

Meeting minutes

Port Botany Neighbourhood Liaison Group

Date: Tuesday 15 May 2012

Time: 5.30pm-7.30pm

Meeting No. 17

Location: Sydney Ports Operations Centre – Hartog Room

Attendees

Lynda Newnam – Community Representative Ron Brennan – Origin Energy

John Burgess – Community Representative Aldo Costabile – Elgas Limited

Kellie Parkin – Community Representative Nathan Barnes – Vopak

Karen Armstrong – Randwick City Council Cliff Bell – Caltex

Oscar Guillen – Randwick City Council Tony Brown – Eastern Suburbs Memorial Park

Steven Poulton – City of Botany Bay Council Christa Sams – Sydney Ports Corporation

Simon Lawton – Roads and Maritime Shane Hobday – Sydney Ports Corporation

Joanna Fielding – Workcover NSW Alison Karwaj – Sydney Ports Corporation

Stuart Clark – NSW EPA Sandra Spate – Minute taker

Michael Daley – Member for Maroubra

Guests

Constable Jake Billett – Botany Bay Local Area Command

Superintendent Karen McCarthy – Botany Bay Local Area Command

Meeting minute taker: Sandra Spate

Meeting Chair: Shane Hobday

Apologies: Saskia Starr – Sydney Ports Corporation, Nancy Hillier – Community Representative, Charles Abela – Community Representative, Tony Steiner – Community Representative, Tom Nolan – Community Representative, Jacky Wilkes – Rockdale City Council, Neil Truskett – Patrick Stevedores, John Kellaway – Vopak, Stuart Tierney – Customs, Pamela Meers – Caltex, John Evic – State Transit

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Agenda Items

1. Apologies and introductions

Apologies are as noted above.

SH welcomed to the meeting Karen McCarthy and Jake Billett from the Botany Bay Local Area Command who were invited to give a presentation on the emergency arrangements, and also Stuart Clark from the EPA. SC reported that the EPA will try and ensure more regular attendance at meetings.

2. Accept minutes of last meeting

The draft minutes from the February meeting were accepted with amendments submitted by AC, LN and JF. Updated minutes will be placed on the Sydney Ports website.

A follow up of a query from LN arising from the previous minutes was what happens to illegal or suspicious goods and where are they stored. SH reported that they go to the Customs X-ray facility for inspection and stay until deemed by Customs suitable to go to another area of the port.

3. Actions arising from previous minutes

Regarding the action for the EPA to be invited to attend meetings, this has been done and an EPA representative is present.

The action for Sydney Ports to present to the NLG projections and plans for empty containers, including volumes will be covered in agenda item 6.

The action that Sydney Ports follow up concerns in relation to mitigation of potential impacts from the truck marshalling facility on the Cemetery Trust will be reported on under agenda item 7.

Regarding the action for Sydney Ports to attach the Plan for the truck marshalling area to the minutes, this was done. The action is closed.

Regarding the action that JF to send the link for the Department of Planning website risk criteria for distribution to NLG members, this was done. The action is closed.

4. NSW State Disaster Plan (DISPLAN) and road safety in the precinct – Superintendent Karen McCarthy

KM reported that emergency arrangements are under constant review, but that a community information package is close to being finalised. They are looking to get information out to the community and reporting to this meeting is part of that. Various ways of getting information to the broader community includes media such as radio and newspaper, and social media such as the Botany Bay LAC Facebook site. KM outlined the Botany Bay Precinct Emergency Plan:

- Community engagement includes residents, the work community and major facilities management. Well informed communities are more resilient in emergencies.
- Emergency plans come under the State Emergency and Rescue Management Act, and the Botany Bay Emergency Plan is a sub plan to DISPLAN (NSW), underlining the areas complexity.
- Challenges include location of key critical infrastructure, a limited road network,

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- and presence of facilities that handle and store hazardous materials in the area.
- Precinct analysis is based on hazard identified by NSW Fire and Rescue.
 - There are six key zones, and 12 plans based on 500m and 1000m exclusion zones.
 - The plan includes exclusions zones, a master traffic plan, 12 traffic sub plans, assembly areas and staging areas.
 - Protection of the public from hazardous materials involves two elements: 1. Isolation and 2. Protective Action (evacuation; protecting in place).
 - Multiple methods will be used to communicate with the community including SMS, external radio, internal radio, social media, door knocking and loud hailers.
 - Among other achievements, the Botany Bay Plan was awarded the Major Innovation Award for 2011 and has been used as a template for other areas.

