

MINUTES
MEETING # 21
Intermodal Logistics Centre
Community Liaison Committee (CLC)

Location: ILC
 Enfield Site Office, Cosgrove Rd, Enfield
 Date: Monday 4 August 2014
 Time: 4.00 pm

Attendees	
<p>Community Members: Jenny Maddocks Bill Thompson</p> <p>Bankstown City Council Graham Humphrys</p> <p>Strathfield Municipal Council Frankie Liang</p> <p>Independent Chair Ian Colley</p> <p>Minute taker Sandra Spate</p>	<p>NSW Ports Matthew Fahey Alison Wedgwood Adem Long Trevor Brown Ian Henderson Dom Figliomeni</p> <p>Hutchison Ports Australia John Ieroklis Trevor Ballantyne</p>
<p>Apologies: Lynley Weaver, Allan Flynn, David Hazeldine</p>	

Action Items:	
<p>CLC attendees introduced themselves for the benefit of representatives attending for the first time.</p>	
<p>1. Minutes of the previous meeting</p>	<p>Minutes from the previous meeting have not been distributed. Approval of the minutes will be held over to the next meeting.</p> <ul style="list-style-type: none"> • Matters arising from the minutes <p>Action 1: Adem to provide the minutes of the RTCG meeting to CLG members. As the meeting is to be held next Tuesday and the RTCG hasn't met due to limited construction and activity on site, Adem will circulate minutes from the next meeting.</p> <p>Regarding the provision to Graham of Botany's strategy for dealing with parked trailers, Adem reported that while there was no official strategy, enforcement of rules by Council and RMS has been effective in stopping trailers parking illegally.</p> <p>Action 2: The future role of the CLC and frequency of meetings to be an agenda item at the next meeting. Adem noted NSW Ports will continue to run community meetings with participation potentially increasing as operations get under way.</p> <p>John distributed a presentation on the Hutchison Operations and Environmental Management Plan (OEMP) and indicated the Hutchison lease area on the site map.</p>
<p>2. Project Update (LCPL & Sydney Ports)</p>	<ul style="list-style-type: none"> • Construction Update <p>Matthew reported that while Leightons is now off site minor defects and maintenance work is being undertaken at the rail, bridge and stormwater bio-retention basins. Depending on lease of sites</p>

future warehouse construction is expected to be 3 to 6 months away. Fencing is being undertaken at Cosgrove Road and minor civil works for filling temp basin and levelling along Cosgrove Road.

- **Operations Update**

Alison reported NSW Ports is preparing an overall OEMP for the site, including a Landscape Management Plan. NSW Ports continues to maintain those areas not yet leased as well as the bio-retention basins and southern ecological area including Mt Enfield. Each tenant will produce their own OEMP. NSW Ports has consulted Councils and the EPA. EPA has no issues and NSW Ports is awaiting responses from Councils.

Matthew reported that as part of the OEMP a Traffic Management Plan has been developed and provided to the RTCG. It is now finalised and is with the DP&E for approval. The Noise Management Plan and Traffic Management Plan are part of the OEMP. The OEMP and associated documentation will be available on the website.

- **HLA Update**

Matthew reported the construction focus is on the Services Area with pavement and services works. This will be followed by minor buildings such as gate houses, amenities blocks, light towers and rail signalling works.

John Ieroklis and Trevor Ballantyne presented on the Hutchison Operation and Environmental Management Plan for the Intermodal Logistics Centre as distributed to the meeting.

It was noted this OEMP is custom made for this site to address project approval conditions, NSW Ports requirements, lease conditions and legislative requirements.

The HSEQ Management System is an integrated management system and model for continuous improvement. While HLA is not yet on site, the OEMP document demonstrates compliance with requirements and operations will be conducted in accordance with the OEMP. Hutchison has engaged with NSW Ports to develop the plan which will go to Councils and State Government agencies, and is presented to the community via the CLC.

The OEMP is a mechanism for addressing issues such as stormwater, traffic, noise, etc. It provides a system for observation and then action and defines people's jobs and responsibilities. It provides a mechanism for measuring progress with Key Performance indicators expressed per TEU. It sets goals and measures against goals and is externally audited.

