condition 2.5 of this approval may be varied with the prior written approval of the Director-General. Any request to alter the hours of construction specified under condition 2.5 shall be;</p> <p>a. considered on a case-by-case basis;</p> <p>b. accompanied by details of the nature and need for activities to be conducted during the varied construction hours; and</p> <p>c. accompanied by sufficient information for the Director-General to reasonably determine the activities undertaken during the varied construction hours will not adversely impact on the acoustic amenity of receptors in the vicinity of the site</p>	<p>There has been no out of hours work conducted to date on the project.</p> <p>Status: In progress</p>	C				

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
Construction Noise Impacts – Driven Piles								
2.8	JH	The use of driven piles is permitted during the construction hours prescribed in condition 2.5 and in accordance with condition 2.7 and 6.2(d). The Construction Noise Management Plan is to be approved prior to commencement of the Works and is to include commitments relating to the duration of pile driving activities, the provision of respite periods and mitigation measures in response to noise criteria exceedances.	There has been no piling since the last environmental audit, and no further piling is planned. Status: Closed	C				
Soil and Water Impacts								
2.12	SPC/NSW Ports	The proponent shall ensure that all stormwater on the working platform is directed to a stormwater treatment unit/pollutant trap capable of removing gross pollutants, oil, grease and sediments, prior to it being discharged to Botany Bay.	Addressed in design Installed GPT and pit/culvert sighted during audit site inspection Status: Closed	C				
2.13	JH/ NSW Ports	The Proponent shall ensure that all oil and grease or other pollutants in the wastewater storage tank and the stormwater treatment unit is regularly collected and disposed of off-site at a waste management facility lawfully permitted to accept this waste.	The GPT/interceptor has been maintained once in August 2012 by John Holland – it has not required maintenance since then. A CCTV inspection of the stormwater line has been undertaken as part of the construction approval process. NSW Ports will be responsible for regular maintenance and inspection, and is currently negotiating maintenance contracts and will be awarding them soon. The procedures are also currently being written into the site OEMP. Status: In progress	C				NA

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
4	COMPLIANCE MONITORING AND TRACKING							
	Compliance Tracking Program							
4.1	JH/NSW Ports	<p>The Proponent shall develop and implement a Compliance Tracking Program to track compliance with the requirements of this approval. The program shall be submitted to the Director-General for approval prior to the commencement of construction. The program shall relate to both construction and operational stages of the project and shall include, but not necessarily be limited to;</p> <p>a. provisions for periodic review of the compliance status of the project against the requirements of this approval;</p> <p>b. provision for periodic reporting of compliance status to the Director-General;</p> <p>c.) provisions for specific reporting requirements as required by conditions 4.2 and 4.3;</p> <p>d. a program for independent environmental auditing at least annually, or as otherwise agreed by the Director-General, in accordance with ISO 190011:2002 – Guidelines for Quality and/or Environmental Management Systems Auditing; and</p> <p>e. mechanisms for rectifying any non-compliance identified during environmental auditing or review or compliance.</p>	<p>A Compliance Tracking System has been implemented to track compliance across all phases of the project and satisfies the requirements a) to e). Compliance Tracking program was approved by DoPI June 2011 14/06/11.</p> <p>Four Compliance tracking reports (CTR) have been submitted to date. Initial report was prepared 3 months after commencement of construction. Aug 2011. CTR reports Nov 2011, May 2012. November 12 and May 2013 prepared and sighted.</p> <p>Parts d) and e) are specifically addressed below:</p> <p>d) This checklist and accompanying audit report is part of the requirement for the independent annual environmental audit. The audit was conducted approximately 5 weeks behind schedule (to meet annual requirement) due to restructuring SPC/NSW Ports and change of ownership and personnel and auditor availability. In addition at the time the audit was due, the main contractor had finished up on site and the Users were not scheduled to begin, so there was nothing to audit on site, and documentation was not ready to be assessed for the next stage. Whilst technically the audit is outside the required period, this condition is considered as satisfied given the above circumstances.</p>	C				

