

Meeting: Port Botany Community Consultative Committee – Meeting No. 7

Held: Tuesday 26 May 2015, 5.30pm-7.30pm
SICTL Training Room, 1 Sirius Road (Port Botany Expansion)

Present:

Charles Abela (CA) – Community	John Harvison (JH) – Patricks Stevedores
John Burgess (JB) – Community	Luke Frawley (LF) – DP World
Lynda Newnam (LN) – Community	Jean-Michel Tremsal (JMT) – Vopak
Paul Pickering (PP) – Community	Aldo Costabile (AC) – Elgas Limited
Ross Salter (RS) – Community Business Representative (Kingsford Timber Mitre 10)	Gary McKay (GM) – Caltex
Steve Poulton (SP) – Botany Bay City Council	Jessykah Miles (JM)– SICTL Stevedores
Judith Betts (JBe) – Botany Bay City Council	Raymond Hohle (RH) – SICTL Stevedores
James Goodwin (JG) – EPA representative	Melissa Pollock (MP) – Orora
Susan Fox (SF) – EPA representative	Shane Hobday (SH) – NSW Ports
Roberta Ryan (RR) – Chairperson	Alison Wedgwood (AW) – NSW Ports
Sandra Spate (SS) – Minute taker	Daniela Vujic (DV) – NSW Ports

Apologies: Ryan Bennett – Port Authority of NSW, Mal Jagdev-Imrich – Community, Adem Long – NSW Ports, Mark Walker – Qenos, Andrew Battye – WorkCover, Leigh Heaney – Electorate Offices for Member for Kingsford Smith, Bronwyn Englaro – Randwick City Council (late apology)

Item	Description	Action/Responsibility
1	Apologies and Introductions RR welcomed attendees and introductions were made. Apologies are as listed above.	
2	Accept minutes of last meeting Acceptance of the minutes from the March meeting was moved by JB and the minutes were accepted by the meeting.	
3	Actions arising from previous minutes	
3.1	Action 3.3. GM to follow up with Caltex Kurnell the incident of a leak on August 26 and two potential subsequent leaks and respond to the CCC. GM reported no record of an incident on August 26. The Kurnell refinery closed in October 2014. JB reported that the Kurnell incidents came before the EPA and Land and Environment Court and a settlement was reached which required Caltex to pay \$120000 towards a number of environmental programmes as a penalty. The Kurnell incident is separate to the petrol spill into the bunded area at Banksmeadow terminal in July 2013. JG reported the petrol spill inside the terminal is still before the Land and Environment Court. Action 3.3 from the March meeting is closed.	
3.2	Action 3.5 (10.1 from November 2014). BG to take a request from the CCC back to DP World that members would like to see the report from noise monitoring.	

	<p>LF reported that DP World has been issued with an Environmental Protection Licence. Outcomes from monitoring aren't available yet but will be provided when available.</p>	
3.3	<p>Action 3.7. SH to write a letter to RMS conveying the concerns of the CCC regarding safety at the access to the boat ramp from Foreshore Road.</p> <p>SH reported sending a letter to the RMS General Manager Heavy Vehicle Compliance on April 15 regarding trucks running the red lights on Foreshore Road. This was followed up with an email and advice is the issue is currently being assessed. One option suggested by Ports was a red light camera at one or both intersections, another was to reduce the speed limit on Foreshore Road to 70kmh, as trucks doing 80kmh are difficult to stop. SH is waiting to hear from RMS. Ports will continue to lobby.</p> <p>PP feels there is more aggressive behaviour from truck drivers and asked if they have time factors to meet.</p> <p>SH replied that trucks are just reluctant to stop. SICTL has ramped up operations over the last 6 months and there are now two intersections close together.</p> <p>JB reported almost hitting a SICTL employee crossing against the lights tonight.</p> <p>LN noted the issue of timing of lights at the boat ramp as well as SICTL and problems with the road sensors not triggering for lighter vehicles such as motorbikes.</p> <p>SH mentioned the trigger for SICTLs lights in the letter to RMS but will raise the timing of lights at the boat ramp and road sensors when meeting with RMS.</p> <p>JB raised the issue of the proposal to extend the right hand turn lane from Foreshore into Penrhyn to service the port which has been discussed with RMS and Council. Orica has temporarily taken down half the hoarding for the company's hydraulic containment line pumps but questioned what progress had been made to address the conflict of land use for the extended turn lane and the containment line pumps. JB also inquired about the stage of progress for Foreshore Rd to be widened to 6 lanes to cater for expected port traffic pressure.</p> <p>SH replied the right turn to Penrhyn may need to be extended. The land is owned by Botany Council but the road is RMS. Ports will take this up with RMS over the longer term.</p> <p>SP replied the road can't be extended where wells are located.</p> <p>JB emphasised the containment line barricading cant remain in situ for another 100 years (expected time frame for secondary containment line) and it was imperative that the Port, Orica and other agencies addressed the future land use challenges sooner rather than later.</p> <p>LN said this risk should have been assessed in the bidding for the Port. It is what happens when there isn't due diligence.</p>	
3.4	<p>Action 4.2 from March 2015. RR to invite the community observer to the next CCC meeting.</p> <p>This item remains open.</p>	<p>RR to invite community observer to next meeting.</p>
3.5	<p>Action 10.2 from March 2015. Raise with Botany Council at the next meeting the study being undertaken on bike paths.</p> <p>SP reported Council is in the latter stage of a bike study for the LGA which extends as far as Beauchamp Road. Surveys from Ports workers have gone to consultants. The plan is to make the area out of Penrhyn Road and up Botany Road safer for cyclists.</p>	