SH reported that Emergency Plans were tested in an incident yesterday. Three days ago Sydney Ports was advised by a ship that it had a small leak from a container on board at the time the ship was 2 days out from arriving at port Botany. The container held 16 x 1,000 litre containers of Nitric acid, a corrosive substance. Agencies including Workcover, EPA, Police and Fire and Rescue NSW were advised of the leak as soon as it became known allowing precautionary measures to be put in place including having a suitable tanker to remove the product available on arrival. Sydney Ports was kept well informed prior to the ship docking at the DP World terminal and this information was provided to the other agencies.

KM noted this was a good example of planning and communication. As a result of prior preparation, emergency services were able to respond based on the early notification.

There are requirements from the ship's captain to inform Sydney Ports of any leaking containers at least 24 hours before the ship arrives. The product and volumes were known, crew were asked relevant questions and when the ship docked in the early hours of Monday morning all were prepared. An incident site was established at DP World with the Fire and Rescue and NSW Police.

SC noted a report went to the EPA who had a hazard specialist on site and EPA advised Randwick Council.

SH reported that the shipping line NYK sent representatives down.

NB asked what the procedure would be for declaring bulk liquids.

SH replied that the ship's captain has to report 24 hours ahead what the ship is carrying and if there are any issues such as leaks.

KM noted a 250m exclusion zone for the incident was based on a worst case scenario initially.

JB asked if the exclusion zone ran into the residential area, would there be communication problems.

KM responded that in this case it was just the workforce that was evacuated, but lessons can be learnt from this. Multiple methods for communication can be used and advice would depend on a number of factors including the zone and weather conditions. There are a number of assembly areas. The Plan includes incidents beyond the fence line. There could be a situation where you would have to evacuate the community. This one was contained within the boundary of the DP World Container Terminal.

KP noted there had been discussion 8 months ago regarding how to get the message of

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emergency plans to the community.

KM noted that a message has to be agreed on e.g. stay in place or evacuate. It is anticipated that Fire and Rescue would sign off on the Plan in about a month and it would then be placed on websites and key information included in letterbox drops.

NLG members agreed that other media as well as electronic is desirable such as handouts and brochures which can be hung up at home, fridge magnets, etc for those without internet access. Is there a possibility for a system to identify a region and call the home phone as with Sutherland Council? There was some discussion around feasibility of a test run of SMS messages if it was clear it was a test only.

KM reported there is the ability for calls to home phones as well as broadcast of a 1300 number. All emergency vehicles also carry hard copies of maps.

LN asked whether modelling for heavy vehicles is adjusted to account for increases in movements, noting a statement from the CEO of NSW Infrastructure that container movements through port would increase from 3 million to 7.5 million over the next 10 years. LN also suggested that emergency plans for Zones 4 and 5 are out of date as the third terminal isn't shown.

KM responded that planning is based on the current state of play. The third terminal is not currently operating.

SH suggested that based on past history the increase in the number of containers is likely to be gradual, typically 5-7% per annum. There is an Infrastructure NSW report due out in September which addresses increasing traffic volumes.

LN asked how emergency procedures would impact on the boat ramp in busy periods. Where would people go if they can't get back to the boat ramp?

KM replied that Water Police would be used to establish a water exclusion zone, suggest alternative boat ramps and provide assistance for those whose vehicles are at the boat ramp.

LN notes part of Zone 6 is in Yarra Bay where kids sail.

JB suggested that in some circumstances having recreational boats on the water in an emergency is an advantage as was the case where they rescued children from a ditched aircraft in the early 1990's which he said emergency services wouldn't have reached in time.

KP asked about the differences between the one in million risk contour and the emergency zones.

SH replied that the risk contour delineates the area outside which residential zones are permitted. The risk contour map is a planning tool. The Emergency Plan zones are exclusion areas in case of an incident.

