Summary of key outcomes:

There is a clear need to provide additional container handling facilities at Port Botany by about 2010 to ensure sufficient port capacity is available in time to meet the forecast growth in container trade.

The Port Botany Expansion would consist of the construction and operation of additional container handling facilities at Port Botany. The additional terminal area would extend approximately 550 m west and 1,300 m north of the existing Patrick Stevedores container terminal at Port Botany and would create an additional area of approximately 63 ha with five new container ship berths to meet projected container trade demand over the next 25 years and beyond.

Development of the Port Botany Expansion would be undertaken in two principal stages:

- construction of the additional terminal area and associated port infrastructure; and
- progressive development of terminal facilities for operations within the additional terminal area.

The construction activities and works to create the additional terminal area would be managed by Sydney Ports Corporation. Development of terminal facilities would be the responsibility of the ultimate operator(s) of the new facilities.

The Port Botany Expansion would require approval from the NSW Minister for Infrastructure and Planning and the Commonwealth Minister for the Environment and Heritage.

1.1 Background

As an island nation, Australia relies on its sea and air ports for its international trade, with 99% by volume of this trade being transported by sea. International trade is important because it provides an opportunity to increase the standard of living of Australians. In 2001/02, Australia's international trade was worth $240 billion dollars. Provision of adequate sea port capacity and modern sea port facilities is therefore fundamental to the national economy.

Sydney's sea ports comprise one of New South Wales' (NSW) major trade infrastructure assets and handle around $42 billion worth of trade each year which represents more than half of the international air and sea cargo trade in NSW. Sydney's sea ports employ more than 17,000 people directly and indirectly. They therefore provide a valuable contribution to the NSW economy.

Port Botany is Sydney's largest sea port facility, and is owned and managed by Sydney Ports Corporation. Movement of cargo through Port Botany accounted for almost 60% of the total economic output of Sydney's ports in 2001/02. Currently, more than 4,000 people are employed at Port Botany with almost 6,000 people employed indirectly through port related industries.

Of the cargo volume handled through Sydney's ports, approximately 44% is containerised cargo. Currently, more than 1 million twenty foot equivalent units (TEUs) (1 TEU = 1 twenty-foot container) enter or leave Sydney's ports each year. These containers carry a broad range of primary products, manufacturing items and consumer goods which are distributed principally in metropolitan Sydney.

About 90% of this volume is handled at Port Botany, with approximately 80% of these containers packed or unpacked within the metropolitan area of Sydney. This supports the findings of industry research which shows that due to its proximity to the Sydney market, Port Botany is, and will remain, the primary port for the import and export of containerised cargo in NSW.

Sydney's current challenge is to plan for future trade demand. Container volumes through the port have grown at more than 7% per annum for over thirty years. More cautious estimates of 4 to 5% growth per annum for the next twenty years would still more than double the current trade. Trade forecasts show that the annual volume of container trade through Sydney's ports is expected to rise to 1.6 million TEUs by 2010 and is expected to exceed 3 million TEUs by 2025.

Alternative locations would need to satisfy the navigation and infrastructure requirements necessary to cater, or partially cater for, the forecast growth in Sydney container trade. The high economic and environmental cost of transporting containers from intrastate or interstate locations more remote to the Sydney market, together with the strong trend in international shipping to consolidate services to fewer ports of call with larger ships and larger exchanges, are however significant factors that detract from the viability of these more distant locations. The existing status of Port Botany on global trade routes, as well as the port's proximity to the source of future trade growth, dictate that capacity to provide for future trade growth would best be provided for by expanding the existing facilities at Port Botany.

The capacity of the two existing terminals and associated facilities at Port Botany is projected to be about 1.6 million TEUs per year in 2010, at which time demand will start to exceed capacity. Additional capacity therefore needs to be provided at Port Botany from this time on, to accommodate the expected growth in container trade. If adequate capacity is not provided in time, the additional costs of congestion would be

increasingly borne by consumers and business in the form of higher transport costs and delays in deliveries, all of which affect the price of goods and the competitiveness of NSW exports.

Obtaining the necessary approvals for the Port Botany Expansion and completing the construction of infrastructure to provide additional capacity would require at least seven years. Given that additional capacity would need to be available from 2010, the project needs to commence *now* to provide the required capacity in time to minimise the impacts of congestion.