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
			<p>e) Rectification of audit findings by the construction contractor John Holland was through an Audit Responses Register, and non-conformance reports Two OFIs were documented in correspondence to SPC.</p> <p>A follow-up audit was conducted on August 7 2012 to assess the actions taken to address the non-compliances and issues of concern. All issues assessed were adequately addressed and closed out as per the final audit report. Opportunities for improvement were followed up at the August 2013 audit and were noted to be satisfactorily addressed.</p> <p>Status: In progress</p>					
COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT								
5.1	NSW Ports	Subject to confidentiality, the Proponent shall make all documents required under this approval available for public inspection on request	<p>Since the last audit, there has been a change in ownership of the Port function with a new entity, NSW Ports now responsible for management of the project. The Environmental Assessment and other key Project are now available on the NSW Ports website (previously on Sydney Ports website).</p> <p>In accordance with the request from DP&I (letter dated 18/07/12), Sydney Ports uploaded the Compliance Tracking Program and Compliance Tracking Reports onto the Sydney Ports website. In accordance with the request from DP&I (letter dated 27/02/13), Sydney Ports uploaded the 2012 Environmental Audit Report onto the Sydney Ports website.</p>		O			

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome					
				* See footer for key					
				C ✓	O ◆	IOC ⊠	NC ⊠	NA	
			At the time of the audit, the approved User CEMP (Terminals) had not yet been uploaded to the www.nswportsbotany.com.au website. This has since been addressed. The Vopak User CEMP is yet to be approved and therefore is not yet on the website. Status: In progress						
Complaints Procedure									
5.2	NSW Ports	<p>Prior to the commencement of construction of the project, the Proponent shall ensure that the following are available for community complaints for the life of the project (including construction and operation):</p> <ol style="list-style-type: none"> A telephone number on which complaints about construction and operational activities at the site may be registered; A postal address to which written complaints may be sent; and And email address to which electronic complaints may be transmitted. <p>The telephone number, the postal address and the email address shall be displayed on a sign near the entrance to the site, in a position that is clearly visible to the public, and which clearly indicates the purposes of the sign.</p>	<p>At the time of the audit, there was no signage near the entrance to the site indicating the required contact details for community complaints. New signage was ordered following the audit and was installed on 6 September 2013</p> <p>The information was also not available on the NSW Ports Botany Website at the time of the audit, however was added shortly after the audit.</p>  <p>Previous signage</p>			IOC			

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊗	NC ⊗	NA
			 <p>New signage installed 6 September 2013</p> <p>Status: In progress</p>					
5.3	JH/ NSW Ports / Users	<p>The Proponent shall record details of all complaints received through the means listed under condition 5.2 of this approval in an up-to-date Complaints Register. The Register shall record, but not necessarily be limited to;</p> <ol style="list-style-type: none"> the date and time, where relevant, of the complaint; the means by which the complaint was made (telephone, mail or email); details of the complainant that were provided, or if no details were provided, a note to that effect; the nature of the complaint; any action(s) taken by the Proponent in relation to the complaint, including any follow-up contact with the complainant; and if no was taken by the Proponent in relation to the complaint, the reason(s) why no action was taken <p>The Complaints Register shall be made available for inspection by the Director-General upon request.</p>	<p>A Complaints, Incidents and Non-Conformance Register has been maintained. There have been no complaints since the previous audit</p> <p>The requirements for a complaints register are referenced in the Users CEMP (Terminals) and draft CEMP (Vopak). The requirement will also be included in User Agreements.</p> <p>Status: In progress</p>	C				

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
6		ENVIRONMENTAL MANAGEMENT						
		Construction Environmental Management Plan						
6.1	JH/ NSW Ports / Users	Prior to the commencement of construction of the project, the Proponent shall prepare and implement a Construction Environmental Management Plan to outline environmental management practices and procedures to be followed during the construction of the project. The plan shall be prepared in accordance with <i>Guideline for the Preparation of Environmental Management Plans (DIPNR, 2004)</i>	<p>A CEMP was in place and implemented by the Construction Contractor John Holland. Construction phase is now complete.</p> <p>User (Terminals) has prepared a CEMP and this was approved by NSW Ports on 5th July 2013. Revisions have been made since the audit to address issues identified.</p> <p>User (Vopak) has prepared a CEMP (prepared by Sherpa Consulting) dated 28th June 2013 (Rev 0) however at the time of the audit, it was under review and had not yet been approved by NSW Ports.</p> <p>Construction activities by the users had not yet commenced at the time of the audit.</p> <p>Status: In progress</p>	C				
6.2	NSW Ports / Users	As part of the Construction Environmental Management Plan for the project, required under condition 6.1 of this approval, the proponent shall prepare and implement the following:						
	JH / NSW Ports / Users	a) a Construction Traffic Management Protocol to detail how vehicle movements associated with the project will be managed during construction. The Protocol shall specifically address the movement of heavy and/or oversize loads to and from the site, the management of construction traffic, and any restrictions to the hours of heavy vehicle movements to avoid road use conflicts with other port users. The	A CEMP has been prepared by User – Terminals and approved by NSW Ports and includes Section 6.11 – Traffic Management Plan. This section provides an overview of traffic management strategies indicating that there will be less than 10 truck movements per day on a few occasions. A separate TMP has not been prepared –		O			