There are six Sub-Plans in the OEMP. There are eight sections to the OEMP. The OEMP along with the Noise Management Sub-Plan and the Operational Traffic Management Sub-Plan are required by Conditions of Approval. Additional Sub-Plans are not required by Conditions of Approval but are still part of the OEMP and are relevant to the operation of the site.

The KPI for the Noise Management Sub-Plan is the number of community feedback events per 100,000 TEU, but before that level is reached the actual (raw) numbers of community feedback events will be reported.

Graham asked how TEU movements are counted.

Trevor Ballantyne and John Ieroklis explained that there is a difference between 'movements' and 'throughput'. Each time a container is handled by an item of plant within the terminal it is counted as one 'movement' however, the KPI is based on 'throughput'. Throughput describes the total number of containers moving through the terminal over a set period and is measured in TEU.

Trucking companies are being encouraged to use broadband type reversing alarms commonly called 'quackers' rather than beepers, but trucking companies are independent of HLA. While this is encouraged it can't be enforced by HLA. A need for trucks to reverse isn't expected as there will generally be a one-way flow through of traffic.

The Operational Traffic Management Plan will encourage carriers to use B-doubles, to backload and take night slots with the aim of moving more cargo with fewer vehicles.

There have been issues at Port Botany with trucks using/ stopping in residential streets. The HLA terminal will feature amenities for drivers on site to discourage this practice. HLA can encourage trucks not to use residential streets they can't enforce what happens off site. If complaints relating to trucks using/ shortcutting or parking/ loitering in residential streets are raised by the community, HLA can broadcast messages to inbound trucks through it's truck appointment systems to discourage this behaviour. Operational traffic KPIs will be based on community feedback.

The goal for stormwater management is 0 pollution events per 100,000 TEUs. At this stage HLA is

proposing to adopt a six-monthly monitoring program. A range of pollutants would be targeted through this program. All monitoring results would be made publicly available on the Hutchison Ports website (as they are for SICTL at Port Botany).

Bill asked if action is taken to respond to events detected.

John replied this is the case. Hutchison would look at the specific activities occurring in different areas of the HLA terminal and would use this information to act e.g. if a high level of solids in the stormwater draining from the car park are detected controls may include providing more bins, bins with lids, signage for drivers that use the carpark etc.

Trevor Ballantyne noted the focus is prevention but if a spill occurs there are spill management kits and staff trained in containment to stop it entering the stormwater system.

Regarding handling of dangerous goods, John reported that at this stage Hutchison won't apply for an Environment Protection Licence from the EPA as no activities are expected to exceed thresholds in Schedule 1 of the POEO Act. This position would be revisited if operations or throughput change significantly in the future. Hutchison doesn't believe it will come close to the 2,000 tonne threshold for General Chemical Storage.

Bill asked whether there will be an HSEQ officer on this site.

John replied that the HSEQ Officer would divide his time between Enfield and Port Botany however this arrangement is supplemented by the Environment & Safety Compliance Engineer and the National HSEQ Manager, so there is three people rather than just one.

Jenny asked what the interface with the community is.

John replied this is contained in section 5 of the OEMP. There are phone numbers, website details and a 24 hour community number.

Bill asked how this is publicised.

John replied contact details are in the OEMP and on the Hutchison Ports Australia website. NSW Ports website will also link to ILC tenant websites. Hutchison is still considering whether contact details will be included in signage at the front gate.

Alison added that NSW Ports community contacts signage is up and NSW Ports will continue to act as a conduit between the community and the ILC tenants as required. This has been working well at Port Botany. She noted that with increasing numbers of tenants expected on site community members may be unsure of where noise and trucks issues are coming from. But NSW Ports is able to investigate and act.

John asked that the community give as much detail as possible when reporting issues, for example, truck registration numbers or container numbers. With this information the carrier and the correct ILC tenant can be identified. If the truck has been to the HLA terminal, HLA can then raise the complaint with the driver responsible.