In its role as the owner and manager of port facilities in Sydney, Sydney Ports Corporation has developed a plan to provide solutions to meet this growing demand.

The plan comprises the following key elements:

- expansion of Port Botany;
- retention and continued upgrading of Sydney Harbour facilities;
- improvements to road and rail links to port facilities in Sydney Harbour and Port Botany; and
- establishment of an "inland port" (intermodal terminal) linked by existing dedicated freight rail to Port Botany.

The proposed Port Botany Expansion is the subject of this Environmental Impact Statement (EIS). The NSW State Government announced the commencement of the EIS as part of investigations to support the growing demand for port capacity in NSW

The Port Botany Expansion is "designated development" under the *Environmental Planning and Assessment Act* (1979) (EP&A Act) and therefore requires the preparation of an EIS to accompany the DA.

This EIS has been prepared by URS Australia Pty Ltd (URS) on behalf of Sydney Ports Corporation for the proposed Port Botany Expansion. The EIS has been prepared to assess the impacts of the construction and operation of all elements of the proposed expansion, and to identify appropriate safeguards to mitigate any such impacts. Development consent for all elements of the proposed Port Botany Expansion, as described in this EIS, is being sought from the NSW Minister for Infrastructure and Planning as well as approval from the Commonwealth Minister for the Environment and Heritage.

1.2 Historical Context

The growth and development of Sydney is largely recorded by its maritime history. Since the earliest days of European settlement, the economic development of Sydney has been closely dependent on the development of its ports which until the middle of last Century were mainly confined to Sydney Harbour. Following World War II, port planning analysis and research undertaken by the Maritime Services Board of NSW (MSB) showed that Sydney Harbour did not have the capacity to handle the growing trade and another port had to be developed.

After a study of potential areas of the NSW coast, Botany Bay was judged the only suitable site for major port facilities, and in the late 1960s, the MSB developed the Port Botany concept plan which recommended to the State Government that port facilities be developed in Botany Bay. The State Government endorsed the Port Botany concept plan in 1969.

The Port Botany concept plan showed that development was to be accommodated in the northern part of the Bay with reclamation from Bumborah Point in the east to General Holmes Drive in the west, adjoining the Sydney Airport runway. The reclamation was to take place in four stages with the need to construct each stage being dictated by the forecast trade requirements and subsequent economic analysis.

The development of Stages 1 and Stage 2 of the port reclamation were completed with the construction of the Bulk Liquids Berth at the entrance to Brotherson Dock and the container terminals at Brotherson Dock. The Parallel Runway for Sydney Airport now occupies the area originally described as Stage 4 in the plan, which precludes any further development in this area. The proposed Port Botany Expansion is located within the area set aside for Stage 3 in the plan.

The area to be reclaimed and developed for the Port Botany Expansion has therefore been earmarked by the State Government for port purposes for more than 30 years and represents the final stage of the original plan for the provision of sufficient port capacity at Port Botany to meet the needs of the people of Sydney and NSW.

The historical development of the Port Botany area is described further in **Chapter 2** *Regional Context*.

1.3 Project Outline

The site for the proposed Port Botany Expansion is located on the northeastern edge of Botany Bay, approximately 12 km south of Sydney's CBD, in the suburb of Banksmeadow, NSW. The site is situated between the existing container terminals at Brotherson Dock and the Parallel Runway at Sydney Airport (**Figure 1.1**).

The Port Botany Expansion would extend approximately 550 m west and 1,300 m north of the existing Patrick Stevedores container terminal at Port Botany and would create an additional container terminal area of approximately 63 ha (**Figure 1.2**).

The fully developed additional terminal area would create a further five container ship berths with a capacity of about 1.6 million TEUs per year. This would provide a total future capacity at Port Botany of a minimum 3 million TEUs per year, which would be sufficient to accommodate the expected increases in container trade over the next 25 years.