	<p>LN asked whether Randwick Council had been consulted. SP replied they were along with agencies such as Ports and RMS. The draft will go back to Council but not to the traffic committee yet. LN asked about traffic committee members. SP replied they have been consulted, including the bike committees. The document will become a public document.</p>	
3.6	<p>Action 11.1 from March 2015. PAoNSW (RB) to provide the CCC with revised timeframe expectations for Penrhyn Estuary monitoring reports. This will be discussed as an agenda item.</p>	
3.7	<p>Action 12.1 (a) from March 2015. Chair/NSW Ports to include Bio Security as an ongoing agenda item. This is included as an agenda item.</p>	
3.8	<p>Action 12.1 (b) from March 2015. SH to provide RS contact details for someone in DPI. This was done, the action is closed.</p>	
4	New member application	
	This was raised under actions arising.	
5	Port Botany Expansion Construction Update	
	<ul style="list-style-type: none"> - Update on construction activities - SICTL and Patrick - Environmental monitoring - SICTL monthly reports 	
5.1	<ul style="list-style-type: none"> - Update on construction activities - SICTL <p>RH reported construction works are completed in the new stacking areas. Defects works are being rectified. The contractor demobilised last month. Regarding commissioning of the automated stacking cranes testing will be undertaken in a week and SICTL hopes for all 6 blocks to be operational in 3 weeks. The next construction phase is currently under negotiation. Regarding removal of the stockpile, JM reported the last round of baiting for red fire ants couldn't be completed due to the lower temperature at this time of the year. The first and second rounds of baiting returned no fire ants. SICTL have been advised they can't remove the stockpile until the temperature is above 20 degrees. Then approval will be needed to remove the stockpile which may not be until 2016.</p> <p>LN noted that John Ieroklis was the previous liaison and the community was given no notice he was going. It would be nice to acknowledge him. JM replied that SICTL has undergone a restructure of management and his position was made redundant. Raymond Hohle and Jessykah Miles will take over his role including attendance at PB CCC, Raymond for construction and Jessykah for operations.</p> <p>RH reported any outstanding monitoring results will be available for the next meeting. LN suggested CCC members are happy to receive any information between meetings.</p>	
5.2	<ul style="list-style-type: none"> - Update on construction activities - Patrick <p>AW announced that due to the end of works at Patrick, Richard Pollock has moved to Brisbane. John Harvison will be the Patrick representative on the CCC.</p> <p>JH reported on the changeover to automated straddles in early April involving shutting the site for a few days. Start up of the AutoStrads was uneventful. A new license has been issued by the EPA covering both the knuckle and the existing terminal.</p>	