John invited community to view the OEMP if they desired as it is now at a stage for community comment. He will be available for discussion after the meeting and contact details were provided to the CLC. Copies of the OEMP can be obtained from John. It will eventually become a public document on the website as the Port Botany OEMP is, but it is still being developed.

Jenny requested a copy of the OEMP.

3. Development update

- **Southern Ecological Area Presentation**

The Plan for the Southern Ecological Area was distributed at the meeting and is also available on the NSW Ports website.

Trevor Brown reported that in his role as Environment Manager he works with Alison across Port Botany, Port Kembla and Enfield. Alison remains the main point of contact for CLC members around environmental issues. He noted the original commitment from Sydney Ports in Conditions of Approval was that the ecological value of the southern area be conserved and for controlled community access. NSW Ports has issued plans for this area for consultation. The community access offered has three key objectives. The first is for an overview of the current intermodal facility, with Mt Enfield as a vantage point. The second is for appreciation of history and heritage with viewing of heritage items and interpretative signage. The third is around ecological features such as the frog habitat along the Cox's Creek floodplain. It is proposed to plant Mt Enfield with grasses and

Cumberland Plain Woodland species that are endemic to the area. A path will be provided and as well as viewing opportunities.

Matthew noted the proposed entrance point is from Punchbowl Road, with a gentle ridgeline from the south to Mt Enfield with a 1 in 5 slope to first the viewing area. The path will continue to the second with a 360 degree view of the terminal and rail yards. The third viewing platform will allow views of the frog ponds. Public access is constrained by a number of factors such as existing contamination which has been contained on site and steep slopes on Mt Enfield. It is proposed to fence the path to keep the public to the paths and safer areas. There will be daylight access with a self closing gate open during daylight hours. Vegetation has been designed to allow a good view from viewing areas. Heritage items include the pillar water tank and the tarp shed and it is proposed to reinstate the turntable and some train wagon wheels. The three frog ponds were established in 2011 but there are no frogs yet. However the site is maintained regularly as per the approved frog management plans. Alison said NSW Ports were hoping for a consultation process with the wider community. An ad went into the paper and a letterbox drop was undertaken in nearby residential areas. At the time of the meeting there were no submissions, however there has been two requests for the information to be mailed in hard copy which was done. NSW Ports will also use this forum for feedback. The plan is within the overall Landscape Management Plan and NSW Ports is keen to hear from the community and councils.

Bill asked whether there is progress on the tarp shed.

Matthew replied decisions around this are for the future. If a decision is made it will be subject to a similar process to this under separate approval.

Alison noted that NSW Ports is maintaining the tarp shed as per the Project Approval in the meantime.

- **Southern Ecological Area Community Feedback**

Jenny asked who NSW Ports envisages using the area.

Matthew suggested it may provide some attraction for train watchers, and people with an interest in the Intermodal or railway history. They don't envisage wide use but there is an undertaking in the Approval to provide some controlled public access. Given the constraints NSW Ports considers this the most appropriate proposal.

Jenny asked about potential ARTC access and whether it is eventually planned to shut them out of the tarp shed.

Matthew replied this is one of the constraints if considering use of the tarp shed. There is also the need to provide access to the gas line and compound on the west side of the tarp shed. It would be preferable to separate the ARTC access and bring them in through a different route. ARTC access is for minor use with a requirement for a couple of service uses per week.

Jenny noted that with current access through the tarp shed area she would be anxious to get vehicles away from the frog ponds.

Jenny would like to see access to 6 hectares of the area as originally promised. The proposal is much less than the community expected. The original heritage plan had seven heritage items and the current plan provides for four interpretive items / panels. She feels the community has generally been sold short. She would like recreational or environmental management zoning not industrial. And there is a plan to excise the tarp shed.

Bill asked for clarification on the gate access.

Alison replied the gate is a self closing gate that is not locked, but will be locked at night. She understands unhappiness in the community around access so NSW Ports are trying to do what they can within constraints such as safety issues and regeneration of native vegetation. Unaccompanied access during daylight hours is one thing they can give back, as the Mod 5 approval described the access as being "escorted" and NSW Ports recognises that this is not ideal.

