

**Draft Minutes
MEETING # 9
Port Botany Neighbourhood Liaison Group**

Location: Sydney Ports Operations Centre – Dampier Room
Date: Tuesday 24 August 2010
Time: 5.30pm to 7.00pm

Attendees	
<p>Community Members: Charles Abela – Community representative John Burgess – Community representative Nancy Hillier – Community representative Lynda Newnam – Community representative Thomas Nolan – Community representative Tony Steiner – Community representative</p> <p>Council Representatives: Ross Anthony – Randwick City Council Erika Roka – Rockdale City Council Steven Poulton – City of Botany Bay Council</p>	<p>Business Representatives: James Mather – DP World Stevedores Ron Brennan – Origin Energy Aldo Costabile – Elgas Limited Pamela Meers – Caltex Peter Riley – Caltex Colin Broom – Caltex</p> <p>Sydney Ports Corporation: Shane Hobday Kathy Lloyd Goran Dimovski Sandra Spate – Minutetaker</p>
<p>Apologies: Paul Pickering – Community representative, Stuart Tierney – Australian Customs Services</p>	

Agenda Items:
<p>1. Apologies and introductions Apologies were received from Paul Pickering and Stuart Tierney. Participants introduced themselves, as there were a number of people attending for the first time.</p>
<p>2. Tour of Port Operations Centre The tour of the Port Operations Centre included the roof area. GD noted the solar panels capable of generating 3.5kw of power that feeds into the buildings power supply and the rainwater collection capability from the roof that is used to flush toilets, vessel washdown and water gardens. Level 3 houses the marine pilots 24 hours a day. SH noted all vessels, except the cruise ships, are now boarded off Botany Bay. Harbour Control is in the process of vacating Millers Point and moving to Port Botany by the end of 2011. Chilled beam air conditioning is installed throughout most of the building for energy efficiency. Port operations are located on level one. The old building has been incorporated into the new mess area. Two 3,000 litre water tanks are located on the ground floor to capture run off from the roof.</p>
<p>3. Accept minutes of last meeting The minutes from the previous meeting were accepted.</p>
<p>4. Actions arising from previous minutes</p> <p>Specific invitations for Caltex representatives to attend NLG meetings were issued, resulting in Caltex representatives attending this meeting.</p> <p>The email of commitment from NSW Police Local Area Command regarding security at the boat ramp area was forwarded to JB. SH reported there has been a reduction of anti social behaviour here.</p> <p>TS reported there had been four incidents which were not reported.</p> <p>SH asked that all incidents be reported so NSW Police could task patrols based on the type and time of incidents.</p> <p>Action: TS to provide details of incidents in the boat ramp area to SH. SH to forward details to NSW Police.</p> <p>JB suggested that an alternative area be provided for young people in cars instead of simply</p>

driving them to a different location. He suggests Prince of Wales Drive to Molineaux Point could be an alternative, as it is easily controlled due to the presence of gates. SH confirmed Sydney Ports would not support the use of Prince of Wales Drive for this purpose.

JB has forwarded details of boat ramp rectification contractor to SPC.

5. Development activities in the port

Port Botany Expansion, BLB2 - SPC

SH provided a general update. SPC's Port Botany Expansion project is on track to be completed by April 2011. All the large counterfort units are in place with the wall 550 metres from Patricks and extending a further 1,200 metres in the north-south direction. The small counterfort units are in the process of being deployed and this work is expected to finish by the end of August 2010.

With the new Penrhyn Road grade separation, which will lift the roundabout 7m in the air and allow rail access underneath, a contract is in the process of being signed. Service relocation and the diversion road have commenced, with different access arrangement commencing from September 2010. Work will take 18 months and involve complicated coordination to maintain access to Caltex and Patricks.

Tender for the construction of the second bulk liquids berth is expected in October/November 2010 to be followed by 18 months of construction.

Questions and discussion

Regarding current works related to the grade separation, PM asked when Caltex could expect to get access to the area alongside the new road for work they needed to undertake.

KL responded that access could be arranged with the PBE Project office. Caltex to email KL the details of what is required.

Tenant Developments

PM provided an update of the fuel oil odour issue that had been discussed at the previous meeting. The fuel oil brought from Kurnell had a high concentration of disulphide and Mercaptan, which together magnified odour. Testing indicated that while odour was detectable, emissions were below health criteria levels.

Caltex had been reviewing procedures regarding fuel oil, which included increased testing at the refinery, as well as procedures for response to the community. They have reviewed previous fuel oil batches to determine acceptable criteria for potential odour causing compounds and will test all against this, which is above what Australian standards requires, and investigate odour control measures for fuel oil.

Valid points have been raised regarding the need to improve community communication, and Caltex is looking to implement a national hotline. Caltex is also looking at the possibility of procedures to assist in mass notification of potential incidents, such as letterbox drops and SMS messages. She apologised to the community for Caltex's response to the incident.

LN asked what the DECCW and WorkCover involvement are. She also noted the difference between communication on this side of the Bay and Kurnell. LN noted the Huntsman release of ethylene oxide, with a number of incidents occurring around the same time. She asked why not all the different incidents were being communicated in the broader context.

