

Draft Minutes
MEETING # 8
Port Botany Neighbourhood Liaison Group

Location: Port Botany Expansion Site Office – Ka-May Room
Date: Tuesday 25 May 2010
Time: 5.30pm to 7.00pm

Attendees	
<p>Community Members: John Burgess – Community representative Lynda Newnam – Community representative Thomas Nolan – Community representative Paul Pickering – Community representative</p> <p>Council Representatives: Karen Armstrong – Randwick City Council Steven Poulton – City of Botany Bay Council</p>	<p>Business Representatives: Rhianna Fursdon – Patrick Stevedores Damian Burton – Patrick Stevedores</p> <p>Sydney Ports Corporation: Shane Hobday Kathy Lloyd Mark Ripka</p> <p>Sandra Spate - Minutetaker</p>
<p>Apologies: Tony Steiner – Community representative; Aldo Costabile – Elgas Limited Mick Egan – Patrick Stevedores; Stuart Tierney – Australian Customs Services; Erika Roka – Rockdale City Council ; Nancy Hillier – Community representative, Brad Crockett – Terminals Pty Ltd, James Mather – DP World Stevedores, Richard Elsom – Origin Energy, John Kellaway – Vopak, Martjin Fock – Vopak</p>	

Agenda Items:
<p>1. Apologies See above</p>
<p>2. Accept minutes of last meeting The minutes of the last meeting were accepted.</p>
<p>3. Actions arising from previous minutes</p> <p>Regarding the action that SPC take on notice a proposal for heritage listing of Botany Bay and provide a response, SPC indicated that they are prepared to consider a proposal when it is provided to them. LN noted that NH was keen for this to be driven. DB asked what the implications of this may be for Patricks. Patricks have significant commercial interests here and DB indicated he is worried about potential impacts of this. SH indicated that is why SPC needs to see an actual proposal. SPC will consider a proposal, but not initiate it. He noted the southern foreshores of Botany Bay are heritage listed. JB suggested such a proposal could be an obstruction on development. LN noted that heritage listing hasn't impacted on development at Kurnell, and suggested that the northern shores are of more historical significance.</p> <p>The action for SPC to provide the link to the land use map on the website to LN has been carried out. The action is closed.</p> <p>Regarding the action for SPC to respond to whether the height of the grade separation will be suitable for double stacked trains, SH reported that the Grade Separation wouldn't be designed to allow for double stacked trains, as there are more than 30 bridges between the port and Moorebank that would have to be raised for this to happen. A letter of intent with the ARTC commits SPC to raising the height of the grade separation and Banksia Street pedestrian bridge should it become necessary at a later date.</p> <p>SPC has forwarded the link to DECCW page to members. The matter is closed.</p>

Regarding the action for SPC to provide more information to members about the Moorebank site, a summary was attached to the minutes of the last meeting. PP asked whether the Moorebank site is close to the river. SH replied it was close, but not on the river.

4. Port Botany Landside Improvement Strategy (PBLIS) - SPC

MR outlined the history of the Strategy. In 2008, IPART recommended reforming the landside network. The NSW Government supported this. One recommendation was that SPC take a leadership role in implementing recommendations regarding road and rail. With road this was particularly in regard to truck queuing and booking. Negotiations have taken place with stakeholders.

The Minister advised that a voluntary agreement with stevedores be sought, but after negotiations this wasn't reached. The solution was to set benchmarks for stevedores and carriers with resulting penalties if these are not reached. Benchmarks are not arbitrary but came as result of the Taskforce, which included representatives from a range of stakeholders including stevedores, NSW Maritime, road carriers, the trucking association and customs brokers.

The objective was to improve landside interface with truck and rail. There are two working groups, one for road and one for rail. Consultants are assisting. There has been a history of poor performance at the Port regarding truck congestion. We are now entering the peak period leading to Christmas which is historically a time of congestion. SPC is keen get initiatives implemented before the end of the year.

Questions and discussion

LN noted that groups agreed benchmarks and asked whether they also agreed to penalties. MR responded they didn't, as this would breach the Trades Practices Act. SPC set penalties after extensive investigation.