Bill hopes there is ongoing discussion around access. He accepts the point about restricting access to the rest of Mt Enfield while establishing vegetation but suggests this could be revisited when vegetation is established. It is a steep incline which can be fun, and if it is to be more than a token it needs to be fun for the community to use.

Jenny asked whether the rail line west of the tarp shed will be removed.

Matthew replied this is being considered. It may be possible to incorporate some of the rail track components in the path on Mt Enfield.

Jenny noted talk of a sand wagon.

Matthew replied they haven't secured a locomotive or wagon.

Jenny suggested the physical access from Punchbowl Road was the worst possible option due to the space available, particularly for school groups negotiating the bridge and trucks in close proximity to the pedestrian footpath. She suggested the Punchbowl Road/ Cosgrove Road corner is preferable. As there is no parking on Punchbowl Road she asked whether there could be on site parking in the tarp shed. The pedestrian bridge could have provided access if it had remained on site.

Trevor Brown noted some of the suggestions were dependent on the future of the tarp shed.

Jenny tabled photos of the site from the 1970s.

Frankie asked whether there is a direct consultation process with Strathfield Council.

Alison proposed to send the draft Landscape and Ecological Area Management Plan, which includes the Concept Plan for the Southern Ecological Area to Council tomorrow to request feedback on the document.

Regarding Adem's suggestion that options for the tarp shed were being considered, Bill asked whether commercial use is being considered. If so, the CLC needs to hear it.

Adem replied commercial (container terminal related) use is not being considered. NSW Ports is looking at options.

Submissions on the Southern Ecological Area are due by Thursday, 14 August.

4. Other

- **Frequency of meetings**

As HLA is aiming to commence operations on October 18, a CLC meeting in November would coincide with this. The meeting agreed to quarterly meetings unless there is reason to do otherwise.

- **NSW Ports Update**

Adem reported on a NSW Ports restructure from July 1 moving from geographical lines to functional lines, breaking down geographical barriers. He introduced Dom Figliomeni and Ian Henderson. Dom, who was CEO of Port Kembla, is responsible for Property and Containers and Ian for maintenance and coordination of the site. Marika Calfas will head Strategy and Planning and Shane Hobday Operations and Engineering.

Regarding other areas of the site, Requests for Proposals have gone out.

Adem can provide an update on the Grain products proposal at the next meeting.

Adem reported a 3.8% increase in containers through Port Botany in the past year.

Dom reported Port Kembla throughput adversely affected by drought and fires. Port Botany and Port Kembla are expected to dovetail, with organic growth at Port Botany and growth in new business for Port Kembla.

Jenny asked whether there is progress on the Maldon-Dombarton rail line.

Dom replied that the project is shovel ready. The process is going through the Federal Department of Infrastructure and Regional Development. We 'believe' there have been some unsolicited proposals. There now needs to be a decision on how to progress it.

Adem noted that while NSW Ports don't own it, they have been supportive of the Maldon-Dombarton rail line.

Dom suggested that with the goal of doubling rail freight in the next 20 years more planning is needed around rail. NSW Ports is in favour of rail but there is a lack of spending on the rail network.

Bill asked about the Moorebank intermodal.

Adem reported the original proposal was for two separate facilities, 1m TEUs on one side and 1.2m on the other. The proposal is now for one site, but who and the number of TEUs is not yet known.

NSW Ports is lobbying for a rail Port shuttle and interstate rail terminal. His view is there is a need for several intermodals in Sydney. Rail is the focus for NSW Ports but currently there is limited intermodal sites for the freight to go to.

Dom reported QUBE has preferred business status for Moorebank. Without intermodal terminals increased movement of freight by rail can't be achieved and container numbers will continue to grow.

Adem noted both NSW Ports and Hutchison Corporate Affairs is keen to talk to business chambers and is looking for opportunities for more involvement with the community and is happy to receive suggestions/ invitations.

Date of next meeting: November, the date to be confirmed.

These minutes have been endorsed by the Chair, Ian Colley