Development of the Port Botany Expansion would be undertaken in two principal stages:

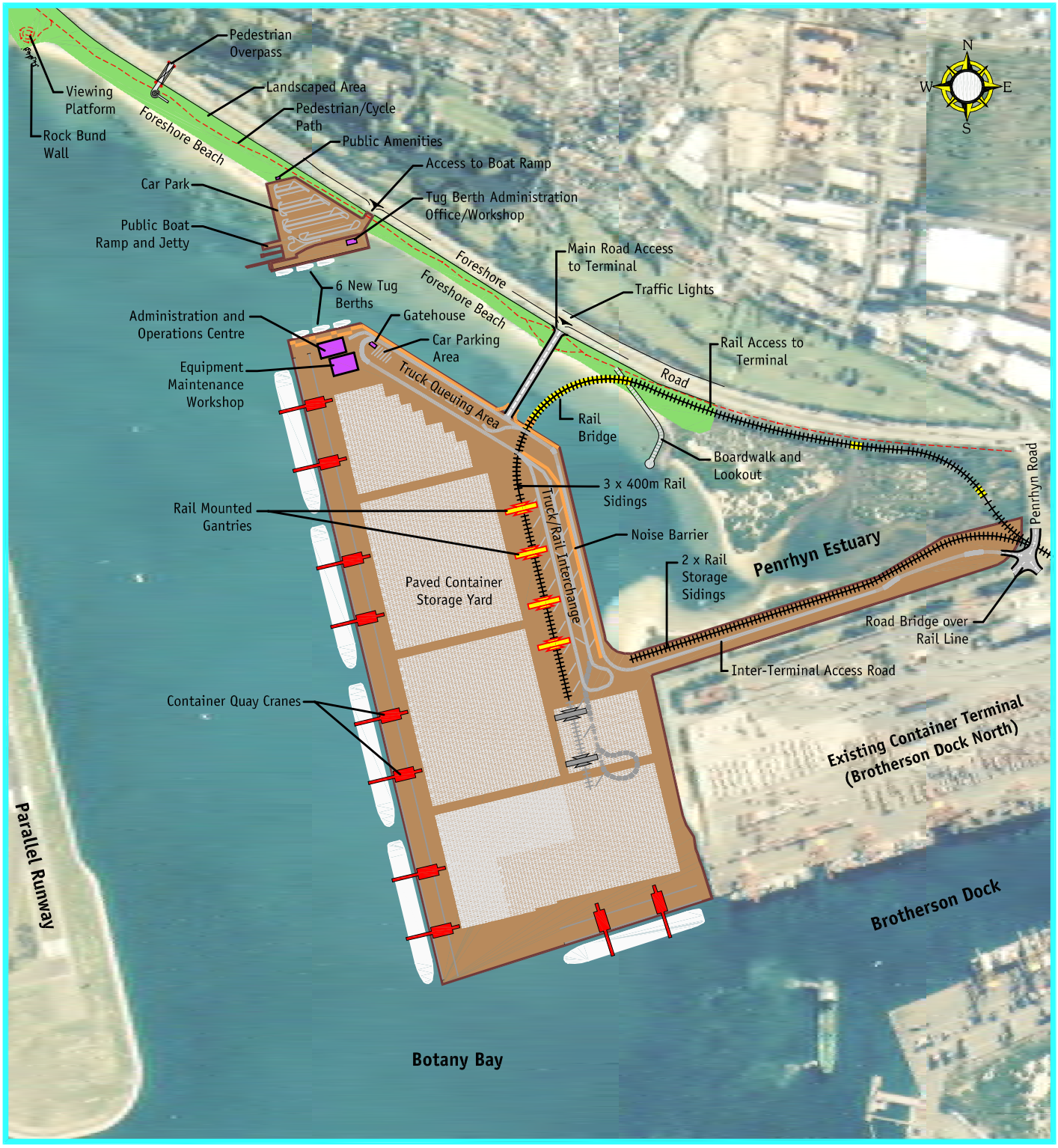
- construction of the additional terminal area and associated port infrastructure; and
- progressive development of terminal facilities for operations within the additional terminal area.

The management of construction activities and works to create the additional terminal area would be undertaken by Sydney Ports Corporation.

Development of terminal facilities including paving and road works, installation of container handling equipment, terminal buildings and services reticulation would be the responsibility of the ultimate operator(s) of the new facilities.

Throughout this EIS, the proposed additional container terminal area is referred to as "the new terminal", however subsequent commercial arrangements would determine whether the new terminal is leased in its entirety to one operator or is divided for multiple operators.

