

Meeting: Port Botany Community Consultative Committee – Meeting No. 8

Held: Tuesday 18 August 2015, 5.30pm-7.08pm
Prince Henry Community Centre, 2 Coast Hospital Rd, Little Bay

Present:

Charles Abela (CA) – Community	Luke Frawley (LF) – DP World
Paul Pickering (PP) – Community	John Harvison (JH) – Patricks Stevedores
Ross Salter (RS) – Community Business Representative (Kingsford Timber Mitre 10)	Glen Davenport (GD) – Vopak
Mal Jagdev-Imrich (MJI) – Community	Jean-Michel Tremsal (JMT) – Vopak
Bronwyn Englaro (BE) – Randwick City Council	Aldo Costabile (AC) – Elgas Limited
Catherine McMahon (CM) – Botany Bay City Council	Dr Jos Kusters (JK) – Caltex
Dylan Parker (DP) – Electoral Office for Member for Maroubra	Phil Brown (PB) – Caltex
Andrew Battye (AB) - WorkCover	Shane Jones (SJ) – SICTL Stevedores
James Goodwin (JG) – EPA representative	Shane Hobday (SH) – NSW Ports
Larissa Borysko (LB) – EPA representative	Alison Wedgwood (AW) – NSW Ports
Nuwy Ly (NL) – EPA representative	Daniela Vujic (DV) – NSW Ports
Damien Hagerty (DH) – Sydney Water	Trevor Brown (TB) – NSW Ports
Tony Navaratne (TN) – Port Authority of NSW	Roberta Ryan (RR) – Chairperson
Ryan Bennett (RB) – Port Authority of NSW	Sandra Spate (SS) – Minute taker

Apologies: Melissa Pollock, Adem Long, Gary McKay, Andrew Hogg, Neill Truskett, Mark Walker, Judith Betts, Steven Poulton, Leigh Heaney, Lisa Williams, Lynda Newnam, Jessica Miles, Greg Killeen, John Burgess.

Item	Description	Action/ Responsibility
1	Apologies and Introductions	
1.1	The Chair welcomed attendees and introductions were made. Apologies are as listed. John Harvison reported he will be attending future meetings as the Patrick representative.	
1.2	The Chair called for additional agenda items. RS foreshadowed discussion around a response from the Minister’s Office on dangerous goods and industrial land use safety; the siren at Vopak on July 14 and communication with residents; the road accident on June 24 involving a truck and car at the intersection of Bumborah Road; Foreshore Beach groynes; and seagrass. DB foreshadowed an update from Botany Council regarding a rezoning application for Port SEPP land. AB foreshadowed an update on WorkCover structural changes.	
2	Accept minutes of last meeting	
2.1	Acceptance of the minutes from the May meeting was moved by RS and seconded by RB. The minutes were accepted.	