KM responded that the Australian and New Zealand Standards for Emergency Response to Dangerous Goods Guide Book are used. Emergency plans are more conservative and provide a larger buffer.

5. Update on NSW Government refinancing of Port Botany

SH reported that Morgan Stanley is advising NSW Treasury on the refinancing and a report to Treasury is expected in June 2012. There would then be a public announcement regarding what will be put to the market for long term lease. The schedule for completion of the transaction is expected to be the end of June 2013.

LN asked whether there is a public consultation period. She notes she has written but not received a reply.

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SH replied that NSW Treasury is moving forward with the proposal and there will be a public announcement as to what will be included in the lease. There are number of tenants on the land who will want information around what will be included. He expects people will know around July this year.

CB reported that Caltex were asked to participate in a survey that was coordinated by consultants ERM containing operational questions as well as environmental questions. SH noted this is part of the due diligence process that Morgan Stanley is undertaking on behalf of Treasury. ERM has been employed by Morgan Stanley to look at any potential environmental, contamination and liability issues.

6. Rail and Freight issues – Container projections through Port Botany

SH reported that the conditions of approval for the Port Botany Expansion included a 3.2 million TEU cap. There is the potential for the port to handle more containers, but the cap is presently in place. Currently 2 million TEU are moved by the two stevedores.

LN suggested that the new terminal would put container movements over the current cap. She noted that leasing agreements for the two current operators exceeds 3 million. She suggested that with leases going beyond the cap, emergency responses have to look at the real figures. LN asked what agreement had been reached with SICTL regarding capacity.

SH replied there is no agreed capacity with SICTL, but their terminal is subject to the 3.2 million cap. JB suggested the cap is not an immediate issue but will become so when the lease for the Port Botany goes to tender. Potential investors will want assurances that capacity will go beyond the 3.2 million.

Regarding empty containers, SH reported that the Enfield facility which will be in place early next year will have a capacity for 300,000 TEUs per year and it is expected capacity at Moorebank would be in excess of half a million per year for movement and storage of containers.

LN noted a figure of 1 million per year is being suggested for Moorebank.

SH notes that it is understood the initial development will be for 500,000 TEU/year.

JB suggested there is also potential Chris Corrigan to go ahead with a facility at Moorebank.

SH reported that once Sydney reaches capacity the 2003 Ports Growth Plan nominates Newcastle as next the container port.

7. Development Activities in the port Sydney Ports developments

Port Botany Expansion

Regarding the Port Botany Expansion, the SICTL terminal construction tenders are going through an assessment process and it is on track to commence operations around the middle of 2013.

LN asked when the new intersection on Foreshore Road will operate.

SH replied this would be when construction starts.

The Banksia St Overpass is expected to be open to the public at the end of next week. Sydney Ports is working with Botany Council to hand over the overpass.

For the Grade Separation on Penrhyn Road, a large concrete pour was undertaken since the last meeting and access arrangements to the port have changed. Work is proceeding well and completion is expected around October 2012. The next major work is the ramp to Penrhyn Road.

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Patricks has signed a lease for the additional 18 hectares of land associated with the Port Expansion. SITCL has the remaining 40 hectares.

Responding to a question from LN, CS advised that Sydney Ports and Air Services Australia (ASA) have worked together to resolve potential impacts on radar and navigation systems in relation to ships at the new terminal. It has been resolved with new technology and ASA has recently advised that this has been successfully commissioned. ASA bore the cost with Sydney Ports paying for some of the initial investigation costs. KP asked whether this issue affected the whole radius of air operations.

SH replied it is understood that it was mainly affecting planes on approach.

KP noted truck restrictions on Qantas Drive due to effects on radar. She asked how to get more information on this. She reported there was originally a truck ban on Bunnerong Rd, but now trucks have to come via Matraville and Bunnerong Rd because of the restriction.

MD notes that trucks in excess of 4.3m can't use Qantas Drive as they are a hazard to planes.

Action: Sydney Ports to provide more information to the NLG regarding truck height limits in relation to airport operations.

SH reported the pontoon at the southern edge of the boat ramp is being moved to give four lanes between the pontoons instead of the current three lanes between and one at the side.