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
		Protocol shall detail the expected routes to the site for construction traffic with the intention that all residential areas are avoided.	<p>justification for this includes limited vehicle movements and no truck movements outside of construction hours.</p> <p>At the time of the audit, the Traffic management plan section did not fully address the requirements of this condition. The plan has since been revised to fully address:</p> <ul style="list-style-type: none"> • Oversize loads • Detail of expected routes to the site • Traffic issues in Appendix 5 – audit checklist <p>A CEMP has been prepared by User – Vopak and this is still under review by NSW Ports. Further details are still required in relation to traffic management in the draft.</p> <p>During the construction phase, at CTMP was in place for Contractor John Holland (approved 2/11/11) and was implemented as required and verified by SPC and deemed compliant at previous independent audit</p> <p>Status: In progress</p>					
	JH / NSW Ports / Users	b) a Construction Water Management Protocol to outline specific mitigation measures that would be implemented as part of the project to minimise the impact of construction on water quality including piling activities and the handling of chemicals, fuels and concrete. The Protocol shall include the use of appropriate stormwater controls, in accordance with Managing Urban Stormwater: Soil and Construction (Landcom, 2004) and shall outline specific measures that will be implemented at the site to avoid sediment-laden stormwater from entering Botany Bay.	<p>A CEMP prepared by User - Terminals includes Section 6.4 – Environmental Assessment – Water, and includes the requirements stated within this condition. The content of the section is considered appropriate for the scale of the proposed works.</p> <p>A CEMP has been drafted by User – Vopak, however at the time of the audit, it was still under review by NSW Ports and had not been issued.</p>	C				

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
			<p>During the main construction phase by John Holland, an approved Water Quality Environmental Control Plan (BLB2-PLN-ECP-009) and a Hazardous Substances ECP (BLB2-PLN-ECP-008) were in place and deemed compliant at the previous audit.</p> <p>Status: In progress</p>					
	JH / NSW Ports / Users	c) where surface excavation is required below 1 meter or where soil testing prior to the commencement of construction identifies the presence of acid sulphate soils, the Proponent shall prepare and implement an Acid Sulphate Soil Management Plan prepared in accordance with guidance provided in Acid Sulphate Soil Manual (Acid Sulphate Soil Management Advisory Committee, 1998	<p>Terminals CEMP Section 6.2 – Land and Groundwater states that site excavations are not expected to exceed 1 metre and that “If this occurs, a Potential Acid Sulfate Soils Management Plan will be developed”.</p> <p>For the construction phase John Holland prepared and submitted an Acid Sulphate Soil ECP (BLB2-PLN-ECP-007) – approved 1/09/11.</p> <p>Status: In progress</p>	C				
	JH / NSW Ports / Users	<p>d) a Construction Noise Management Plan to outline construction noise mitigation, monitoring and management measures to be implemented to minimise noise impacts during construction of the project. The Plan shall include, but not necessarily be limited to:</p> <p>i. details of construction activities and a schedule for construction works;</p> <p>ii. identification of construction activities that have the potential to generate noise and/or vibration impacts on surrounding land uses, particularly residential areas;</p> <p>iii. where the relevant construction noise goals contained in the Noise Management Guideline – Construction Noise (formally published as Chapter 171 of the Environmental Noise Control Manual) are predicted to be exceeded at</p>	<p>The Terminals CEMP addresses noise management. The predicted noise levels are expected to be minimal, and it is noted that the nearest residential receivers are approximately 1.8km from the site.</p> <p>The Terminals CEMP sections below address each of the requirements</p> <p>i. Sections 3 and 4</p> <p>ii. Section 6.7 (fixed following audit)</p> <p>iii. Section 6.7</p> <p>iv. Section 10</p> <p>v. Sections 6.7 and 10</p> <p>For the construction phase John Holland prepared and submitted a Construction Noise Management</p>		O			