Regional Location **Figure 1.1**



0 50 300m

Legend

3 x 600m Rail Sidings

Site Layout **Figure 1.2**

The precise nature of the infrastructure to be used for the new terminal would be determined by the ultimate operator(s) of the port facilities. Notwithstanding this, the EIS provides a description of the typical infrastructure, which would be expected to be used by any operator(s), and assesses the impacts of the construction and operation of all these elements. Therefore, the EIS establishes a development envelope which encompasses the construction and operational impacts of all components of the proposed Port Botany Expansion.

The key components of the Port Botany Expansion would include (**Figure 1.2**):

- a new container terminal with approximately 63 ha of land extending approximately 550 m west and 1,300 m north of the existing Patrick Stevedores container terminal;
- approximately 1,850 m of additional wharf face with five new shipping berths;
- dedicated road access consisting of a signal-controlled junction on Foreshore Road and an entrance bridge across the channel separating the existing shoreline from the new terminal;
- rail access to the new terminal area by means of an extension of the existing Botany Freight Rail Line parallel to Foreshore Road including a rail bridge and culverts;
- a strip of existing land north of the existing Patrick Stevedores container terminal for an inter-terminal access road and for two additional rail sidings; and
- reclamation adjacent to Foreshore Road to create a tug and support vessel berth facility.

In addition to the works associated with the provision of the new container terminal, Sydney Ports Corporation would undertake the following public domain works adjacent to the new terminal development:

- reclamation of approximately 2 ha adjacent to the tug berth facility to create a new public boat ramp and car park with direct access to Foreshore Road;
- restoration and enhancement of Foreshore Beach and adjoining landscaped area; and
- ecological habitat enhancement works within Penrhyn Estuary and the channel separating the new terminal area from the existing shoreline.

In total, the Port Botany Expansion would require reclamation of approximately 57 ha of additional land for port purposes and approximately 2 ha for the new boat ramp and car park. The remaining 6 ha of the Port Botany Expansion would consist of existing land north and west of the Patrick Stevedores container terminal.

The key operations associated with the new terminal would be:

- marine transport operations, which involves the safe navigation of vessels to and from the terminal;
- terminal operations, which involves the loading, unloading and temporary storage of containerised seaborne cargo within the terminal itself; and
- landside transport operations, which deals with the distribution of containerised cargo to consumers.

Sydney Ports Corporation would have overall responsibility for facilitating marine transport operations within the port, however day to day running of the terminal would be the responsibility of the terminal operator(s). Land transport operations beyond the terminal gates would be the responsibility of respective rail and road transport operators.

A full description of the Port Botany Expansion is provided **in Chapters 6** to **8**.

1.4 Project Objectives

The objectives of the Port Botany Expansion project are to:

- provide sufficient port capacity to meet long term forecast growth in NSW container trade;
- provide a port basin deep enough to cater for ships with a capacity of up to 8,000 TEUs;
- provide dedicated and efficient road access to the new terminal;
- provide dedicated and efficient rail access to the new terminal to facilitate an increase in the percentage of containers moved by rail to a minimum of 40%;
- minimise the impact on the environment and community;
- maintain and enhance the ecological integrity of Penrhyn Estuary; and
- improve public access and enhance recreation areas surrounding Port Botany including the creation of a new boat ramp and car park, and enhancement of Foreshore Beach and adjoining landscaped areas.

1.5 The Proponent

1.5.1 Overview

In 1995, the MSB was abolished under the *Ports Corporatisation and Waterways Management Act* 1995 (PC&WM Act). This Act established the independent port corporations for Sydney, Newcastle and Port Kembla and the Waterways Authority of NSW. The port corporations are responsible for managing commercial shipping and developing port facilities within their respective ports and the Waterways Authority is responsible for the management of charter and recreational vessels and other maritime assets on the navigable waters of NSW.

Sydney Ports Corporation, a State Owned Corporation, owns a 325 ha portfolio of property in Sydney Harbour, Botany Bay and at Enfield. The principal port facilities at Port Botany and in Sydney Harbour are shown in **Figure 1.3** and **Figure 1.4**.