JB reported that he had received complaints in relation to two incidents and has photo evidence. One person was badly injured when he slipped and tumbled, and another couldn't pull a boat out with a 4WD due to slipping. There is weed growth on the ramp, and he asked whether remedial work could be undertaken along with the other work.

Action: Sydney Ports to investigate weed growth on the boat ramp.

JB noted that as part of the Risk Management Plan the tug berth area is designated as an assembly area. He raised the possibility of a jetty which could be available for emergency services instead of them coming back to the boat ramp which may be occupied in an emergency. A jetty could also be used as a fishing area for people with disabilities. There was a possibility of support for this from the Saltwater Licence Trust Fund, but leadership on this was required from Sydney Ports and Council.

LN noted people fishing on the beach next to the boat ramp were unlikely to stop even though Sydney Ports had specified the area between the Third Runway and the Boat Ramp as a Fishing Exclusion Zone in their Environmental Impact Statement for the Port Expansion (See Supplementary Volume 4.1.11).

JB noted a 'No Fishing' sign on break wall which should not be there as this is under jurisdiction of Fisheries.

Action: Sydney Ports to investigate 'No Fishing' sign on break wall.

SH reported ongoing issues of erosion at Foreshore Beach. A detailed study has recommended installation of groynes to stabilise the beach. Sydney Ports is looking at how many are needed.

JB asked whether plans would incorporate stormwater drainage.

SH replied that Sydney Ports is talking with Botany Bay Council and Sydney Water about stormwater drains.

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Construction of the berth is progressing on schedule and is expected to be completed by December 2012, then the loading arms and associated pipe work will be installed. It is on schedule to be fully operational by the middle of 2013 at the latest.

Truck Marshalling Area

All works on site are complete but there have been issues with Energy Australia regarding the construction of the driveway covering a high voltage cable. Sydney Ports has met with the Eastern Suburbs Memorial Park about noise and air monitoring and will undertake pre and post-operational measurements.

TB asked whether monitors could be installed along the fence.

CS noted that the noise monitors will probably go in next week. Discussion with the Memorial Park will be held and a report will be prepared.

KA requests that the report be available to Council. CS advised the report could be made available to the Group.

SH reported that if there are concerns regarding the amount of change in emissions Sydney Ports will look at mitigation measures to address these.

KP asked whether other pollution monitoring is undertaken.

SH reported dust monitoring in the Port Expansion area had been undertaken.

Settlement plates were located at the back of AMCOR, the Memorial Park, Penrhyn Estuary and the Botany Golf Club. These will also be needed when SICTL and Patricks undertake construction.

KP asked whether EPA monitoring is undertaken. It would be good to know air monitoring results for around Port Botany.

SC suggested that results for ambient air monitoring at Botany are available on the EPA website under air monitoring.

JB reported that monitors are located at Randwick, Botany Public School and Heffron Park, but suggested that Randwick is not an ideal location as it is not near industry and subject to strong winds. There should be one in Botany to measure results from traffic build up and planes. He has raised this with the EPA.

SC noted that monitors are sensitive to weather conditions and locations are dependent on this. EPA's atmospheric section prefers general monitoring rather than industrial.

Action: SC to provide information to the NLG on what EPA monitoring occurs in the area and to respond to the issue of location of ambient air monitors.

Sydney Ports development assessments and approvals

The Sydney Ports planning department has approved a bunker barge (refuelling barge) to temporarily berth at the northern end of the new terminal area. The barge will ultimately be moved to Brotherson Dock.

CB reported that the temporary lease is for 3 months but it is not expected this amount of time is needed. The new vessel starts operations in the next three days. It is a double hulled refuelling barge replacing the single hull vessel.

Approval has been given for a pavement upgrade at DP World.

Terminals has applied for relocation of the weighbridge which is under consideration.

There are proposed upgrades to Patrick buildings however these have not been formally received. An update will be provided at the next meeting.

Sydney Ports is also assessing an upgrade to drainage at the ACFS container storage

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facility at 9 Bumborah Point Road and the Boat Ramp Pontoon Relocation (as noted above).