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊗	NC ⊗	NA
		sensitive receivers, provision for the application of all practicable and reasonable noise mitigation measures to seek to achieve the relevant construction noise goals; iv. procedures for notifying residents of construction activities that are likely to effect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints; and v. a description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often this monitoring would be conducted, how the results of this monitoring would be recorded; and, if any non-compliance is detected.	Control Plan (BLB2-PLN-ECP-003) DP&I on 19/08/11. A letter from DP&I (14/10/11) confirmed that the Noise ECP met the requirements of CoA 6.2d. The Terminals CEMP did not identify the activities that have the potential to generate noise and vibration (6.2 d ii)) at the time of the audit. This has since been addressed. Status: In progress					
Operation Environmental Management Plan								
ENVIRONMENTAL REPORTING								
7 Incident Reporting								
7.1	NSW Ports	The Proponent shall notify the director-General of any incident with actual or potential significant off-site impacts on people or the biophysical environment within 12 hours of becoming aware of the incident. The Proponent shall provide full written details of the incident to the Director-General within 24 hours of any incident or potential incident occurring. A further detailed report shall be prepared and submitted following investigations of the cause and identification of necessary additional preventive measures. The detailed report is to be submitted to the Director-General no later than 14 days after the incident or potential incident.	Noted. An incident register has been created and the requirements are noted. There had been no incidents that have required reporting to the DG or EPA during the construction phase or at the time of the audit. Status: In progress	C				
SR 3.1	NSW Ports / Users	Contaminated Land Any excavation would be monitored to detect any potentially contaminated material including acid sulphate soils. In the event that some contamination is found, remediation may be required	Addressed in contractors Contaminated Land ECP and Acid Sulphate Soil ECP. Addressed at last audit. Construction completed	C				

MCoA No	Auditee SPC/ John Holland	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
			Addressed in Terminals CEMP – a Potential Acid Sulfate soils Management Plan would be developed if site excavations are greater than 1 m (not expected) Status: In progress					
SR 4.1		Noise Randwick City Council would be informed of any out of hours approvals for audible works obtained from DECC or DoP.	No out of hours works were conducted during the project construction, and none are expected by the Users. Status: In progress	C				

3.2 Part 2 - Statement of Commitments

SoC No	Auditee SPC/ John Holland	SoC Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊠	NC ⊠	NA
GENERAL								
1	SPC/NSW Ports /JH	Development will be carried out generally as described in <i>Bulk Liquids Berth Terminal No. 2, Port Botany, Environmental Assessment</i> , prepared by Sinclair Knight Merz and dated September 2007.	Refer MCoA Condition 1.1 Status: In progress	C				
SERVICES								
2	SPC/NSW Ports /JH	Liaison will be undertaken with SPC and the relevant utility and service providers regarding timing of connections to the services, location of services and utilities on the site.	The following utility and service providers were contacted to determine the location of services and utilities prior to construction commencing: Energy Australia (Ausgrid); Jemena; Optus; Savcor; Sydney Water; Telstra. Meeting held with Ausgrid at BLB1 site on 13/12/2011 to discuss the inspection of the new 11kV cable installation and connection. No change since last audit Status: In progress	C				
3	JH	Liaison will be undertaken with utility and service providers to confirm the location of services and utilities prior to construction commencing.	See MCoA Conditions 1.9, 1.10 The following utility and service providers were contacted to determine the location of services and utilities prior to construction commencing: Energy Australia (Ausgrid); Jemena; Optus; Savcor; Sydney Water; Telstra. No change since last audit Status: Completed - closed	C				

