

Meeting: Port Botany Community Consultative Committee – Meeting No. 19

Held: Tuesday 1 May 2018, 5.30pm-7.30pm
Level 2, Brotherson House, Gate B103 Penrhyn Road, Botany

Present:

Charles Abela – Community	Marie Gibbs (MG) – Patrick Stevedores
John Burgess (JB) – Community	Michael Martin (MM) – Vopak
Mal Jagdev-Imrich (MJI) – Community	Aldo Costabile (AC) – Elgas Limited
Paul Pickering (PP) – Community	Gary McKay (GM) – Caltex
Peter Fagan (PF) – Community	Mark Walker (MW) – Qenos
Marcus Dwyer (MD) – Botany Bay Business Enterprise Centre	Trevor Brown (TB) – NSW Ports
Zoran Sarin (ZS) – Bayside Council	Jonathon Lafforgue (JL) – NSW Ports
Erin Barker (EB) – EPA representative	Alison Wedgwood (AW) – NSW Ports
Brendan Rabbitt (BR) – STA Port Botany	Roberta Ryan (RR) – Chairperson
Ryan Bennett (RB) – Port Authority of NSW	Sandra Spate (SS) – Minute taker
Anthony Nicholson – SafeWork NSW	

Apologies: Greg Walls – NSW Ports, Adem Long – NSW Ports, Jos Kusters – Caltex, Clare Harley – Bayside Council, Alexandra Vandine – Bayside Council, Karen Jones – Orora, Asim Chohan – SafeWork NSW, Claere Kay – DP World, Lyndon Reeves – Elgas, Patrick Medway – Bayside Chamber of Commerce, Bronwyn Englaro – Randwick Council, Lynda Newnam – Community, Lisa Williams – Electorate Offices for Member for Maroubra, Blair Moses – Hutchison


Item	Description	Action/Responsibility
1	Apologies and Introductions	
2	Actions arising from previous minutes	
2.1	Action 5.1. Include in the agenda for next meeting a presentation by Elgas on their Major Hazardous Facility Licence renewal. This will be done at the next meeting.	The action remains open.
2.2	Action 5.10 (a). Provide the link to the draft NSW Freight and Ports Plan in the minutes. This was done. The action is closed.	
2.3	Action 5.10 (b). NSW Ports to follow up with the Department of Planning consolidation of Mod 16 into the Conditions of Consent. AW reported the Department of Planning's response was that Mod 16 was drafted incorrectly requiring preparation of a new modification. However with the repeal of section 75W the pathway for this is unclear. Greg will report to the next meeting.	GW to report on the status of Mod 16 at the next meeting.
2.4	Action 9.1 (a). Include in the agenda for next meeting discussion around community priorities for the Sustainability Plan. This is an agenda item. The action is closed.	
2.5	Action 9.1 (b). Include a link in the minutes to the 2015 Sustainability Plan. This was done. The action is closed.	
2.6	Action 10.4. AW to redistribute Terms of Reference to community members.	