3	Actions arising from previous minutes	
3.1	Action 4.2 from March 2015. RR to invite the community observer to the next CCC meeting. RR reported she had invited Greg Killeen who was to attend but sends his apologies for tonight. The action is closed.	
3.2	Action 11.1. NSW Ports to raise with RMS the condition of the verge along Foreshore Road, particularly the pooling of water. SH has raised the matter with RMS and the General Manager has advised this has been looked at. The response will be provided to the PB CCC when available. To be included as an action arising at the next meeting.	SH to provide information regarding response from RMS.
3.3	Item 12.3. Seagrass is included under an agenda item.	
3.4	Action 12.4. 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. These are agenda items.	
3.5	Action 13.1. NSW Ports to request from Quarantine a summary of biosecurity issues for future CCC meetings. SH has spoken with the Department of Agriculture (formerly Quarantine). Their view is that all relevant information is on their website. They are happy to take questions on notice from the committee but will not be providing a quarterly report for the meetings. SH will provide an update on red fire ants as an agenda item. PP asked whether Department of Agriculture traps mosquitoes. SH replied they do undertake trapping and identify issues around habitat and introduced species. There are traps around Port and routine seasonal activity. Information is published on their website under quarantine.	
4	Port Botany Expansion Construction Update	
4.1	- Update on construction activities - SICTL SJ reported no changes at SICTL from the last meeting. The stockpile is still there due to current temperature requirements before removal can be done in accordance with the Red Imported Fire Ant control order.	
4.2	- Update on construction activities - Patrick JH reported Patrick continues building three new quay cranes on the Knuckle area. They are expected to be commissioned late September or early October.	
5	Port Botany Expansion Operational update	
5.1	SJ reported SICTL currently has no ships in. SH reported SICTL is operating as normal since last Monday with trucks in and out. There have been Fair Work and Federal Court hearings around the recent redundancies. NSW Ports has responsibility for the bridge and road to SICTL. As a Port road NSW Ports is responsible for access and has been working with police and SICTL around access.	
6	Development activities in the Port	
	- NSW Ports/SPC developments - Tenant developments	
6.1	NSW Ports developments SH reported Bulk Liquids Berth1 (BLB1) will be shut down for the first two weeks in October for scheduled maintenance on the 30 year old berth. Shipments will go to BLB2 during that period, except for gas which will be on hold PP asked whether there will be a shortage of gas. SH replied there won't. Elgas currently has a storage of 65,000 tons.	
6.2	DP World	

	DV reported installation of a new crane and demolition of the old crane was completed in August. LF confirmed five weeks of work is finished and crane 1 has been demolished and removed.	
6.3	Origin Nothing to report.	
6.4	Terminals Nothing to report.	
6.5	Elgas AC reported there are no developments.	
6.6	Caltex PB reported Caltex is working with Ports to build a truck refuelling (diesel) facility adjacent to the terminal. Hopefully work will commence before the next meeting.	
6.7	<p>Vopak GD reported on plans to expand their operations across the road to the previous Qenos site. Vopak is working on the Environmental Impact Statement which will go through NSW Ports, after addressing their comments it will go to other relevant authorities. Vopak gives a commitment to the CCC to invite the community to an information session at Vopak to talk through the expansion and operation of that section of the terminal. There are plans to build 7 tanks in a staged manner for a total of 200,000 cubic metres of storage. Vopak are hoping to exhibit plans on line at the end of September but would like to invite people to talk through the plans.</p> <p>CA asked whether plans are purely for storage or processing as well. GD replied it is purely storage.</p> <p>DV asked about plans for a Modification to the existing site consent to increase throughput. GD replied Vopak is looking at expansion across the road, current allocation of tanks and future customer needs. They foresee an increase in throughput on existing Site B but not all via tankers. Some will be via existing pipelines. Vopak will share numbers as part of the information evening.</p> <p>DV noted between now and the next PB CCC meeting two Environmental Assessments are likely to be on public exhibition by the Department of Planning.</p> <p>DV reported the former Vopak chemical facility site (Vopak Site A) at Friendship Road is being decommissioned with Terminals proposing to take over the site with the current infrastructure intact, therefore no demolition of chemical tanks. This is a good sustainable development outcome through reuse of existing tank infrastructure. GD confirmed those tanks are now fully decommissioned.</p>	Vopak to issue community invitation to information session on their development.
6.8	Patrick JH reported Patricks has undertaken a joint venture logistics business with Australian Container Freight Services. It will be a separate company similar to Patrick's logistics business with shared services initially. JH will identify a contact in this business for the CCC.	JH to identify for the CCC a contact in the joint logistics business.
7	Development of NSW Ports Long Term Master Plan	
7.1	DV reported the Master Plan is fundamentally complete and is currently going through a final text review and design work prior to public release later in the year. PP noted difficulties commenting when we haven't seen it. RS asked for a timeframe.	