LN noted one of the recommendations from IPART was for a truck marshalling yard. She suggested that penalties seem ridiculous while there is no marshalling yard in existence.

PP asked where the marshalling yard would likely be.

MR responded that 18 possible locations have been investigated. Access and proximity to Port need to be considered. A shortlist has been compiled. The Minister and the Transport Workers Union are keen to implement this. It needs to be close to Port and avoid residential areas.

JB asked what size it would be.

MR replied it would be for between 120 and 150 articulated trucks with trailers carrying two containers.

PP asked who would own the facility.

SH replied SPC will manage it. They would either buy or lease the land.

MR noted that truckies won't be charged to use the facility. The increase in wharfage will help pay for it.

PP asked whether facilities such as food and toilets would be included.

MR responded they would, but it was available only to trucks queued for Port, with bookings. Hopefully it would operate by the middle of next year.

LN asked how long trucks would be able to stay.

MR responded it would be one hour, with one hour bookings for both stevedores.

LN thought an hour inadequate.

JB suggested while these steps forward which have been 22 years in the making are commendable but they don't address the problem of trucks parking all over the municipality. There is the broader issue of trucks which have been driven day and night and arriving hours ahead of the booking. What do they do? SPC needs to be responsible for rest areas for trucks. It is an issue that has come up meeting after meeting. He fears that the same ground will be argued in the future. It requires political will and conviction to solve the issue of where

trucks go when they arrive early. A solution has to be found. Port is the reason trucks are in the area, but no one will deal with the issue. He is delighted with the current progress, but the broader issue has not been addressed.

SH noted the RTA has been working on rest areas in Sydney's outskirts. SPC has looked at vacant airport land, but the developments at Hale St have rendered this impractical. He noted the price of land in the area posed difficulties.

JB suggested he thought the Southlands ideal. Currently the only remediation plans are for the area at Foreshore and Botany Roads. However, there are no immediate plans for Stages 2 and 3. He would be amazed if Orica wouldn't negotiate a deal to use this land which is now a wasteland.

KL noted issues with flooding if large areas of the Orica site were sealed.

JB replied that if flooding could be overcome at the lower end of the catchment, then they should be able to be overcome here.

LN suggested there were existing traffic issues there. This would create more.

SH noted the Minister is supportive of acquiring a site for the marshalling yard and trialling it.

LN reiterated that there should be no penalties till a truck marshalling yard exists. Increasing problems are a result of poor planning.

DB supports this sentiment. Patricks fully supports the IPART recommendations. They have been on the Taskforce since inception but share the concern that only one piece in the puzzle is being solved. They can't perform till the facilities are in place. Patricks concerns regarding proposals from SPC are that they add to inflexibility for carriers and have a potential for increased traffic and congestion. It is not in anyone's interests to have trucks which arrive five minutes early or late drive out again then back later which would be the case if there is no potential to offer early or late entry. This has potential for increased impact on the area. Currently there is a period of grace before and after the booking time.

LN is also concerned with the potential for trucks to speed through the area in order to arrive on time.

PP noted that as a resident and community member he supported the comments from LN and DB on the potential for generation of extra traffic. He suggested these problems make barging to land further up the river attractive.

5. Development activities in the port

- Port Botany Expansion

SH reported this was on schedule. Of the 200 large Countefort units, 175 have been placed, and it is expected that by early next week all large units will be placed. That just leaves the 15 smaller units for the tug berth still to be placed. Reclamation is progressing.

The handover of the boat ramp, pedestrian bridge and Millsteam groyne is expected in early July.

Foreshore Beach reprofiling is complete.

Repairs are required for the boat ramp right turn lane on Foreshore Road. The RTA has rejected the concrete which will have to be jackhammered out. It is expected this work which will start on Monday 31 May 2010 will take up to 4 weeks. Advertisements will be placed in the paper, with VMSs and communication at the boatramp regarding access arrangements while repairs are undertaken.

JB asked about the capping on the counterforts and the height above tide lines. He noted the recent super tides.

SH replied that the capping beam on top of the new terminal will be 4 m above zero tide, with the highest tide being approximately 2.2 m.

PP noted the recent tsunami alert and asked about emergency plans for Port.

SH responded that Port has access to the Bureau of Meteorology early warning systems.