	This was done. The action is closed.	
3	Accept minutes of last meeting	
3.1	Acceptance of the minutes from February 2018 was moved by JB and seconded by MJJ. The minutes were accepted.	
4	Port Botany community assets	
4.1	<p>RB reported the Penrhyn Estuary Monitoring Report for 2016 is now on the Port Authority website. The 2017 monitoring report has been reviewed and is being finalised by the consultant. There is a recommendation to investigate how the changes to port operations may have affected shorebirds but additional detail is being sought on this recommendation as it is not clear how this will be done and if it would be a useful exercise.</p> <p>The 2017 Annual Monitoring report was the final report but shorebird monitoring continues till November 2018.</p> <p>A draft End of Project Report is being reviewed and will be on-line when finalised. While it won't incorporate the final shorebird report, this will be included as an addendum when completed. The End of Project Report is a whole of project report including commentary on the focus areas in the Penrhyn Estuary Habitat Enhancement Plan of shorebirds, benthos, seagrass, saltmarsh and water quality. Assessment will be against success criteria to determine whether compensatory measures are recommended or required.</p> <p>Port Authority now have a proposal for a recommended three additional seagrass monitoring events at Foreshore Beach. The community has asked for this and Port Authority has decided that the additional monitoring will proceed to determine whether the patch of Zostera seagrass continues to expand and to assess the impacts from the groyne installation. The first one will occur either in the next weeks or next year to avoid monitoring over winter when seagrass naturally dies off.</p> <p>A boom below Sirius Road bridge used to prevent mangrove seeds from washing into the estuary is being replaced.</p> <p>Beach grooming at Foreshore beach continues regularly.</p> <p>Vegetation management and pest control is ongoing.</p> <p>There have been issues with ongoing vandalism at the bird hide and Port Authority is considering CCTV as this has deterred vandalism at the Millstream carpark.</p> <p>Work on sediment fences and revegetation is being undertaken to minimise sand migration to the pathways.</p> <p>The current Assets Manager at Port Authority of NSW, Peter Reed is retiring.</p>	
4.2	<p>JB reported he has found the current Assets Manager very receptive. He had been trying to arrange a meeting with him on site but this hasn't yet happened.</p> <p>RB will take the request for an onsite meeting to the new Assets Manager.</p>	RB to take the request for an onsite meeting with JB to the new Assets Manager.
4.3	<p>JB asked about the timing of placing the 2017 report on the website and whether there is opportunity for public consultation in finalising the report.</p> <p>RB replied the 2017 report has been reviewed and is currently being finalised. It is expected to be on the website in the next month. There is no intention for public consultation on the report as it is a summary of the results of monitoring.</p>	
4.4	<p>MD asked about the method and frequency of beach grooming.</p> <p>RB replied it is done by machine as at other beaches and is at a minimum monthly. He will confirm frequency.</p>	RB to provide detail on frequency of

		beach grooming to the CCC.
4.5	AW noted the request from the CCC for the extension of seagrass monitoring and thanked the Port Authority for committing to undertaking the additional monitoring. RB suggested the consultants are encouraged by early good signs that the high density patch of Zostera is expanding. They are still deciding whether the additional surveys are best done annually or over two years.	
4.6	PP asked whether the Port Authority is comfortable that the groynes are achieving what was intended. RB thinks this is the case. The beach seems to be reaching an equilibrium with crescent shapes of sand. The seagrass seems to be re-establishing over time. The groynes are performing well structurally.	
4.7	RR thanked RB for his comprehensive report and the Port Authority for the additional seagrass monitoring as requested by the community.	
5	NSW Ports Sustainability Plan 2018	
5.1	AW delivered the presentation on the NSW Ports Sustainability Plan 2018 as flagged at the last meeting (attached to minutes). The Plan provides strategic direction and short term milestones over five focus areas. The new plan goes beyond just environmental sustainability to include economic and social sustainability.	
5.2	ZS suggested that the SWOT (strengths, weaknesses, opportunities and threats) diagnostic tool used by council could be employed. No one tackles threats but everyone has them.	
5.3	CA noted safety has been a concern of the local community since the start. The contours map for safety ended at the boundary line of the port. Since then additional things have affected the contours. Does the Plan take into account hazards and potential hazards? AW responded that a couple of the UN Sustainable Development goals include a focus on safety and health so NSW Ports will consider how safety can be addressed in the Plan TB is aware that last major hazard study was done some time ago. NSW Ports is looking at options for an update. The study will take time. Hopefully more can be presented to the next meeting.	
5.4	MD noted an aim to become a world class port. Could some examples of world class ports be provided? AW suggested examples are Rotterdam, Los Angeles, Antwerp and Vancouver. NSW Ports will be looking at international examples for the development of the next Plan	
5.5	PP asked for a definition of sustainability. If a ship sank in the narrow channel then it isn't sustainable. TB replied good risk management is part of sustainability, part of the corporate risk process. There are processes in place for channel blockages. JB noted managing risks of terrorism was looked at eight years ago. Is it due to be looked as part of the review? AW replied that these issues relate to business continuity and risk and NSW Ports has internal procedures to assess and manage those. Some parts of that do relate to economic sustainability. The Sustainability Plan is more about reducing negative environmental and social impact, about transparency, how to improve the performance of the port operations and where we can have the greatest impact.	
5.6	AW reported there will be a consultation process for this committee and for tenants to be involved in the development of the plan. The aim is for completion of the Plan in the second half of year. TB suggested a session at the next meeting to hear key issues from the CCC.	