PM replied that WorkCover and DECCW investigations are ongoing. Kurnell had greater impacts as they had a larger quantity, and also have in place a robust complaints procedure and hotline, which has been missing at Port Botany.

SH noted that government agencies look at proposed responses and judge whether these are adequate rather than prescribing the method.

LN noted that as 10 of the 42 Major Hazard Facilities in the state are located here, there is a need for greater coordination.

PM reported that while the Caltex terminal is not deemed a major hazard facility, they treat their site as one with risk mitigation methodologies that are required under MHF.

AC reported no changes to report regarding Elgas operations. Elgas is a Major Hazard

Facility. They are to submit a report by the end of 2010. Part of this process is consultation and they will be talking to other parties and interest groups.
RB noted Origin Energy would like to get contact details of the community group members.

Action: KL to forward contact details for community groups to Origin Energy.

SH reported final annual results for SPC results were 1.93 million TEUs, which represented a growth of 8% over the previous financial year.

LN suggested that this growth rate would result in exceeding the 3.2m cap.

SH noted that long term plans are being prepared for containers, bulk liquids and dry bulk. Locations are being looked at. Strong predictions regarding jet fuel may mean a third bulk liquid berth will need to be considered within the next 10 years. Dry bulk leases in Sydney Harbour run until 2020. The Government is looking at the long term future of Glebe Island and White Bay. An Environmental Assessment is being prepared for a new passenger terminal at 5 White Bay. The current terminal has moved from Darling Harbour to a temporary terminal at Barangaroo 5. SH clarified some misconceptions that have been conveyed in the press regarding the cruise ships that visit the terminal on the western side of the Harbour Bridge. The cruise ships generally start in Sydney and return to Sydney with people coming largely from NSW. They are not traditional tourists requiring the facility to be located near the Rocks or traditional tourist spots, unlike the Overseas Passenger Terminal located at Circular Quay. LN suggested the concern for this committee is if the Glebe residents want to move dry bulk here, which minutes of those committees suggest they may.

SH replied that if they move it would most likely be out of Sydney.

NH suggested they be left where they are.

JB suggested that if you look at the history of Sydney Harbour over the past 10 years, realistically the government would be looking at the best economic use of the land around the harbour and current operations can't be moved here.

NH asked what space is available at Port Botany.

SH replied there was none. The new terminal is for containers. Port Botany is for bulk liquid and containers.

LN noted that Hutchison has a 30 year lease. With current projections, will the three operators be satisfied with the 3.2 mil cap, or will this cap need to be increased? She has yet to see the SPC submission to the National Port Strategy.

KL replied that the lease with Hutchison would have been signed with full knowledge of the 3.2m cap.

SH stated that SPC's submission on the National Port Strategy went through the NSW Government, which makes submissions on behalf of the three ports.

LN reported the Port Kembla submission is on the website.

JM reported in regard to DP World that work on the Inter Terminal Access Road project is well under way and would provide the opportunity for 3 rail sidings instead of 2. This project is anticipated to be complete in November 2010. He also reported that the two new cranes are operational.

LN asked whether there were any developments regarding the truck marshalling area.

SH reported that negotiations were taking place with sites in Botany and Randwick Council areas.

JB asked whether introduction of penalties on truck drivers was to be deferred.

SH replied the message been passed to the Port Botany Logistics Improvement Group

6. Other Matters/Next Meeting

JB noted it had been reported in the media that Patricks would jack up rail freight prices. This is contrary to the push for getting freight moved by rail. The increased price to lift the container on to rail would make rail freight less attractive.

SH responded that SPC had asked for a review.

LN noted she would like a statement on behalf of the people at Moorebank minuted. There was a protest at Moorebank regarding poor planning. The commitment in 2005 was for 500,000 TEU a year, which has been increased to 1 million. There were meant to be other

intermodal terminals. There are issues with reliance on one super intermodal at Moorebank. Once freight arrives there, it will put traffic onto the road. It is a major growth centre and traffic is currently slow on the M5. Roads support development in the area.

SH replied that SPC is developing the Enfield terminal and supports the Moorebank terminal. The Defence site is a big site. SPC supports a number of intermodal terminals being developed. The alternative is to continue to move the majority of freight by road. JB suggested the problem is that nobody wants one in their own backyard.

SP reported that Hale St was expected to open at the end of October 2010. This would result in no more trucks through the Botany shopping centre.

LN asked about progress on the walkway and pedestrian bridge.

SH reported that handover had been delayed due to rectification works at the turning lane into the boat ramp. SPC hopes to take over ownership of the boat ramp, shared path and Mill Stream around mid September, and the pedestrian bridge comes under RTA ownership. RTA will take over maintenance of the bridge. There is a community day planned for the opening in October or November.

JB reported that he had met an artist who specialise in industrial landscapes with 40 paintings of the Port and Orica. The paintings have tracked the development of the area and it would be good to have one here. He will provide SPC with a brochure.

SH noted Jane Bennett painted Sydney Harbour and had some of Port Botany.

CA reported that LaPerouse Museum has works from a marine artist who focussed on Botany Bay and included the containership *Laperouse*.

LN can also provide a brochure of the shifting sands exhibition.

KL notified the meeting that she would like to contact tenants and operators as part of her Masters degree final research project on renewable energy options in precinct.

The next meeting is Tuesday 23 November 2010.