

MINUTES
MEETING # 27
Intermodal Logistics Centre
Community Liaison Committee (CLC)

Location: ILC
 Enfield Site Office, Cosgrove Rd, Enfield
 Date: Monday 6 June 2016
 Time: 4.00 pm

| Attendees | |
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| <p>Community Members: Jenny Maddocks Bill Thompson Victor Carnuccio Louise Symonds</p> <p>City of Canterbury-Bankstown Graham Humphrys</p> <p>Strathfield Municipal Council Sophie Olsen</p> <p>Independent Chair Ian Colley</p> <p>Minute taker Sandra Spate</p> | <p>NSW Ports Matthew Fahey Alison Wedgwood Adem Long Ian Henderson Wayne Ashton Daniela Vujic</p> <p>IMT Operator/Aurizon Michael Dorrian Sharon Tang</p> |
| <p>Apologies: Frankie Liang, Trevor Brown, Jacqui Thorburn.</p> | |

| Action Items: |
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| <p>1. Introductions Introductions were made. New members were welcomed to the meeting.</p> |
| <p>2. Actions from previous meeting Acceptance of the minutes from the February 2016 meeting was moved by Bill and seconded by Graham. The minutes were accepted.</p> |
| <p>2. Project Update</p> <ul style="list-style-type: none"> • Construction (Southern Precinct) – NSW Ports update Matt reported little construction work was occurring. The design for heritage signage is being finalised and the turntable is going to be installed to show the public elements of the structure and how it previously operated on site, as part of our heritage interpretation strategy. • Construction (IMT Operator) Matt reported NSW Ports has undertaken some minor preparatory work for Aurizon such as overhead light towers, communications, power and minor work on the railway sidings. Michael reported Aurizon has undertaken minor modifications to area around the car park such as fencing, line marking and one new office building for management. Aurizon is a rail company which was formerly QR (Queensland Rail). Aurizon's website: https://www.aurizon.com.au/ • Operations – IMT Operator (Aurizon) Matt said Aurizon has leased 13.5 hectares of the 60 hectare site, including the main rail siding plus two subsidiary sidings for loading and unloading containers. Aurizon has a lease to be operator of the intermodal terminal for 10 years, with two 5 year options. Most of the responsibility for the intermodal is now with Aurizon. |

Bill asked what stage operations are at and what are the timelines? Michael replied they are operating now from the site. Aurizon had a small operation at Yennora which has moved to Enfield. They are currently doing small volumes compared to what is available. The move to Enfield was to increase market share. Realistically it will take some time to grow the business. Aurizon in other places has primarily moved coal and iron ore but here freight is containerised. They are currently operating two trains a day, one in the morning and one in the afternoon. They will monitor volumes.

Bill asked what the targets are for operations.

Michael replied there are no targets that he is aware of. His role to ensure safety and efficiency of operations.

Matt reported that correspondence during leasing negotiations indicated projections of 50,000 TEUs initially increasing to between 80,000 to 100,000 in a couple of years.

Sophie asked what was the date for accepting the first trains as Strathfield Council has had complaints which Council is trying to pinpoint. Michael replied that the first train was on 9th May at 8.15am. There is a morning train and afternoon train which is usually finished by 2.30pm.

Jenny asked whether these trains were shuttles to and from port. Michael replied this isn't always the case.

Sophie noted complaints to Council related to squealing and shunting noises at 3pm.

Adem suggested these noises could be related to other lines. There are ways of pumping oil on to tracks to reduce squealing so if Council can note times and locations and provide that information to rail operations such as ARTC that could be helpful.

Alison noted NSW Ports received complaints regarding train noise over 12 months ago, well prior to running trains here so noise is a difficult issue to manage. She reiterated that any complaints can be made to NSW Ports and NSW Ports are happy to discuss with Council.

Sophie said with all the movement and construction in the area there are difficulties pinpointing noise sources. Council is aware of the acoustic environment.

Louise and Victor are part of the residents group which made the complaints to Council. Louise said they have been listening closely for noise impacts from the intermodal but haven't heard extra noise from Aurizon. There is a lot of noise generally but not from Aurizon. They are pleased so far with Aurizon's operations.

Victor noted as long time residents of the area trains here are not an issue. There have always been trains here. There is an issue with noise from the external Swift site coming across the terminal from the other side. Swift has a 24 hour licence and reversing beepers are going constantly. Council hasn't got back to him on the issue. There have been physical changes and acoustics have changed since 2010. K&S Freighters also have reversing beepers which he understands aren't mandatory. Michael noted Aurizon equipment is fitted with newer alarms (quackers) which are less offensive. Jenny reported that Jodi McKay has had a lot of noise complaints from the area. It is an issue and the cause needs to be pinned down.