	RR said NSW Ports needed to supply the CCC with information, pre-reading to inform feedback.	
6	ISCA IS Rating for the Brotherson Dock Life Extension Project	
6.1	AW delivered a presentation on the ISCA (Infrastructure Sustainability Council of Australia) IS Rating for the Brotherson Dock Life Extension Project (attached to minutes). The project involves a cathodic protection system including the installation of over 24,000 anodes into Brotherson Dock. Updates will be provided to the CCC as ongoing agenda items throughout the design and construction period of the project.	
6.2	MG noted difficulties of undertaking the project while the terminals are still operating. AW said a key non-negotiable component of the project is to not stop shipping operations while it is being undertaken and a robust communications procedure is being developed to assist in this.	
6.3	MG asked if drilling for the anodes is from the top down. TB confirmed it is.	
	MG asked whether the ISCA framework includes safety under harm as this is included under a lot of the EPA's environmental reporting. AW replied the ISCA framework doesn't look at safety but is focused on environment and social sustainability.	
6.4	PP asked whether installation of anodes was included in the port expansion to avoid the problem in the future. He suggested with a potential cruise ship terminal any new infrastructure should consider this beforehand. AW replied that all port structures are subject to long term degradation, however construction techniques have improved since the port was first built. Maintenance on older infrastructure is usually done through patch repairs as required but this project looks at long term gains vs short term reactive maintenance. Newer structures have sustainability considerations built into design but this is retrospective fixing of old infrastructure. There are upfront costs but gains over the longer term and over time a reduction in resource requirements and energy costs. JB said there is proven technology that must be used now for new marinas.	
6.5	ZS asked what the likely start date is. AW suggested it is likely to start next month.	
6.6	GM asked whether NSW Ports is aware a team of engineers is undertaking a similar project at the Caltex terminal at Kurnell. It would be worthwhile for NSW Ports to talk to the Caltex engineers.	
6.7	MG noted NSW Ports has had a lot of conversations with Patrick. Once contractors come onto the terminal they are Patrick's responsibility. She is also interested from an environmental point of view what contractors are accountable for on site. MG asked whether work would start at one corner and continue in a line round the wharf. TB replied work would be undertaken on small patches at a time. AW said it is non-negotiable that the terminals continue to operate so all measures will be undertaken to ensure that this happens and communication with the stevedores will be ongoing.	
7	Development activities in the Port - Tenant developments - NSW Ports developments – GW/TB	
7.1	Elgas There is nothing to report. A presentation will be delivered at the next meeting.	
7.2	Hutchison	

	NSW Ports is in discussion with Hutchison regarding the future of the sand stockpile.	
7.3	<u>Patrick</u> There is nothing to report.	
7.4	<u>Terminals</u> TB reported the tank and pipeline project is complete.	
7.5	<u>DP World</u> TB forwarded information from SD that work has been undertaken to address rail gate alarm noises. Instead of a loud single alarm the gate now has a series of dispersed, quieter alarms. There have been no complaints specific to this gate but this may assist in reducing some of the beeping noises from the Port. AW reported that Patricks also went through an assessment of rail gate alarms a few years back and successfully reduced noise levels from the alarms.	
7.6	<u>Vopak</u> Regarding the modification application, MM reported the Department of Planning accepted Vopak's response to submissions on April 11. The modification is now in the final assessment phase and a decision is required within 45 days. MM reported Vopak also held a successful global safety day today with 60 to 70 contractors and suppliers participating at this site.	
7.7	<u>Caltex</u> There is nothing to report.	
7.8	<u>Orora</u> AW understands Orora has been undertaking its own consultation process around the removal of building 7. NSW Ports was informed. Containers are being used as sound barriers. CA has noticed a bit of odour coming from the newly commissioned water treatment plant.	
7.9	<u>Qenos</u> There is nothing to report.	
7.10	<u>STA Port Botany</u> The CCC welcomed BR from the bus depot. BR reported no development on the depot site but did mention the gas leak that occurred outside the depot yesterday.	
7.11	<u>NSW Ports</u> TB reported new gangway access was completed in mid-March at Bulk Liquids Berth 1. It has improved safety and operational performance allowing quicker, safer access to vessels. It has been well received by tenants and shipping.	
7.12	JB asked which operation was involved in a reported collision between two transporters causing serious injuries. It is the first such serious incident he has heard of. JL replied it occurred at Hutchison.	
7.13	MG said she has been approached by employees about stories of a cruise liner terminal. TB replied Transport for NSW has a project looking at potential additional cruise facilities for Sydney. One of the options is Botany Bay but it is a TfNSW project. NSW Ports is a stakeholder in the process but isn't positioned to comment on the scope of the project. Yarra Bay has been mentioned. AW said TfNSW is looking at four potential options both in and outside of Botany Bay. There has been no formal consultation as yet with NSW Ports. The best place to seek more information at this time is with Transport for NSW	