Update on Tenants developments

Vopak advised their building is close to finishing and is expected to be finished in July. LN asked what incident occurred at Vopak on Sunday. She received a complaint from a community member who reported smoke. The community member rang Vopak and LN rang Sydney Ports who investigated. Vopak suggested that it was likely to have been from a practice fire drill to check whether the spray was working. If so Sydney Ports should have been aware of it.

NB suggested that it may have been tank deluge test which on a windy day may have sent mist to Friendship Rd.

SH noted if it was an internal exercise Sydney Ports is not necessarily advised.

LN asked for additional feedback from Vopak. She noted community perceptions needed to be taken into account.

Action: Vopak to provide feedback to LN on an incident on Sunday 13 May leading to community complaint.

8. Update on noise issues

CS reported that as part of the progressive replacement of beepers, Qube Logistics have replaced all reversing alarms with squawkers.

KP reported that noise has been shocking in the last month to the point where three people logged on to Facebook to report ship noise at 1.30am. The noise was across the weekend.

SH reported that Sydney Ports had received a complaint the next day. It is better if complaints come in at the time as Sydney Ports can then investigate, particularly in relation to particular ships.

SC noted that the EPA hotline had received a complaint on Sunday.

KP suggested there needs to be more community education, distribution of phone numbers to contact. She has distributed numbers as a community member, but is not really sure where noise is coming from at 3 am. The neighbour knew it was a ship engine noise, but not everyone does.

SH suggests ringing Harbour Control if people think it is coming from the direction of the Port. Sydney Ports talks to other organisations when issues arise.

SC suggested that if EPA gets a number of calls they can start taking action, especially with licensed sites

OG asked whether there would be an updated acoustic assessment in relation to the port.

SH replied that Sydney Ports hasn't committed to an acoustic assessment regarding port activity but have encouraged tenants to change alarms when equipment leases are up. There was some discussion around other potential sources of noise such as container storage at the back of McPherson St.

KP noted there are a lot of industrial areas with no monitoring of impacts. It is difficult trying to identify which business is causing a problem, but impacts on the area are massive. The builder at the AMCOR site is still active but confident they are not causing noise at night. It is still coming from port.

SH reported that all tenants know the community concerns and have indicated a commitment to manage noise from their facility.

OG reported Council did an early morning inspection but it is difficult to determine where

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beeping noises are coming from. He noted a couple of incidents from Perry St. It is good Sydney Ports is taking a leadership role. There are no quick fixes particularly with forklifts.

SH and CS noted tenants are still in the process of replacing noisy equipment.

KA is hopeful that this will reduce noise. Is the next priority ship engines?

SH reported difficulties associated with addressing noise from ship engines, but representations can be made to shipping companies about individual ships. This can make a difference.

9. Safety and environmental incidents and emergency exercises

CS noted 19 safety and environmental reports to Harbour Control in last 3 months - 8 regarding water pollution but none were considered significant, 1 noise complaint, 3 air quality complaints within port operations, 4 container leaks and 3 port related emergencies.

NB reported that today is global safety day for Vopak. Vopak ran an exercise with NSW Fire and Rescue with a simulated truck spill. It went well and there was a good debrief with Fire and Rescue.

10. Other matters/next meeting

SH raised concerns with a number of fisherman climbing over concrete units at the end of Molineux point. There have been up to 40 fishermen on any one night. Sydney Ports has concerns around safety. He asked for advice from the committee on how to manage the issue.

JB noted people use the whole of Molineux Point for fishing. It is not a Fisheries issue, but a safety issue as is rock fishing. He noted Randwick has the highest death rate from rock fishing and there has been an education campaign advising people to fish somewhere safer such as Botany Bay.

LN noted that because shore fishers had been excluded from Foreshore Beach and Penrhyn Spit it was important to provide access for them at Molineux and the area should be made safer for them. She also said that it was a case of discrimination to provide compensatory facilities as had been done for boating fishers but not for shore fishers who were predominately ethnic Asians.

Action: SH will follow up this matter with JB.

SH reported there is now a disabled parking spot at Molineux Point, thanks to input from LN.

Date of next meeting: Tuesday 14 August, 2012

These minutes have been endorsed by the meeting Chair

Signed _____

Date _____