	Construction of the new cranes for the knuckle site has commenced and the cranes should be commissioned around October.	
6	Port Botany Expansion Operational Update – SICTL	
	This was covered under agenda item 5.	
7	Development activities in the Port <ul style="list-style-type: none"> - NSW Ports/SPC developments - Tenant developments 	
7.1	<u>NSW Ports developments</u> SH reported all current developments have been finished.	
7.2	<u>DP World</u> LF reported the replacement quay crane has arrived. There is no confirmed date on decommissioning of crane 1 although the commissioning of crane 4 is complete. Movement of crane 3 to crane 2's position is upcoming. Recent storms impacted plans.	
7.3	<u>Origin</u> No new developments	
7.4	<u>Terminals</u> No developments	
7.5	<u>Elgas</u> No new developments	
7.6	<u>Caltex</u> GM reported the diesel refuelling stop is in the hands of engineering consultants. The project will hopefully start in 6 weeks and be operational in about 4 months. SP asked whether this would be for heavy vehicles using the port. GM replied it would. It is located outside the terminal. The traffic management plan intends to get vehicles in and out of the facility with minimal impact on other port traffic.	
7.8	<u>Vopak</u> DV reported a planning application is to be submitted for the Vopak B site with something on exhibition before next meeting. The Environmental Assessment should be done in the next month or so and be on exhibition. This is for additional truck loading bays and site modification with a new access road and an increase in the throughput. DV reported that there is another proposal by Vopak for new bulk liquid storage tanks on the former Qenos site where LPG tanks were recently demolished. Secretary Environmental Assessment Requirements have been issued by the Department of Planning & Environment for this project. An Environmental Assessment will be required for this. JB asked what will go in there. DV replied it is new storage tanks, mainly for diesel. It is purely storage, not loading. Loading will be on the existing Vopak B site. LN asked whether the tanks would be decorated as Sydney Water tanks are. Visitors look across from La Perouse to the tanks and find them unsightly. GM reported Caltex is looking at painting their tanks green.	
7.9	PP asked whether container stacks are empties and whether these are subject to incidents during storms. Do any contain products the community needs to be concerned about in storms? SH replied that most on the terminals are full. There are empty container yards close by but containers are stacked in a tiered manner. However containers can move in high winds such as those on and around April 20. This can affect automated handling. JH noted issues are more likely with empty containers. Patrick rolls empty container stacks down in bad weather. PP asked whether containers are locked together.	

	<p>RH replied they are not locked but stacks are sometimes lashed. JM reported dangerous goods have their own sub plan on sites and wouldn't normally be stacked.</p>	
8	Development of NSW Ports Long Term Master Plan - DV	
8.1	<p>DV reported NSW Ports is in the process of finalising the Masterplan for Port Botany, Port Kembla and the intermodal terminals at Cooks River and Enfield for the next 30 years. Feedback has been considered and the plan will go to the NSW Ports Board in June. There will be more information on when it will be released after that.</p>	
8.2	<p>LN asked what stakeholders have been consulted and how. DV noted this committee has been consulted since November, NSW Ports has met tenants regarding forecasts and growth, and government agencies such as EPA, Department of Planning and Transport for NSW. Ports have gone back to tenants and verified information on trade forecasts.</p> <p>LN noted that as discussed at the last meeting, normally during consultation those being consulted have some idea of the content otherwise it is hard to provide input. She questions whether this has been discussed with the community. She asked whether Ports received feedback from the community.</p> <p>DV said they did receive feedback including from LN and it has been considered in the preparation of the Plan. Other issues raised were around urban encroachment on industrial lands. At the same time as the Masterplan, NSW Ports will release a Sustainability Plan which talks in more detail on communication and consulting with the community. Regarding the Masterplan, trade will grow as the population grows. Meeting the trade needs of NSW cannot be undertaken by NSW Ports on its own. Government and tenants will need to invest in infrastructure to ensure the ports and logistics chain operate efficiently. NSW Ports has gained good information regarding forecasts and has identified what infrastructure is required to meet the trade needs of NSW which is one of the main outcomes of the document.</p> <p>LN said it makes sense to engage with tenants, but the issue is that community engagement was just tacked on.</p>	
8.3	<p>JB asked whether the Masterplan addresses increased traffic growth. DV replied it looks at what there is now and what it will be based on increased trade volumes. Just because trade doubles or triples this doesn't mean traffic has to double or triple. NSW Ports' is looking at encouraging more cargo onto rail, high performance vehicles and more efficiencies such as increased backloading.</p> <p>LN noted that when the Department of Planning developed the Port SEPP the target was 40% on rail. The 40% is gone, replaced by a 28% commitment by Government. How legitimate was previous work around land planning? And how will the Masterplan influence the Department of Planning? Volumes of goods is a concern.</p> <p>DV replied that the Ports SEPP was put in place to protect industrial lands and ensure they can be developed for port purposes. NSW Ports has had discussions with the Department of Planning on the erosion of industrial lands in the Port SEPP area for non-port uses. These issues will be flagged in the Masterplan. Regarding rail, the NSW Government's previous 40% target is now 28%. NSW Ports has looked at the capacity of the rail network and is of the opinion it could get up to 3 million containers onto the rail network subject to infrastructure upgrades and other improvements. To achieve this, tenants and government will need to invest in and upgrade infrastructure. If the container throughput is in the order of 7 to 8 million in the next 30 years, 3 million would represent about 40%.</p>	