7.13	CA noted a report in the Southern Courier that National Parks and Wildlife Service has received a \$50m grant from the federal government to upgrade facilities at Kurnell, part of which is the establishment of a ferry service between Kurnell and La Perouse. GM said it is reported this is part of the 2020 celebrations to commemorate the landing of Captain Cook.	
8	Port Botany Noise Update	
8.1	- Port Botany Expansion Rail Noise (as per CoA 2.28) There have been no complaints.	
9	Safety and Environmental Incidents/Complaints	
9.1	- Biosecurity update AW reported meetings have been held with biosecurity agencies about progressing bio-security capabilities. LN attended as a community stakeholder. There are opportunities for information and training sessions in early July to increase knowledge for staff on the ground to better recognise potential incursions and to respond. There are opportunities to expand this to tenants and contractors. AW will contact tenants as opportunities arise.	
9.2	- Summary of complaints TB reported one complaint was received in April from the Little Bay area about night noise. It was investigated but there was no obvious source. Container handling was mentioned, as was an alarm and low frequency engine noise. PF asked whether it may be from ships running generators at night. He hears such noises. TB suggested it is hard to identify. He asked that people let Ports know of noise issues. MG said the complaint coincided with ARTC possession and work on the line. It may have been work on tracks and associated generators. AW said the night of the complaint had strong westerly winds which carry noise across to Little Bay and Yarra Bay. NSW Ports tries to map complaints against locations and weather conditions. PF said even light westerlies carry sounds that are like a big engine chugging to Little Bay MJI heard container banging and beeping last night.	
10	General Business/Next meeting :	
10.1	JL reported NSW state emergency services will be conducting an exercise on Saturday 12 May which will result in Prince of Wales Drive being closed. It involves 100 personnel including police, ambulance service, paramedics and volunteers. Signage is erected two weeks in advance.	
10.2	The Next meeting is Tuesday 7 August	
	<p>These minutes have been endorsed by the meeting Chair</p> <p>Signed:  Date: 25.5.2018</p>	

NSW Ports Sustainability Update

Port Botany Community Consultative Committee – May 2018



NSW Ports



NSW Ports Sustainability Plan 2015

- Sustainable growth is a key business driver.
- Our first Sustainability Plan was released in 2015 – three year plan.
- The Plan supports *Navigating the Future: the NSW Ports 30 Year Master Plan* which guides port development and infrastructure investment.
- The Plan is a strategic framework document for progressing environmental sustainability.
- It applies to all four of our operational assets – Port Botany, Port Kembla, Enfield Intermodal Logistics Centre and Cooks River Intermodal Terminal.

SUSTAINABILITY PLAN 2015



NSW Ports

NSW Ports

NSW Ports Sustainability Plan 2015

Five Focus Areas:



Transport and Logistics

Development and Land Use Planning

Local Environmental Outcomes

Resource Conservation and Efficiency

Stakeholder Consultation and Relations

For each focus area:

- High level goals
- Strategic Directions
- Short Term Actions and Milestones



GOAL

To maintain local environmental values and the amenity of communities as port and intermodal operations grow to service the NSW economy.



STRATEGIC DIRECTIONS

- Progressively develop management strategies for key environmental aspects that address the long-term impacts of trade growth.
- Conserve ecological and cultural heritage values for the benefit of future generations.
- Proactively engage with stakeholders to identify and address emerging environmental issues.