	DV replied it would be later this year to ensure trade data and graphics are accurate.	
8	Development of NSW Ports Sustainability Plan	
8.1	TB reported the draft is complete and in the final design stage. It is intended the Sustainability Plan and Master Plan be complementary and released together. It is to demonstrate not only how the Port will grow but how it will be managed sustainably.	
8.2	PP asked whether the Port will have a have greater impact on the community in future as there are still lot of challenges yet to be overcome. TB responded the Sustainability Plan recognises the challenges and considers proposals to respond to impacts. Growth won't be immediate but long term.	
8.3	PP asked whether coastal shipping is expected to take over from roads. He understands laws are changing to make coastal shipping more attractive. TB replied that Port would be happy to service this but it is a bigger issue than one port. SH replied that deregulation of coastal shipping will make it easier. Ports can encourage it but shipping companies have to want to do it. Ports have been approached on occasions. An existing example of coastal shipping is a significant proportion of the gas throughput of the Elgas cavern goes out by ship to service the east coast of Australia and Pacific islands. DV suggested there will be an increase in the number of trucks distributing freight as trade continues to grow, but a higher usage of rail, specifically for container freight will reduce the growth in truck numbers. Trucks are an efficient way to move goods to their final destinations and they will continue to play an important role in moving freight to and from the Port and intermodal terminals.	
9	Port Botany Noise Update <ul style="list-style-type: none"> - Update on EPA Noise Working Group - Update on EPA Noise Monitoring - Port Botany Expansion Rail Noise (as per CoA 2.28) 	
9.1	- Update on EPA Noise Working Group JG reported that while the working group hasn't met recently there has been some agreement from local government and agencies and positives around funding to ensure if a strategy is developed it has the support to implement it. There are difficulties getting some government stakeholders on board. There is recognition Port will grow and there are community expectations around noise amenity. Meantime EPA now licenses the three container terminals and has a bigger regulatory role. There are complexities at Port with 24 different licences in the area. The strategy is good for the longer term with the short term focus on things like alarms.	
9.2	- Update on EPA Noise Monitoring EPA presentation is attached to the minutes. LB reported the EPA continues with the program of monitoring, the last round being May 15 th to 23 rd at Wassell Street and Moorina Avenue. Results indicate alarms are not maximum noise but are still audible at receiver locations. There is higher localised noise such as birds and household noise with clunks representing mid-range noise. EPA is working with Randwick Council to identify rail gate alarms. The three terminals have EPA licences and EPA is assessing the DP World Noise Management Plan.	