	LN is concerned about roads such as Denison Street which were assessed in the Port SEPP based on 3.2 million TEU.	
8.4	RS reported that since the last meeting the Joint Regional Planning Panel has approved the Bunnings development even though Botany Council opposed it. LN is concerned that the Port be properly buffered. Bunnings is in the buffer zone. DV noted other proposals within the Port SEPP includes Masters.	
8.5	PP noted the Federal Government has freed up restrictions on coastal shipping allowing international ships to undertake coastal shipping. SH replied Ports has looked at the size of shipping over the next 30 years and it is considered unlikely that there will be a significant increase in coastal shipping.	
	JB noted recent media reports looking at an 800% increase in stevedore rental costs for Port Melbourne to potentially improve the price of the port for a proposed sale. Most stevedores indicated they would transfer container movement to Sydney ports if this was the case. Was this looked at as part of the Port Masterplan? The other issue is how to induce movement by rail instead of road with measures such as a levy on transport modes other than rail. If not it won't happen. With the suggested competitive pricing disadvantage for Victoria, NSW would be in a good position to introduce a pricing strategy that would push more transport onto rail. SH noted NSW Ports is working with Transport NSW to encourage more onto rail. The Minister has publicly indicated he is reluctant to introduce a levy but is looking at standards for rail performance to improve reliability. There is also talk of shuttle trains between intermodal terminals. There is one from Cooks River to DP World twice a week and Qube is looking at a shuttle train system to Moorebank and NSW Ports to Enfield. JB also suggested that modelling for transport grids suggests freeway expansion and linkages won't necessarily generate expected outcomes. Some roads linking ports and intermodals may not eventuate. SH said that NSW Ports will encourage government to invest in roads. There are areas of concern with proposals such as the General Holmes Drive connection. NSW Ports has concerns that WestConnex will not relieve traffic turning left.	
9	Development of NSW Ports Sustainability Plan	
9.1	AW reported NSW Ports is currently developing a Sustainability Plan for the ports and its intermodal terminals. It will include what Ports is currently doing and future strategic directions and actions in regards to sustainability. It includes consultation and what Ports intends to do with community, tenants and other stakeholders. There will be a presentation on the report at the next meeting. LN asked whether the draft would be presented here or the finished document. AW replied it would be the finished document. LN asked whether it is a broad document, and will it go to shareholders. AW replied it is a high level strategic document with actions over the coming years. SH replied it will go to the NSW Ports Board. 80% of NSW Ports is owned by Australian industry super funds which are represented by 4 directors on the board with 1 seat for the Abu Dhabi Investment Authority. The board is independently chaired by Paul McClintock (also refer NSW Ports website).	
10	Port Botany Noise Update <ul style="list-style-type: none"> - Update on EPA Noise Working Group - Port Botany Expansion Rail Noise (as per CoA 2.28) 	