SoC No	Auditee SPC/ John Holland	SoC Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊗	NC ⊗	NA
4	SPC / NSW Ports / Users	Liaison will be undertaken with relevant petroleum distributors that could potentially be impacted in regards to timing of connections with the integrated bulk liquids pipe distribution network.	An Interface Agreement with Vopak (Vopak Terminals Sydney Pty Ltd and Vopak Terminals Australia Pty Ltd) was executed on 16 May 2011. Liaison continues with Vopak regarding the relocation of their pipelines in the pipeline corridor. Relocation of Vopak pipelines completed 2/12/2011. Status: In progress	C				
NOISE MANAGEMENT								
5	JH/ Users	Audible construction activities at residential land uses will occur: a. Monday to Friday, 7 am to 6 pm; b. Saturdays, 7 am to 5 pm; and (inconsistent with MCoA) – MCoA prevails over this. c. Sundays and Public Holidays (only as the construction schedule requires) d. No audible work outside these hours unless approval is obtained from the DECC prior to works being undertaken	See McoA Condition 2.5, 2.6 Status: In progress	C				
6	JH/ Users	Mitigation measures to minimise noise during construction would be included in the Construction Environmental Management Plan.	See McoA Condition 6.2 (d) Status: In progress	C				
7	Users	Leakages from pipes would be minimised by pressure pipe monitoring, with any required urgent corrective actions, and regular general inspections	Future requirement following completion of infrastructure fit-out Status: Open					NA
Contamination								
8	JH/ Users	In the event that contaminated groundwater/soil is discovered during construction, a groundwater/soil management plan would be developed;	No contaminated groundwater or soil had been encountered by the construction contractors. (no excavation to water table), therefore no groundwater/soil management plan has been required to be developed.	C				

SoC No	Auditee SPC/ John Holland	SoC Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊗	NC ✗	NA
			Also see MCoA Condition 6.2 b) and c) Status: In progress					
9	JH / Users	Appropriate disposal of any contaminated water or soil in accordance with DECC waste management guidelines	Addressed in Construction contractors CEMP and Environmental Control Plans – assessed at last audit as compliant. Addressed in Users CEMPs Status: In progress	C				
HERITAGE								
10	JH/ Users	In the event of an item of Aboriginal or European heritage significance being discovered during construction, works in the area would cease and the appropriate authority contacted	No Heritage issues encountered to date Not likely to encounter heritage items during User works as all excavations will be in pipeline corridor and where previous excavation have occurred as part of the construction works. Status: In progress	C				
WATER QUALITY								
11	SPC/ NSW Ports	The working platform and manifold areas would be bunded and would drain to wastewater storage tank. All water collected in the manifold area would be assessed, treated and/or disposed of at an appropriately licensed liquid waste management facility. Water from the working platform would initially be assessed to determine whether it is unpolluted and suitable for release to Botany Bay – or requires disposal at an appropriately licensed liquid waste management facility.	Addressed in design This condition relates to design of the stormwater management system and the infrastructure for this was under construction at the time of the first audit and was complete at the second audit. Facility sighted at audit as part of inspection. Status: Complete	C				
13	SPC	An oil boom facility would be readily available to be deployed rapidly from the nearby Brotherson Dock and brought to BLB2 in the event of a spill.	Present as part of the existing emergency oil spill response team located in Brotherson Dock. Visit to facility was undertaken as part of the first environmental audit. Status: In progress	C				

SoC No	Auditee SPC/ John Holland	SoC Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊗	NC ✗	NA
14	JH/SPC/ Users	Procedures for spills and leaks including notifications and clean ups would be developed	Addressed in Contractors CEMP and induction (JH) during construction. Addressed in User works CEMPs Status: In progress	C				
16	JH/ Users	Soil and Water Management Plan implemented during construction	Erosion and Sediment Control was addressed in the Construction Contractors ECP-002. Issues were raised at the previous audit in relation to sediment and erosion control – these were addressed and followed up as part of a follow-up audit. Addressed in Users works CEMPs. Construction work by users had not commenced at the time of the audit. Status: In progress	C				
AIR QUALITY								
17	JH/ Users	Mitigation measures to minimise dust during construction would be included in the Construction Environmental Management Plan	Addressed in Construction Contractors CEMP and Air Quality and Dust ECP BLB2-PLN-ECP-004 and assessed at previous audit as compliant. Addressed in Users CEMPs Status: In progress	C				
VISUAL AMENITY								
18	JH / Users	Mitigation measures to minimise visual impacts during construction would be included in the Construction Environmental Management Plan.	Visual amenity was listed as a key environmental objective in the Construction Contractors CEMP with a target of “no complaints due to visual amenity” and assessed at previous audit as compliant. Addressed in User (Vopak) draft CEMP, however not addressed in the Terminals CEMP. This has since been addressed. Status: In progress		O			