<p>EPA is working to identify alarms affecting residents in the south east and encouraging licensees to look at updating alarms.</p> <p>PP suggested that as alarms are more audible if people are down wind so figures might not be representative of those days. LB noted they also sound different at the source than at houses. The EPA is tracking down sources.</p> <p>DP asked NSW Ports where they are up to with installation of quackers. AW reported that most of the operators at the Port who were using reversing beepers were now using quackers according to a May 2013 audit. Most tenants changed over or have given a timeframe for doing so. Not all have committed. Some intend to do so when their machinery is due to be replaced. There are discussions ongoing with tenants who are identified as still operating reversing beepers. A good proportion is not operating reversing beepers. One issue is trucks as it is harder to address reversing beepers on trucks. However, a lot of facilities have one way traffic flows to minimise the requirement to reverse. DP asked whether there are plans for another audit. AW replied there are more discussions currently being held with a few identified tenants and Ports may then undertake another audit. CA noted noise is not only from reversing beepers but also a lot of machinery with alarms. DP asked whether there is a timeframe for another audit. AW replied there isn't as NSW Ports knows who are still operating beepers. TB suggested the key is to communicate with tenants on the issue. The EPA is working with a range of premises. There may be value in another audit. JG noted alarms rarely trigger licence condition breaches. The first consideration is safety. EPA doesn't have the legal right but can ask people not to use beepers. AW said NSW Ports has to work with tenants. We don't ask tenants to compromise safety but ask them to look at lowering volumes if alarms and beepers are required for safety purposes.</p> <p>CA noted that beside routine alarms we are getting more non-routine alarms for events. These create concern in the community. Is there a way for people to ring up and see if they should be getting into their cars and leaving? Who do people ring? SH noted this is a challenge. Police are the authority to coordinate an evacuation of residents. They will advise residents if there is a need to evacuate. Police are on the NSW Ports emergency radio frequency. In the recent Vopak incident the Port Botany Emergency Alarm Radio System (PBEAR) was used to alert other port tenants and provide updates on the situation. There was also an emergency services exercise at the BLB 1 a couple of weeks ago where the PBEAR system was used. He suggested the evacuation of surrounding residents is a police matter rather than NSW Ports. RS speaking to questions tabled by LN said residents don't know what the siren means but are concerned. If concerned, can residents ring police? SH said NSW Ports received SMSs from local residents regarding the Vopak incident. He explained it was a small fire at the Vopak site. He understands that information provided by NSW Ports on the night of the incident may have been put on community websites by those residents. RS sought confirmation that it is alright to release this information. Can it go on a twitter feed?</p>	<p>SH will talk to Karen McCarthy about the means to release information of</p>
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	<p>SH confirmed NSW Ports are happy for information that they are aware of to go out. He will talk to Karen McCarthy, Local Area Commander, to see how information is best communicated during an incident at the Port.</p> <p>CA asked whether SH can find out if it is okay for residents to ring police.</p>	<p>events at Port to the community.</p>
9.3	<p>- Port Botany Expansion Rail Noise (as per CoA 2.28) – SH</p> <p>SH noted it is a Condition of Consent to report on rail noise from the expansion. SICTL has been operating the rail siding and there have been no complaints related to that operation.</p> <p>DP asked what the hours of operation are for this rail line and sought confirmation there have been no complaints to NSW Ports.</p> <p>SH replied hours are 24/7 and there have been no complaints regarding rail noise.</p>	
10	Port Botany Community Assets	
10.1	<p>- Foreshore Beach groynes – RB/DH</p> <p>TN reported that in a series of discussions with Sydney Water it has now been agreed the installation of groynes will proceed with the three groyne option. The parties are working on an agreement then work will go to tender. Construction may start early next year.</p> <p>DH confirmed that both options have been assessed and both parties agreed on the three groyne option.</p> <p>SH asked whether there would be an impact on boat ramp operations. TN replied impacts would be minimal.</p> <p>PP asked whether there will be a presentation of designs, what the groynes will look like.</p> <p>RB replied that an Environmental Assessment is with the Department of Primary Industries (Fisheries) and will then go to the Department of Planning with montages of groynes. The Port Authority is looking at how to introduce this to the community. Port Authority doesn't have a timeframe on feedback from Fisheries.</p>	
10.2	<p>- Penryhn Estuary update – RB</p> <p>RB reported the third year of post construction annual monitoring was completed in March. The annual report is done but there is some investigation around two of the recommendations still to be completed. Once finalised the report will go on line and the PB CCC will be notified. RB apologises for the delay but assures the CCC it will be delivered quicker than last year.</p> <p>The five components are shore birds, benthos, seagrass, saltmarsh and water quality. Monitoring of benthos, shore birds and water quality has now been completed as per the PEHEP. There will be further monitoring of seagrass in 2015 and 2017 and one further round of monitoring on saltmarsh next year.</p> <p>There will be a pre-construction methodology to minimise impacts of groynes on the seagrass and another seagrass investigation as part of the Foreshore Beach groyne assessment.</p> <p><u>Shore Birds</u></p> <p>Of the six target species, targets for five of the six have not been met. The bar-tailed godwit had the lowest count for the species but there has been a general decline for the whole of Botany Bay. The red knot is absent from Penhryn Estuary. The Pacific golden plover has exceeded targets for the fifth consecutive season. There was one sandpiper last year but there has been a general decline in South Eastern Australia. The red necked stint has had the lowest count since construction phase and consultants are unsure why. The double banded plover has had the</p>	