1.5.2 Role and Responsibility

The principal objectives of Sydney Ports Corporation are set out in the PC&WM Act and are summarised as follows:

- manage and develop port facilities and services to cater for existing and future trade needs;
- facilitate trade by providing competitive advantage to importers, exporters and the port-related supply chain;
- manage the navigational and operational safety needs of commercial shipping;
- protect the environment;
- have regard to the interests of the community; and
- deliver profitable business growth to the State Government.

- A Overseas Passenger Terminal
- B Darling Harbour (Patrick - The Australian Stevedore)
- C Wharf 8 Passenger Terminal
- D Glebe Island (Australian Automotive Terminals)
- E Australian Cement Holdings
- F Sugar Australia
- G Penrice Soda Products
- H White Bay 3/6 (P&O Ports)
- 1 Berth Numbers
- Sydney Ports Property
- Railway Lines

Sydney Ports Corporation's Facilities in Sydney Harbour

Figure 1.3

Ⓐ Patrick Stevedores
Ⓑ P & O Ports
Ⓒ Elgas
Ⓓ Vopak
Ⓔ Orica
Ⓕ Terminals
Ⓖ Origin Energy LPG
Ⓗ Vopak
Ⓘ Patrick Port Services
Ⓙ Alcatel Submarine Networks
Ⓚ Smith Bros Terminal
Ⓛ Caltex
Ⓜ P & O Trans Australia

① Berth Numbers
Sydney Ports Property
Pipelines
Railways

Sydney Ports Corporation's Facilities in Botany Bay

Figure 1.4

In the main, Sydney Ports Corporation acts as landlord, leasing its properties to private sector operators who provide the direct services involved in handling and storing cargo. A Port Safety Operating Licence (PSOL) issued to Sydney Ports Corporation by the NSW Government, provides the authority under which controls are exercised over navigation within Sydney's ports. The licence establishes conditions which Sydney Ports Corporation is subject to in its role as protector of the marine environment.

The proposed Port Botany Expansion is consistent with the objectives and responsibilities of Sydney Ports Corporation and represents a key step in achieving Sydney Ports Corporation's legislated responsibilities as a State Owned Corporation.

1.5.3 Environmental Commitment

Under the *State Owned Corporations Act* 1989, Sydney Ports Corporation is required "to conduct its operations in compliance with the principles of ecologically sustainable development" and, as required by the PC&WM Act, is to "exhibit a sense of social responsibility by having regard to the interests of the community in which it operates". These requirements have been translated into a commitment to "protect the environment and have regard to the interests of the community" contained in the Corporation's Vision and Values Statement. This commitment is embodied in the Corporation's Environmental Policy (see below).

Sydney Ports Corporation's Environmental Policy

This policy highlights the Corporation's commitment to responsible environmental management, and is the foundation of the Environmental Management System (EMS) framework. The policy outlines the Corporation's affirmation to:

- protect and preserve the environment of Sydney Harbour and Botany Bay and adjacent port land;
- comply with health, safety and environment laws and take corrective action where deficiencies are detected;
- minimise the environmental risk and impact of port development on the port and surrounding community;
- implement the Dangerous Goods Regulations diligently to achieve safe and efficient handling of these cargoes;
- minimise the use of raw materials, toxic substances, energy, water and other resources;
- maintain 24-hour response capability for any incident within the port boundary;
- develop training programs to maintain a high level of environmental and safety awareness and emergency preparedness;
- co-operate with other regulatory authorities, its contractors, tenants and other port users to uphold its responsibilities; and
- set strategies and implement actions with the objective of achieving continual improvement in its safety and environmental performance.

The guidance provided on environmental matters in the Environmental Policy and the EMS allows Sydney Ports Corporation to incorporate environmental management in both project or activity specific tasks and in day to day operations.

Appropriate Environmental Management Programs are continually devised and implemented by Sydney Ports Corporation and its lessees to minimise the identified environmental risks from operation of the port and its associated activities.

1.6 Environmental Impact Assessment Process

Prior to any decision to proceed with a proposal that may affect the environment, a detailed assessment of the environmental impacts of the proposal must be undertaken.

The proposed Port Botany Expansion requires assessment of the environmental impacts under both Commonwealth and NSW legislation, namely under the Commonwealth *Environment Protection and Biodiversity Conservation Act* 1999 (EPBC Act) and the NSW *Environmental Planning and Assessment Act* 1979 (EP&A Act) and will be subject to Commonwealth and State Ministerial considerations and approvals.