SoC No	Auditee SPC/ John Holland	SoC Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊗	NC ⊗	NA
SECURITY								
19	SPC/ NSW Ports	A review of both the existing security assessment and the approved MSP would be undertaken to ensure appropriate security measures are maintained.	<p>The Maritime Security Plan (MSP) for the Port and BLB1 has been prepared and approved by the Department of Transport and Regional Services. As stated in the Port Operating Protocol, in order to ensure effective integration with the MSP, the Contractor's project manager and nominated site security officer shall, prior to mobilising and establishing on site, undergo an induction by the Sydney Ports Corporation's Maritime Security Manager on the requirements of the MSP (completed).</p> <p>The Contractor's nominated site security officer shall participate as an observer at the quarterly Precinct Port Security Committee meetings (ongoing)</p> <p>Annexure N (Site Access Plan) and Annexure O (Port Operating Protocol) were sighted during the first environmental audit.</p> <p>Status: In progress</p>	C				
20	SPC NSW Ports /JH / Users	Government issued personal identity (ID) cards including Maritime Security Identification [MSIC] cards which require the applicant to have undergone a number of background security checks) would be a pre-requisite for any personnel to gain access to BLB2.	<p>The Port Operating Protocol (POP), states that other than the master of any Construction Vessel or supervisor of any Works Under Contract (WUC), for Contractor's activities within the Marine Works Area (MWA), possession of a MSIC will not be required.</p> <p>For Contractor's activities outside the MWA, possession of a valid MSIC will be required by Contractor's personnel and agents, or they will be required to be under constant supervision by a valid MSIC holder. The Contractor is to ensure that the master of any Construction Vessel or supervisor of any WUC within a Maritime Security Zone is in possession</p>	C				

SoC No	Auditee SPC/ John Holland	SoC Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊗	NC ✗	NA
			<p>of a valid MSIC or under constant supervision by a valid MSIC holder.</p> <p>The Site Access Plan states that the Contractor's personnel working within the Land Site do not require Maritime Security Identification Cards (MSIC).</p> <p>No change since first environmental audit</p> <p>Status: In progress</p>					
WASTE MANAGEMENT								
22	JH/ Users	Mitigation measures to minimise waste impacts during construction would be included in the Construction Environmental Management Plan.	<p>Mitigation measures relating to waste were documented within the Construction Contractors BLB2-PLN-ECP-001 Waste Environmental Control Plan Rev 2 17/08/2011). A Non-compliance was raised at the last audit in relation to waste disposal. A follow up audit verified improvement of processes. No further incidents regarding waste were noted since the last audit.</p> <p>Waste Management is addressed in Users CEMPs. Site facilities and waste bins were being set up at the time of the audit.</p> <p>Status: In progress</p>	C				
23	JH/ Users	All waste generated would be removed from the work area as soon as practicable and disposed in accordance with DECC waste management guidelines (<i>Assessment, Classification and Management of Liquid and Non-Liquid Waste 1995</i>).	<p>As above</p> <p>Status: In progress</p>	C				

SoC No	Auditee SPC/ John Holland	SoC Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome				
				* See footer for key				
				C ✓	O ◆	IOC ⊗	NC ✗	NA
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN								
24	JH / Users	The Applicant will prepare a Construction Environmental Management Plan at least a month before construction work commences. The CEMP would address issues, impacts and mitigation measures associated with construction.	The Construction contractor prepared a CEMP and subplans – this was assessed as compliant at the first environmental audit. CEMPs prepared by Users. Refer to MCoA. Status: In progress	C				
Navigation and Shipping								
25	SPC	As required by the <i>Management of Waters and Waterside Lands Regulations NSW (C167)</i> the written permission of the harbour master will be obtained prior to construction to ensure the impact on commercial shipping is minimised.	A request for Harbour Master approval was made by Sydney Ports on 2 May 2011 and permission was obtained on 6 May 2011 in accordance with clause 67 of the 'Management of Waters and Waterside Lands Regulations'. Approval is valid May 2011 - June 2013 subject to conditions. Construction was complete at the time of the audit Status: - Closed	C				
Soil and Water								
26	JH / Users	Mitigation measures to minimise soil and water impacts during construction would be included in the Construction Environmental Management Plan.	Erosion and Sediment Control ECP BLB2-PLN-ECP-200 (Rev 5 20/06/12) and a Water Quality ECP BLB2-PLN-ECP-009 (Rev 5 12/06/12) were prepared by the Construction Contractor. Some issues were identified in relation to the adequacy of the Site Environmental Plan and sediment and erosion controls were identified during the last audit. These were followed up and were appropriately addressed. Addressed in Users CEMPs Status: In progress	C				