SHORT TERM ACTIONS AND MILESTONES

ACTION/MILESTONE	TIMEFRAME
Develop and implement a noise management strategy for Port Botany.	2017

NSW Ports

Information Sources for 2015 Plan

- Environment policy
- Internal data and business plans
- Alignment with 30 Year Master Plan
- Case studies – NSW Ports and tenants
- EPA – regulatory priorities and emerging issues
- Independent peer review
- Shareholder review and suggestions



Summary of Achievements – 2015 Plan

- Total of 26 specific short term actions or milestones

Completed or Successfully Ongoing	Partially Completed / In progress	Yet to Be Commenced
19	6	1

Key actions that we have completed:

- Survey of road traffic volumes for Port Botany
- Heritage management strategy
- Maintenance of Green and Golden Bell Frog Ponds at Port Kembla and Enfield
- Online electricity monitoring at Port Kembla and solar power systems in Port Kembla and Port Botany

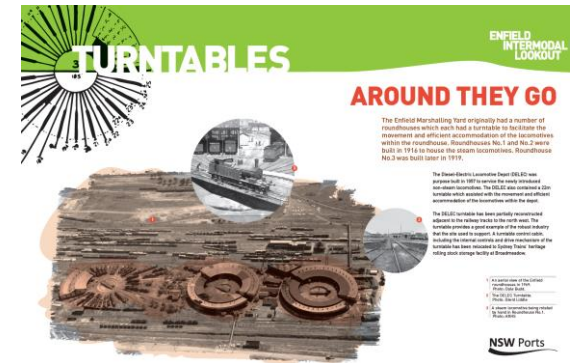
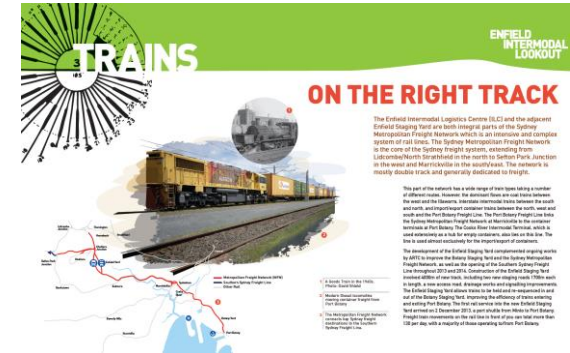


Mt Enfield Intermodal Lookout



NSW Ports

Mt Enfield Intermodal Lookout



Key Learnings – 2015 Plan

Necessary for Success:

- Get input/support from a wide variety of stakeholders
- Sustainability actions incorporated into formal Business Plans – reporting up the line
- Willingness to adapt as you go

Difficulties:

- Scope – sphere of control vs zone of influence
- Negotiating external support from stakeholders
- Visualising future operational/business needs

Conservation works on the Port Kembla Mobile Block Setting Steam Crane



NSW Ports

NSW Ports

OUR VISION

To be a world class port and logistics manager driving sustainable growth

OUR APPROACH

We promote and facilitate sustainable trade growth through quality infrastructure, efficient operations and by engaging with customers and stakeholders

OUR PURPOSE

We are custodians of key New South Wales ports – the gateways handling your valued goods

CORPORATE OBJECTIVES

Sustainable growth

Safe, responsible and efficient performance

Relationships with stakeholders

A highly engaged and effective workforce

Shareholder value



Integrity



Accountability



Passion



Collaboration



Care

NSW Ports 2018 Sustainability Plan – Sustain Harder!!

This year NSW Ports will be releasing a new Sustainability Plan:

- Expect to keep the same focus areas and many of the goals
- Update some strategic directions and create new short term actions/milestones.
- Overall shift from minor, internal projects to larger port-wide strategies.
- A more holistic approach to sustainability – not just environmental.
- Consultation with community representatives
- More initial investigation and collaborative assessment of options.
- Focus on developing sustainability indicators that are meaningful and aligned with business strategy.

Scoping the 2018 Plan – Our Process

1. Asking ourselves the Questions

Where are we now?

What are our strengths and weaknesses?

What are our capabilities?

Where do we want to go?

What does it mean, in terms of sustainability to be a “world class port”?