The environmental impact assessment process for this project is shown in **Figure 1.5**.

1.6.1 Joint Jurisdictional Assessment

Sydney Ports Corporation initiated a referral of the proposed Port Botany Expansion to Environment Australia (EA) under the EPBC Act. A referral was submitted to EA in November 2001 and the action was declared a "controlled action" in January 2002. As a controlled action, the project will require approval from the Commonwealth Minister for the Environment and Heritage under the EPBC Act. Correspondence with EA is contained in **Appendix A**.

In February 2002, EA advised that the NSW assessment process had been accredited for this project, meaning that the NSW assessment process, involving the preparation of an EIS under the EP&A Act, can also satisfy the assessment requirements of the Commonwealth under the EPBC Act.

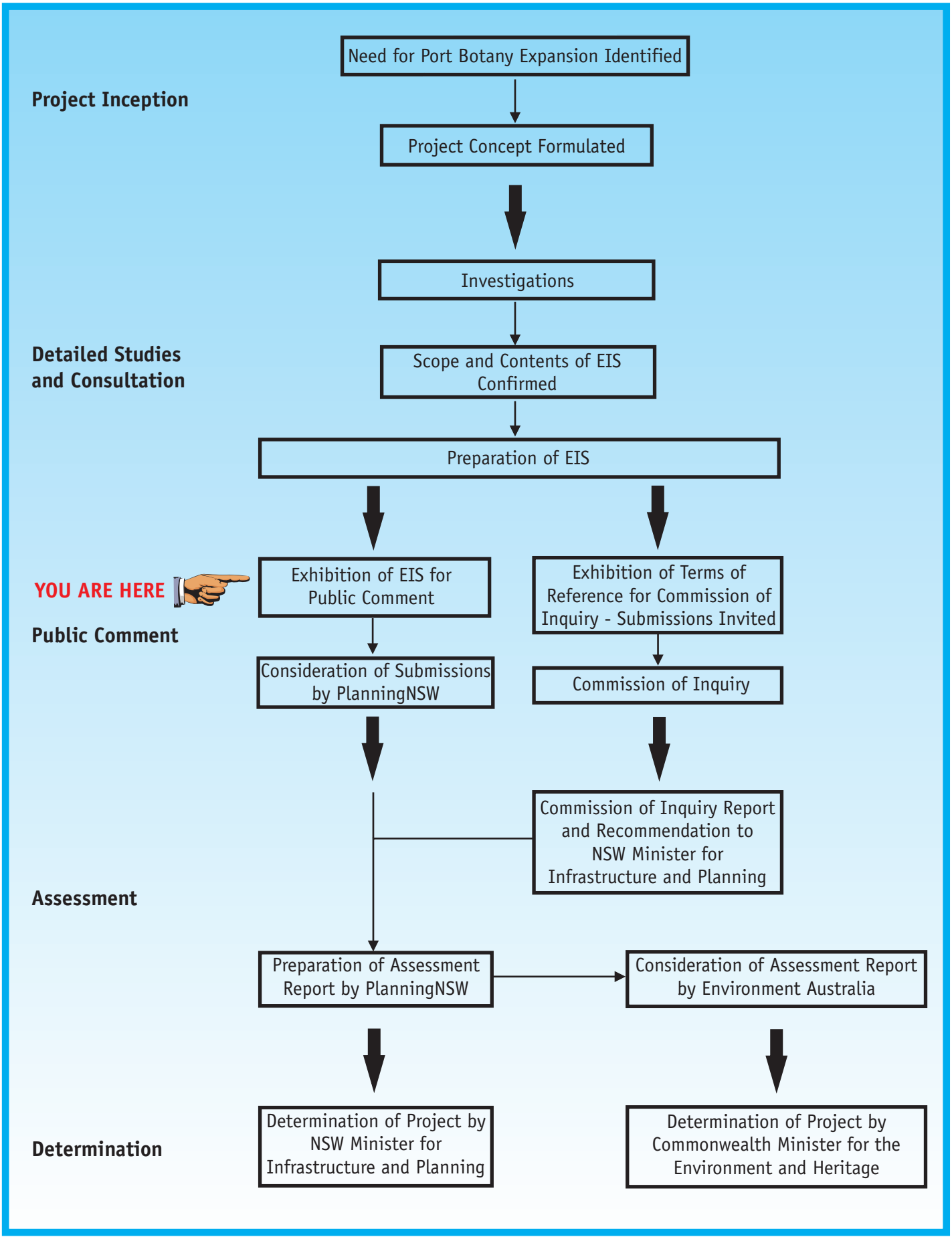
1.6.2 Impact Assessment Requirements

The EP&A Act and Environmental Planning and Assessment Regulation 2000 (EP&A Regulation 2000) provides the framework for the assessment of the environmental impact of development proposals in New South Wales. Part 4 of the EP&A Act applies to the Port Botany Expansion.

The proposed development is designated development within the meaning of Schedule 3 of the Regulation as it is characterised as "shipping facilities". Therefore an EIS is required to accompany the DA.

Under the EP&A Act, an EIS must be prepared in accordance with the requirements of the Director-General of the NSW Department of Infrastructure and Planning (referred to in this EIS as PlanningNSW). A request for these requirements for this EIS was made in December 2001.

The Director-General's Requirements, were issued on 9 April 2002 and are summarised in **Chapter 11** *Government Consultation* and a copy is enclosed as **Appendix A** to the EIS.



Environmental Impact Assessment Process **Figure 1.5**

1.6.3 Planning Focus Meetings

A Planning Focus Meeting (PFM) was held in Mascot on 18 December 2001, and was attended by all relevant Commonwealth and State government agencies. The PFM provided a forum for discussion and consideration of issues to be included in the Director-General's Requirements to be issued by the Director-General of PlanningNSW setting out the requirements for the form and content of the EIS. The requirements from the various Commonwealth and State government agencies are also provided in **Appendix A** and summarised in **Appendix B**.

A second PFM was held on 5 February 2002 for representatives of community groups. Issues raised at this meeting were considered by the Director-General of PlanningNSW when formulating the Director-General's Requirements.

1.6.4 State Significant Development