10.1	<p>- Update on EPA Noise Working Group JG reported the working group is working at the officer level with stakeholders and briefing the new minister. Two noise loggers have been deployed at new locations over the past week and EPA has data from one. Some information is still being analysed from the logger on the NSW Ports building in November. JG reported that they have held discussions with a stevedore regarding its high wind alarms about why when port shuts down due to high wind the alarm continued to sound. During recent events these alarms were turned off and changes are being made so when the cranes are powered down the alarms switch off. Regarding recent complaints about alarms, EPA was trying to trace Port sounds back to Wassell Street. Closer residents get particular noises but residents further away get a larger range of noise from multiple sources.</p>	
10.2	<p>- Port Botany Expansion Rail Noise SH reported SICTL rail operations are continuing with no complaints regarding rail operations.</p>	
11	<p>Port Traffic and Safety Condition of Foreshore Road and bike paths</p>	
11.1	<p>PP noted a lack of drainage along Foreshore Road with no kerb and gutter. Trucks chop up the ground and pools of water lie on the road for a long time. It is a biosecurity area and mosquitoes are prevalent in the area. SH expects RMS to put another lane in sometime over the next 10 years. Another lane is mentioned in the Masterplan. AW noted the condition of Foreshore Road is an RMS responsibility.</p>	<p>NSW Ports to raise with RMS the condition of the verge along Foreshore Road, particularly the pooling of water.</p>
11.2	<p>The issue of bike paths was addressed under the previous meeting action item. LN noted a more positive approach to commuter cycling with the airport and suggested the next move is for NSW Ports and tenants to get something better connected with the airport.</p>	
12	<p>Port Botany Community Assets</p> <ul style="list-style-type: none"> - Foreshore Beach groynes - Penrhyn Estuary 	
12.1	<p>AW reported on behalf of Port Authority of NSW that designs for groynes have not yet been decided. A short list of contractors has been selected. They have planned to finalise an Environmental Assessment prior to awarding the contract. There have been repairs to Foreshore Beach following recent storms including to fencing and it is noted that there has been additional erosion.</p>	
12.3	<p>AW reported the Benthos Summary Report is now on the PAoNSW website. Shorebirds peak season and water quality reports are currently being finalised. PAoNSW has spoken to consultants about the timing of Penrhyn Estuary monitoring reports and the 2014-15 report is expected to be with PAoNSW in June and to hopefully be presented to the CCC at the meeting after that following PAoNSW review. JB reported the Cardno seagrass reports are on the NSW Ports website. LN asked that seagrass be on the agenda for the next meeting. LN reported that the Ecosure report for Orica's Independent Mercury Review contains fish testing results for Penrhyn Estuary and is on the EPA website. The document is over 500 pages but the extract of results for fish testing in the estuary (pp477-504) can be accessed on www.portbotany.org Regarding monitoring of Penrhyn Estuary LN suggested that as it is in the Conditions of Consent the Department of Planning should be</p>	