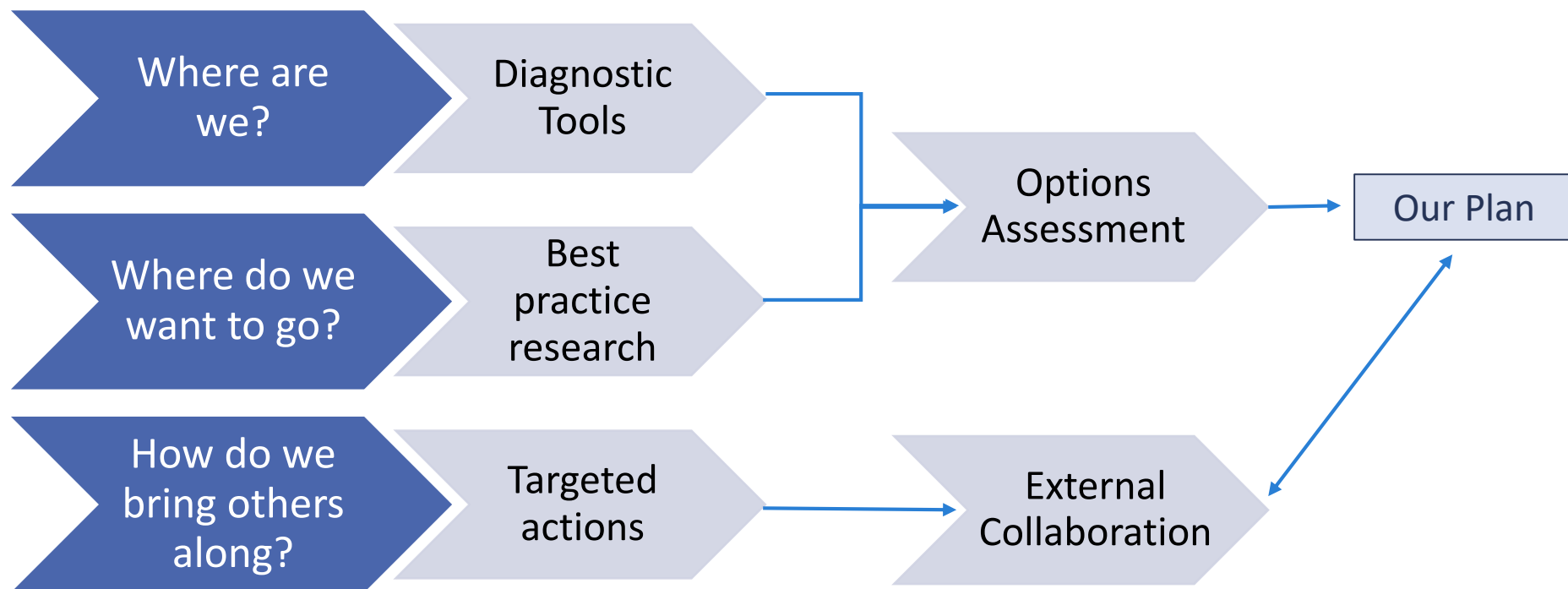
How do we maximise our impact?

How do we bring our stakeholders along on the journey?

The logo for NSW Ports, featuring the text "NSW Ports" in white, with a white swoosh underline, set against a dark blue background.

NSW Ports

Scoping the 2018 Plan – Our Process



Scoping the Plan – Focusing Question

What does it mean to be a “world class” port in sustainability?

- UN Sustainable Development Goals?
- World Ports Sustainability Program?
- PIANC Navigating a Changing Climate?
- Working With Nature?
- ISCA Infrastructure Sustainability Ratings?
- Global Reporting Initiative?
- International examples and benchmarks?



Sustainability Plan 2018 – Supporting Programs

NSW Sustainability Advantage Program:

- NSW Ports has signed up to Sustainability Advantage
- Held a diagnostic session with management
- Next steps are to identify some key projects within the identified areas for improvement – ties into Sustainability Plan development



Infrastructure Sustainability Council of Australia:

- Staff trained in the ISAP process
- Seeking our first IS Certification for a cathodic protection system for Brotherson Dock.
- The certification process is identifying key processes and procedures that require updating and integrating with sustainability principles.