In 2001, the Minister for Planning (now the Minister for Infrastructure and Planning) declared proposals such as the proposed Port Botany Expansion to be "State significant development" under section 76A(7) of the EP&A Act due to their environmental planning significance for NSW. As such, the Minister for Infrastructure and Planning will be the "consent authority".

1.6.5 Integrated Development

The proposed Port Botany Expansion is also an "integrated development" under section 91 of the EP&A Act. Integrated development is development that, in order for it to be carried out, requires development consent and one or more of certain approvals or permits from other government authorities. The relevant approvals and permits identified in section 91 are included in the summary of approvals required shown in **Table 1.1**, and are discussed in more detail in **Chapter 9** *Statutory Planning*.

1.6.6 EIS Preparation and Exhibition

The EIS has been prepared under Part 4 of the EP&A Act which specifically lists the matters to be addressed in an EIS. Issues raised by Environment Australia have also been addressed in this EIS.

The EP&A Act requires that the EIS be placed on exhibition for public comment for a minimum of 30 days.

1.6.7 Assessments and Decisions

A Commission of Inquiry (COI) is to be held into the proposed Port Botany Expansion, as announced by the NSW Premier on 5 October 2003. The terms of reference for the COI will be publicly exhibited for at least 28 days. During the exhibition period, public submissions will be invited by the Commissioners of Inquiry. Those who have made a submission to the Commissioners of Inquiry will have the right to appear before the COI to express their views on the proposed development. Once the COI is completed, the Commissioner will prepare a report and make a recommendation to the NSW Minister for Infrastructure and Planning as to whether or not the proposal should be approved, refused or approved with conditions.

PlanningNSW will then prepare an independent assessment report on the impacts of the proposed Port Botany Expansion which will take into account comments from the community and the recommendations from the Commissioner.

Once assessment under the environmental assessment provisions of the EP&A Act is complete, PlanningNSW will provide the Commonwealth Minister for the Environment and Heritage with the assessment report. A decision on Commonwealth approval (and any associated conditions) under the EPBC Act is required to be made by the Commonwealth Minister for the Environment and Heritage within 30 business days.

The assessment report will also be provided to the NSW Minister for Infrastructure and Planning who will make a decision on NSW approval and conditions in accordance with the EP&A Act.