Tenants are notified and actions depend on the height of the wave. Islands off coast give first indications. All tankers are disconnected and stevedores shut down for a period. SES is the lead agency and gives clearance for recommencement of operations. There is an emergency alarm radio 24/7, which is tested weekly. The emergency services are responsible for alerting the community.

SP noted that the SES Rockdale is currently undertaking modelling for a tsunami disaster plan.
LN suggested there were no procedures in place for residents.

- Operations Centre

SH reported that construction is complete on the SPC Operations Centre. The building is currently being fitted out. Staff hope to move in at the end of June.

LN suggested a tour of the building at the next meeting. She asked when the community would be able to use the pedestrian bridge over Foreshore Road.
SH responded that SPC expects to take possession of the pedestrian bridge, boat ramp, millstream lookout and shared path between the pedestrian bridge and millstream lookout and open to the public in early July. Ownership of the pedestrian bridge will be transferred to the RTA. The Foreshore walk will be opened, access to the beach will be from the boat ramp or the Millstream lookout. There will be no direct access to the beach from Foreshore Road.

- Bulk liquids berth 2

SH reported that it is hoped that tenders for construction will be called for by the end of the year.

- Grade Separation Works

SH reported that the grade separation works are expected to commence in July 2010. The elevated structure will be 8m high. There will be 18 months of construction and the goal is to finish by the end of 2011.

KL reported that access to the Port will still be via Penrhyn Rd then on to a temporary detour road. Notifications will go out.

- Inter-Terminal Access Road works

The current road that runs behind the two stevedores, which has been in place since operations began, has been closed to allow DP World to upgrade their rail infrastructure. Emergency access will now be through the DP World site.

JB noted that he had heard Patricks were winding back rail operations. He asked whether this is correct.

DB reported that terminal operations won't change. However, a commercial decision had been made for the Port Logistics business to cease as a train operator in NSW.

PP wondered whether other operators would follow suit. He asked whether it would affect the 40% by rail target.

SH reported that others were increasing rail operations.

6. Incidents – Caltex Fuel Oil Odour - SPC

SH reported that a load of fuel oil imported by Caltex had high levels of Mercaptan (the product used to odourise LPG). It was pumped to Banksmeadow, leading to odour complaints and impacts on Patricks and DP World. The product has been pumped back to Kurnell for reprocessing. The odour was a gas smell. There are no long term health effects. DECCW, WorkCover and fire brigade were involved.

Questions and discussion

LN asked what work time was lost.

DB reported that for Patricks there were varying periods lost over a 48 hour period. DP World was more impacted

LN raised concern over coordination issues, reporting that the incident had been raised at the Orica community liaison meeting, with Orica people trying to find the source of the problem.

KL suggested queries should be directed to DECCW.

LN noted DECCW doesn't licence all operations in the area.
PP noted there is no representative from Caltex at these meetings.
SH replied that they are on the invitation list, but he will follow this up.

Action: SPC to follow up specific invitations to Caltex to attend NLG meetings.

PP noted concern regarding the venting of tanks and noted impacts at times on residents. He suggests this gas should be captured.
KL replied that when current licences expire, new/additional conditions may be placed on operations that reflect new practices and processes towards reducing emissions. All licence details including expiry dates are on the DECCW website.

7. Foreshore Road boat ramp

An email has been received by SPC from TS who identified issues on the weekend prior to last relating to problems in the boat ramp area from car enthusiasts. SPC has spoken to the Superintendent of the NSW Police local area command regarding increased patrols of the area. When the area is handed to SPC, CCTV will be installed here. Boulderstone currently provides a permanent security guard here.

Questions and discussion

JB noted the recent theft of a \$24,000 trailer from the area. He also noted that the incident with TS could have turned nasty. There is the potential for a dramatic incident and there needs to be adequate action now, before the problem gets out of hand.
LN said incidents such as these shouldn't be expected to happen here. She asked her concerns on security be recorded. As an area in close proximity to the airport and the port there should be an expectation of security. She noted that when SPC takes over the area, it will act as a visitor centre, and there needs to be as well as security, a sense of pride.
SH noted SPC's long term obligation to maintenance of the area, with vandalism adding to costs. In the meantime the local area command has committed to being involved in security for the area. SPC will continue to push for this.
JB also noted the value of lobbying the local member who is also Minister for Police.