NSW Ports

ISCA IS Rating for Brotherson Dock Life Extension Project

Port Botany Community Consultative Committee – May 2018



NSW Ports



Brotherson Dock Life Extension Project - Overview

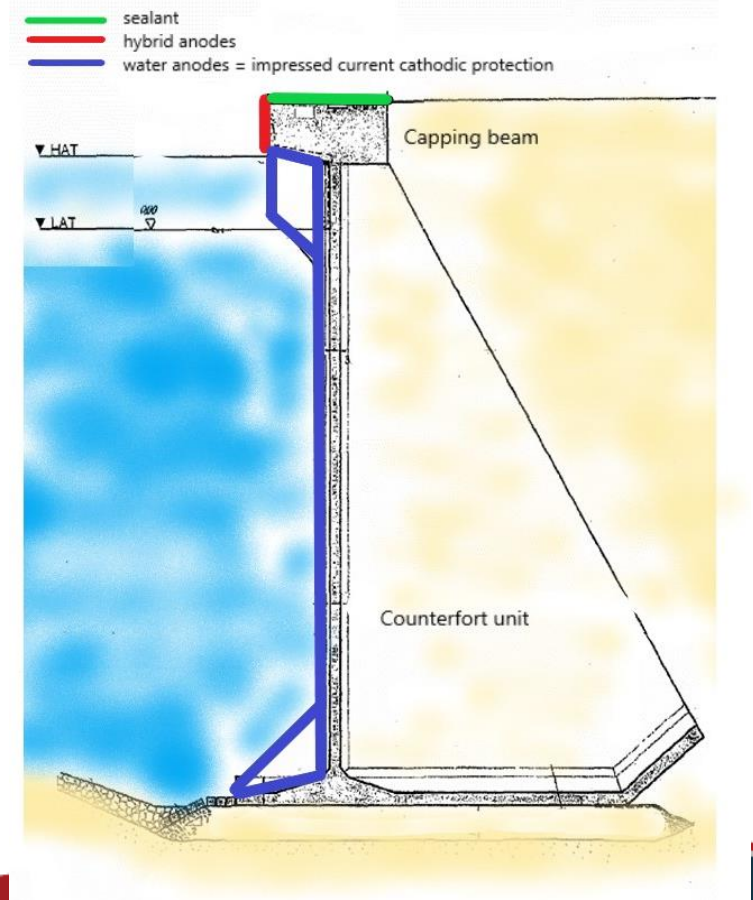
- Extend the useful life of the Brotherson Dock container wharf structures
- Wharf was built 40 years ago and is degrading through environmental conditions – i.e. salt water ingress and operational wear and tear



Brotherson Dock Life Extension Project - Overview

Impressed current and hybrid cathodic protection system – installation of over 24,000 anodes:

- Sealant (green) on top of wharf
- Hybrid Corrosion Protection (red) – seaward face of capping beam
- Water-based Cathodic Protection system (blue) – submerged concrete elements



Brotherson Dock Life Extension Project – IS Rating

- NSW Ports is applying for a Design and As-Built Infrastructure Sustainability Rating under the program run by ISCA – only comprehensive rating system for evaluating infrastructure sustainability.
- Rating occurs via a points system over 6 sustainability themes:
 - Management and Governance
 - Using Resources
 - Emissions, Pollution and Waste
 - Ecology
 - People and Place
 - Innovation
- Ratings are verified by two independent verifiers.



The logo for NSW Ports, featuring the text 'NSW Ports' in a white, bold, sans-serif font. Below the text is a white, stylized wave graphic that curves under the letters.

Brotherson Dock Life Extension Project – Sustainability Objectives

- Achieve a minimum “commended” As-Built IS Rating for the project.
- No reportable environmental incidents or environmental harm for the duration of the works.
- No environmental complaints from port users or the community for the duration of the works.
- No non-compliances with environmental legislation or the Construction Environmental Management Plan.
- Successful implementation of the NSW Ports Stakeholder Engagement and Communication Strategy for this project.

Brotherson Dock Life Extension Project – Key Sustainability Benefits

Cathodic protection system vs. standard patch repair maintenance – upfront costs for long term gains

Final design has improved sustainability aspects including a reduction in resource requirements, such as less power and improved maintenance

Identification of opportunities for reducing resource consumption during construction, sustainable procurement and stakeholder engagement

Power offset project – solar generating shade structure for the Brotherson House car park

Improve NSW Ports internal processes – benchmarking exercise

Brotherson Dock Life Extension Project – Stakeholder Engagement and Consultation

What we are committing to:

- Regular reports to CEO/Board and to the CCC on progress against project objectives, sharing knowledge on sustainability wins and lessons learnt
- Monitoring energy, water, materials consumption and waste generation
- On-going stakeholder consultation based on level of interest in the project:
 - Stevedores
 - Port authority
 - Other port tenants
 - local community

Thoughts/Feedback/Questions?