Victor has been out with rangers and Jodi to show them noise is coming from across the other side of the terminal from Swift. Something needs to be done about this.

Alison noted the NSW Ports risk assessment identified container stacking as one way to mitigate noise when certain areas of the site come on line. NSW Ports ensures that as new operations are proposed for the ILC site, consistency is checked to see if it aligns with the original environmental assessment and whether further assessments are required.

Sophie said Council explores noise issues when they give development consent.

Daniela noted a requirement for quackers on this site instead of beeping alarms based on the overarching OEMP for the site. If Swift moves onto the ILC site this will apply to them.

Matt reported Swift is currently leasing space in Area G for truck parking but their proposed warehouse is 12 months away. Swift were to be located in proposed warehouse C fronting Cosgrove Road but are now looking at a warehouse in Area G adjacent to the intermodal. Matt has spoken with them and one of their Directors has undertaken to do something about noisy reversing alarms. They have a forklift hire company advising them on replacing the reversing alarm beepers with low decibel beepers or quackers.

Victor noted the same issues apply to K&S Freighters who operate Monday through Friday and Saturday mornings with noise impacts on the surrounding residential area.

Alison noted that NSW Ports influence and jurisdiction is limited to the operators on the ILC site only

and that other facilities are regulated by Council.

Sophie noted that Council as the regulator is looking at this.

Louise reported they often get only two hours sleep. They also hear containers being dropped at night.

Alison commended Matt for his approach to Swift to broker a deal regarding lower decibel reversing alarms on their site which is not a part of the ILC.

Action: Alison/Matt will follow up outcomes of negotiations with Swift around reversing alarms.

Adem reported converting to lower impact alarms is not difficult and not a new concept. NSW Ports has been through this process at Port Botany and most tenants have now converted their machinery. Some risks assessments allow flashing lights at night as these are often more effective.

Alison noted operators sometimes say they will convert when leases come up for renewal but suggested pressure needs to come from landlords and regulators.

Louise noted no noise comes from TNT and they operate all night.

- **Operations – Swift and Pitkin Transport**

Matt reported Swift has a small truck parking operation on site. Pitkin has some minor handling and storage of containers on site.

3. **Development update**

- **Southern Precinct**

Daniela has reported previously on a proposal by Strathfield Council to rezone the southern precinct from industrial to a public recreation zone. There was a second proposal by Council for private recreation zoning. Both proposals were refused by the Department of Planning and Environment. Strathfield Council asked for a gateway review of the Planning Proposal to rezone the southern precinct to a private recreation zone. The Planning Assessment Commission made a decision in May determining that the proposal did not have merit and the current land use zoning should remain.

- **Tarp Shed**

Daniela reported a proponent is keen to develop the Tarpaulin Shed building / site as a garden centre. A pre-DA meeting was held with Strathfield Council at the end of last year to discuss the proposal. They are in the process of finalising the DA documentation and hope to have lodged it with Council before the next CLC meeting. NSW Ports is supportive of the proposal for a garden centre which will have a café and pet supply shop as well as garden supplies. The shed, which has heritage significance, is not currently used. It would be positive to see the proposal go ahead with a good interface with residents.

Louise supports the proposal.

Jenny noted the proponent had an information day with a display of plans for the tarp shed. One display indicated a parking location of 200 spaces west of the tarp shed. Jenny and Bill asked about the location of the parking area and access to this.

Daniela replied parking would be provided behind the building. There is an intention to excavate and level some of Mt Enfield to accommodate car parking on site.

Alison noted residents had previously raised concerns over the lack of street parking. The best outcome is to have parking on site. Access will be via an existing driveway from Cosgrove Road between the tarp shed and an existing light industrial area.

- **Warehouse sites**

Matt confirmed a warehouse would be developed in Area G (for Swift) in the next 12 months.

4. **Other**

Daniela reported on NSW Ports' Modification to the Part 3A approval that was on exhibition in April.

This is to give flexibility in operating the site in the ramp up phase. The current planning approval is for trucks to come into the site with a container, the container to go onto rail and the truck leave site or for a container to arrive by rail and be picked up by truck. The Modification seeks to allow for truck to truck and rail to rail activities i.e. the movement of containers from rail to rail for transport further west, or for them to arrive by rail and go onto a train shuttle to Port, or truck to truck activities. For example, Swift parking trucks overnight, or stacking containers overnight to be ready to go to market early next morning. Opportunities exist while Aurizon ramps up with only two trains per day currently to use the hard stand area for other port related activities. NSW Ports is submitting additional information to the Department however, the application will be determined by a Planning Assessment Commission given Strathfield Council has opposed the proposal.