	cracking the whip. The new minister has said Conditions of Consent have to be enforced.	
12.4	<p>PP reported sewerage going out onto Foreshore Beach over recent months and an associated smell strong. This is happening days after heavy rains. PP would like to hear comment from Sydney Water.</p> <p>JB noted there are pressure relief areas on Millstream with overflow pipes if Malabar treatment plant can't cope.</p> <p>LN suggested poor attention to the area by Sydney Water. Cooks River receives more vigilance due to community pressure.</p> <p>SP reported Sydney Water is undertaking upgrading at Sir Joseph Banks Park refurbishing the pumping station in coming weeks.</p> <p>AW will speak to RB to get Sydney Water representatives to address the CCC on groynes and overflows.</p>	NSW Ports (AW) to liaise with PAoNSW to invite the appropriate representatives from Sydney Water to the CCC meeting to discuss the groynes as well as water quality/ sewerage overflows.
13	<p>Safety and Environmental Incidents/Complaints</p> <ul style="list-style-type: none"> - Port biosecurity matters - Summary of complaints 	
13.1	<ul style="list-style-type: none"> - Port biosecurity matters <p>SH reported that there had been a follow round of baiting around port in late March. . Another round of baiting will be conducted in September. Baiting is a 18 month to 2 year process. No fire ants have been detected other than the initial finding at DP World.</p> <p>JB has read of bee hives around port to intercept invasive bees.</p> <p>SH reported Quarantine would be responsible for this and has a number of pest traps located around the port.</p> <p>LN received from Graham Wilson, Manager Biosecurity at Greater Sydney Local Land Services (DPI) information on two current alerts, one for Red Fire Ants and the other for Asian black-spined toad. LN asked whether the container with the toad came through Port Botany. She asked that the CCC be kept up to date with biosecurity matters perhaps via a one page summary. She suggested there is a lack of communication between state and federal agencies.</p> <p>SH replied Ports only receives alerts if it needs to carry out an action in Port.</p>	NSW Ports to request from Quarantine a summary of biosecurity issues for future CCC meetings.
13.2	<ul style="list-style-type: none"> - Summary of complaints <p>AW reported five noise complaints since last meeting, two of which were today. NSW Ports has been trying to map out streets and weather conditions related to complaints. There has been some progress with tenants regarding identification of alarms but general port noise is more difficult to deal with. In winter, temperature inversions and prevailing wind directions carry noise over the residential areas. Tenants are being asked to do anything they can. NSW Ports is looking at whether to pass complaints on to tenants where sources can be identified. Ports is liaising with EPA and looking at why complaints are ramping up. Ports recognises it is a problem and are trying to address it where possible.</p> <p>JB asked whether complaints were coming from a particular area.</p> <p>AW replied complaints are predominately coming from Matraville, particularly around the Wassell/Burke Street areas, but a couple have come from Banksmeadow and Botany where complaints aren't usually received from. Residents aren't always sure of the source of the noise and are requesting information from the port on other industrial sites around Botany.</p> <p>JMT reported a visit from the EPA to Vopak Bitumen premises on 15 May regarding reports to EPA environmental line on bitument odours in</p>	

	<p>the Port Botany area. There was a request from the EPA to improve the situation through the “bitumen odour management plan”. This is currently being undertaken.</p> <p>JG reported EPA has received no further odour complaints since the initial complaints.</p>	
14	General Business/Next meeting :	
14.1	<p>RS reported on an addendum to a risk assessment report regarding Denison Street on the Department of Planning website. It is undated with no author identified and appeared on the website since the Bunnings approval. Concern is that in 2014 the Department of Planning signalled to Botany Council that residents on the eastern side of Denison Street were not in the 1 in 1 million risk contour. A new house received specific clearance that the transport risk is not 1 in 1 million. The addendum shows this house and the other houses on Denison St to now be in the 1 in 1 million contour. Two DAs have been approved on advice from the Department of Planning which is now contradicted by the addendum. DV said NSW Ports found out about the Denison Street risk assessment report only because it was forwarded by Council. They commented on it as well as the final version prior to final determination of the Bunnings DA. NSW Ports was unaware of the addendum report. The NSW Ports position is that Denison Street is a major route and main access route for trucks to and from the Port precinct including trucks carrying dangerous goods. NSW Ports raised those issues and provided further information on dangerous goods volumes to the Department of Planning and Council. It is assumed that based on this information Botany Council recommended the application be refused.</p> <p>LN noted documentation saying at some point in future someone will look at this again. What does this mean? That Bunnings will be closed, residents moved, or the Port closed? The Government has leased the Port for 99 years. All Departments have an obligation to consult each other.</p> <p>DV reported the Masterplan forecasts trade growth including truck numbers. The Port and adjoining industrial lands need an identified and clear buffer zone.</p> <p>RS noted submissions by NSW Ports are clear but asked if there is anything else we can do. Ports SEPP boundaries are getting cut back and approvals given for busy activities in adjacent areas. There is a 90 day review period for the Bunnings approval. There is still time to step in and lobby, but if the risk assessment continues to be riddled with errors approvals will still go through.</p> <p>DV suggested on the Bunnings traffic assessment and transport of dangerous goods, NSW Ports has flagged the issues and matters that needed to be considered in the assessment process.. When the Masterplan is finalised it can be used to lobby government with hard facts and evidence. The issue is not just Port Botany but planning in general – road corridors, rail corridors, with restrictions being imposed on rail due to urban developments.</p> <p>LN suggested people in Wattle Grove have been complaining for 10 years.</p>	
	Next meeting is 18 August 2015	
	These minutes have been endorsed by the meeting Chair	

	<p>Signed:  Date: 12/06/2015</p>
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