Action: SH to forward local command's email of commitment to JB.

PP suggested that when CCTV cameras are in operation, they also monitor the pedestrian bridge to help prevent graffiti and vandalism.
LN also suggested the toilet block be monitored.

JB noted he had spoken to the Minister regarding deficiencies at the boat ramp. Now that summer is over SPC needs to look at rectifying problems as efficiently and cost effectively as possible. He knows of a contractor who is used to dealing with these problems and has undertaken rectification works for NSW Maritime.

Action: JB to forward to SH details of a contractor involved in rectification of boat ramps.

LN suggested design issues at the fish cleaning facilities need to be included in any audit of design issues. She asked how it could be used effectively with the incredible stench from the facility. Money would be better spent on rectifying the design than ongoing maintenance.
JB also thought the design for these facilities was poor.
KL responded that same design has been used in other areas with no problems.
SH reported that SPC hadn't realised Boulderstone weren't cleaning the facility on a daily basis. This has been rectified.

7. Other Matters/Next Meeting

- Draft National Ports Strategy

A summary, "Infrastructure Australia and the National Transport Commission – The Proposed

National Ports Strategy” was distributed to the meeting along with website details for the full draft Strategy Document.

MR reported that recommendations will go to COAG. All ports have been asked to respond and asked to identify ports of national significance. SPC is keen that Sydney Harbour and Port Botany are classed as nationally significant. Responses will go to NSW Transport and Infrastructure to co-ordinate responses.

LN suggested this needed to be co-ordinated with other Cities policies. She suggested that going by the document, the list of representatives involved is fairly small.

MR reported that SPC is happy with the document. Metropolitan strategies and transport strategies will be considered.

LN noted predictions for Melbourne of 8 million TEU by 2025. What are the implications for Port Botany?

MR noted that approval at Port Botany was for 3.2 million.

SH noted this is capped and there should be no more significant reclamation of Botany Bay.

JB suggested that approval caps may create future problems for Sydney and NSW as they don't have the commercial advantage of Brisbane and Melbourne regarding potential for expansion with commercial areas outside the city and Brisbane's proximity to Asian markets. There was a maximum expansion timeframe for Sydney of 15 years. The long term future as a competitive port was in question. He wouldn't want to see NSW lose commercial capacity. SH noted that there is currently a long term planning procedure. Port Kembla has ambitions regarding new terminals.

JB suggested there is limited capacity at Port Kembla for deep water expansion.

LN noted that IPART had referred to 3.9 million TEUs instead of 3.2 million. She asked whether there will be co-ordination between ports. She noted that long term goals will affect everyone in the area.

SH replied there will be co-ordination. He noted approval is for 3.2 million.

MR said there are individual submissions from individual ports. SPC's submission is not currently public. They have been asked to comment on the document.

JB suggested that this was not an ideal planning process for national infrastructure and that logically all NSW ports should be working together (not competing) for the state's economic benefit.

- Invitation to Hutchison to attend NLG meetings

KL reported that Hutchison will be required to attend CCC meetings during construction under the Conditions of Approval. Once construction is complete they will be invited to NLG meetings but under their Conditions of Approval will be required to form their own consultation group. SH noted it would be 12 months before they are active on site.

KL reported they don't currently have a Sydney base.

LN suggested the community knows nothing about arrangements with Hutchison, about terms and conditions under which they will operate. She suggested they need to start meeting people from the community.

SH replied they will operate under the Conditions of Approval for the Port Botany Expansion. Their lease will be performance based similar to other leases at Port.

- Bike path

KL reported that as discussed meeting number 4 SPC has no responsibility for this. It is a council responsibility. SPC has no responsibility over the roads under discussion.

LN noted that when raised at one of the first meetings there was a discussion about a raised fence. The group was told it was a temporary fence protecting the pipeline corridor. However, it is permanent. She suggested it would be nice if SPC drove moves for the bike path.

SH noted that SPC had invested in and built the existing shared cycle/pedestrian path.

Next meeting is Tuesday 24 August.