Sophie said Council was concerned that additional traffic from truck to truck movements is not an appropriate use of site. She asked whether there is a date for a public meeting by the Planning Assessment Commission.

Daniela replied the intent of the Modification wasn't to increase truck movements to and from the site above the current approval. NSW Ports is in the process of providing the additional assessment information to the Department.

It will then be up to the Planning Assessment Commission to determine whether there will be a full public hearing or a meeting between Commissioners and Council. She understands there were no objections from residents.

Jenny advised there were objections from residents which are on the Department's website.

Daniela noted NSW Ports didn't receive the submissions from the Department to review as part of the Response to Submissions Report. They received four submissions from agencies, a submission from Bankstown Council, and an objection from Strathfield Council..

Action: Daniela to check whether NSW Ports received submissions from residents on Modification 10.

Jenny was disappointed the CLC wasn't informed of Modification 10 prior to it being submitted. The email informing CLC members was after the submission became available online. Jenny agrees with Strathfield Council about truck to truck movements. The original premise of approval was for an intermodal. She understands the site has been here for 15 years and there is a need to get something moving but the community needs more information about the truck to truck proposal. She can foresee a giant container terminal without much intermodal.

Daniela apologised that the community wasn't given more notice. The modification was prepared quickly to seek approval from the Department while Aurizon are ramping up operations.

Alison emailed the CLC within a couple of days of it being available online.

Daniela confirmed NSW Port's commitment in the 30 year Masterplan to operating Enfield as an intermodal terminal and that there was a need for more intermodal terminals in Sydney to move more containers by rail. The site will definitely operate as an intermodal and Aurizon has been engaged to do that. Aurizon is trying to build the business and familiarise businesses with the efficiency of the location. While they are only running two trains it is not efficient for the hard stand to remain vacant. It is better to have containers ready to go from the site early in the morning closer to the end destination rather than trucks sitting in tunnels in peak hour. It should be low impact operations, with space to store containers, not just truck to truck movements. The impact of truck to truck is already included in the environmental assessment.

Louise noted current impacts of trucks parking temporarily in the area. Residents have noticed an increase in noise in the whole area. Trucks come and park in the middle of the night. They give three toots, idle, or have reversing beepers on. More trucks parking may add to this.

Adem replied it is customary for trucks to toot when loading and unloading. But this proposal could involve trucks parking overnight within tenant areas on the ILC which is better than on the streets. Freight on rail is the number one focus of NSW Ports. He noted Graham attended a recent forum around rail freight on behalf of Bankstown Council. An invite was also sent to Strathfield Council, who did not attend. The Forum was pitched at Council(s) to get everyone on board with discussions from industry and government, culminating with the closing speech from the Minister of Roads and Freight, Mr Duncan Gay. With a 99 year lease NSW Ports recognises it can't continue to move freight the way it is.

Daniela suggested with trucks using the hard stand to park overnight in the shorter term it could take truck parking off the street and give Aurizon some revenue support while they are starting up the

intermodal.

Alison noted any operations proposed for the site would need detailed Operational Environmental Management Plans including mitigation measures to minimise impacts to be reviewed by NSW Ports. As landlord NSW Ports has a key role in minimising effects on residents and businesses. Louise suggested even temporary truck parking may have impacts on residents. When all the trucks start up at K&S in the morning the noise is unbearable.

- **Operational and Environmental Management Plans**

Alison reported NSW Ports has reviewed Aurizon's Operational Plans and Aurizon has agreed to most of suggested changes. Discussions are continuing to ensure the Plans are in accordance with the overall approved environmental management framework. Mark Harris, the National Environmental Manager is the Environmental Representative approved for the Aurizon site. Trevor and Alison have been in contact with him. He has some independence from their site operations and will audit the process. NSW Ports can liaise with him over any environmental related issues.

- **Communications/ NSW Ports Update**

Alison was hoping for feedback from community members around the revamp of the NSW Ports website but hasn't had any to date. Community members are welcome to forward any specific suggestions to Alison. The hope is that as a minimum the three separate websites will be amalgamated into one. The project is awaiting budget approval.

- **Comments/ questions/ other business**

Alison thanked those who attended the recent open day. Around 20 adults attended and a lot of children.

Sharon Tang from Aurizon's engagement team introduced herself. She encouraged CLC members to look at Aurizon's website, particularly to look at the annual sustainability reports.

Graham thanked NSW Ports for inviting him to the Australasian Railways Association (ARA) / NSW Ports Rail Forum which talked about best practice in the industry. NSW Ports gave a strong presentation regarding the Enfield intermodal and other sites as they come on line.

Action: Adem to forward the NSW Ports presentation at the Rail Forum to CLC members.

Date of next meeting: Monday 5 September.

These minutes have been endorsed by the Chair, Ian Colley