1.6.8 Summary of Approvals

A summary of the approvals required for the construction and operation of the proposed Port Botany Expansion is provided in **Table 1.1**. Further details are provided in **Chapter 9** *Statutory Planning*.

Table 1.1 Summary of Approvals

AUTHORITY	RELEVANT LEGISLATION	APPROVAL
Commonwealth Minister for the Environment and Heritage	*Environment Protection and Biodiversity Conservation Act* 1999	Approval
NSW Minister for Infrastructure and Planning	*Environmental Planning and Assessment Act* 1979	Development consent
NSW Environment Protection Authority*	*Protection of the Environment Operations Act* 1997	Environment Protection Licence for construction. Terminal operator(s) to obtain environmental protection licence for operation if required.
NSW Fisheries*	*Fisheries Management Act* 1994	Permit under section 205
NSW Roads and Traffic Authority*	*Roads Act* 1993	Approval under section 138
NSW Waterways Authority*	*Rivers and Foreshores Improvement Act* 1948	Permit under Part 3A
NSW WorkCover	*Dangerous Goods Act* 1975	Terminal operator(s) to obtain Dangerous Goods Licence for operation
Sydney Water	*Sydney Water Act* 1994	Terminal operator(s) to negotiate Trade Waste Agreement for operation

** Approvals required under section 91 of the EP&A Act.*

1.7 Document Structure

The principal objectives of this EIS are to comply with the legislative requirements of the EP&A Act as well as those of the EPBC Act, as formalised in the Director-General's Requirements; to provide the consent authority with sufficient information to make an informed decision with regard to the benefits and environmental issues associated with the proposed Port Botany Expansion; and to inform the community about the proposal. To achieve this objective, this EIS has been divided into the following parts and chapters to specifically address these issues.

Part A - Project Background

Part A of the EIS contains **Chapters 1** to **3**. These chapters introduce the project and the proponent and outline the regional context of the development. Information on existing port facilities in Eastern Australia is also included in Part A.

Part B – Project Need and Alternatives

Part B of the EIS contains **Chapters 4** and **5.** Chapter 4 describes the need for the project, and Chapter 5 discusses the alternatives considered for meeting the identified need for additional port capacity.

Part C – The Project

Part C of the EIS contains **Chapters 6** to **8**. These chapters provide a detailed description of the construction and operation of the proposed Port Botany Expansion, including a description of the facilities proposed for the public domain areas surrounding the proposed development and the ecological enhancement works in Penrhyn Estuary.

Part D – Statutory and Strategic Planning

Part D of the EIS contains **Chapters 9** and **10**. Chapter 9 examines all relevant State and Commonwealth legislation relating to the project and identifies relevant licences, approvals and permits required for the development to proceed. Chapter 10 describes how the proposed development addresses strategic policy considerations.

Part E – Issues Identification and Consultation

Part E of the EIS contains **Chapters 11** to **13**. These chapters summarise the issues raised during consultation with statutory and other relevant authorities, and the local community. The issues raised during the consultation process are then prioritised for consideration in the following chapters of the EIS.

Part F – Environmental Impact Assessment

Part F consists of **Chapters 14** to **36**, which cover the aspects of the environment that were assessed for potential impacts. These chapters examine impacts on matters including land use, hydrodynamic and coastal processes, groundwater, geology and soils, marine ecology, terrestrial ecology, traffic and transportation, noise, air quality, surface hydrology, cultural heritage, visual amenity, social and economic aspects, waste, energy and hazards and risks. Mitigation measures are identified to reduce potential impacts and a cumulative assessment is made in relation to the existing environment and other proposed developments in the same locality.

Part G – Environmental Management and Monitoring

Part G consists of **Chapters 37** and **38**. It summarises the recommended safeguards and monitoring considered necessary during construction and operation, to mitigate the potential environmental impacts expected to be generated by the proposed development.

Part H – Project Justification and Conclusion

Part H consists of **Chapters 39** to **41**. These chapters outline how the project addresses the principles of Ecologically Sustainable Development (ESD) and summarises the findings and conclusions of the EIS.

Appendices

A series of appendices are included as part of this EIS. The appendices contain detailed reports prepared by various specialists which present the findings of investigations into potential environmental issues associated with the proposed Port Botany Expansion. Details of consultation with government agencies and the community are also contained in the appendices.