	<p>largest high tide count since 2011 and while the target is still not met the trend is positive. There doesn't seem to be any physical reason for bird numbers in the estuary with the roosting island intact, feral animal control continuing and the completion of the wall around SICTL reducing headlight impacts. A positive is the Sydney Coastal Councils funding for a panel including Councils, Port Authority of NSW, the airport and National parks for regional fox control measures.</p> <p><u>Benthos</u> Targets have been exceeded on three indicators with positive trends on two. Bio mass is high but diversity is not so high.</p> <p><u>Saltmarsh</u> Saltmarsh is going well with targets met on all indicators.</p> <p><u>Water Quality</u> Water quality monitoring has finished. Targets were met in all criteria.</p> <p><u>Seagrass</u> There has been a change since 2014 with a reduction in seagrass. There is speculation that it may have to do with Foreshore Beach erosion and recent storm events. It is hoped the groynes will save the beach and provide an environment to repopulate seagrass. The same three seagrass species remain and could repopulate. The transplanted seagrass in Quibray Bay is doing well.</p> <p>PP asked whether water quality monitoring measures nitrogen and whether discharge of raw sewerage could impact on seagrass. RB replied that nitrogen and phosphorus is monitored but the program does not specifically test for sewage (i.e. faecal coliforms) as this would not be detrimental to the success of seagrass nor is it a relevant consideration in terms of the PEHEP monitoring program. Additional water quality investigation was to determine whether light penetration was a factor. There has been no indication from consultants that the Millstream runoff has an impact. PP noted there is an impact on residents. Time and again sewerage is running into the Botany side. It is a concern as it is the only beach in the City of Botany. SH replied it is a Sydney Water responsibility rather than NSW Ports or Port Authority of NSW. PP noted it was a previously a long beach and it is now only a small area which is where the sewerage overflows. This affects this group.</p> <p>RB reported ongoing maintenance activities such as weed control, mangrove control, feral cat control and vigilance over constructed aspects regarding shore birds. Reports on activities are on the website.</p>	
<p>10.3</p>	<p>- Water quality/sewage overflows update As the relevant representative from Sydney Water was not in attendance this item is held over till next meeting.</p>	<p>Include water quality/ sewage overflows update in the agenda for the next meeting</p>
<p>11</p>	<p>Safety and Environmental Incidents/Complaints</p>	
<p>11.1</p>	<p>- Port biosecurity matters SH reported the red fire ants surveillance program continues. The control area is 2km around the Port. Any materials moved out have to be</p>	

	<p>inspected by the NSW Department of Primary Industries. The stockpile at SICTL is waiting till warmer weather for a final round of baiting. There have been no other nests or ants detected than the one originally located at Port. The control area will remain in place indefinitely till rescinded by the Department of Primary Industries.</p> <p>CA asked whether any have been found outside the Port.</p> <p>SH replied there haven't, only the original nest. There has been diligence from tenants with grass areas inspected regularly.</p> <p>AC confirms this is the case.</p>	
<p>11.2</p>	<p>- Port traffic safety</p> <p>SH reported an emergency exercise at BLB1 on July 9 in conjunction with Elgas, Orgin and Terminals. The exercise involved an LPG leak from a ship being loaded The fire brigade and ambulance simulated the evacuation of a crew member from the ship. It provided a number of learnings and will occur yearly.</p> <p>RR raised a matter from LN regarding an accident on 24 June in which a truck took out an Audi at the intersection at Bumborah Road. Botany Road West was closed. A coordinated approach is needed to the number of trucks on the road.</p> <p>SH noted it is an RMS road. It was the corner of Botany and Bumborah Roads. NSW Ports is working with police to improve safety but hasn't had specific recommendations as a result of that accident.</p> <p>PP asked when there will be a duplication of the rail line.</p> <p>SH said the rail line between the Port and Enfield is a dedicated single track freight line with a number of passing loops. There is a commitment from Australian Rail Track Corporation to ultimately duplicate the line. The state government is looking at 5 to 10 years.</p> <p>DV reported the duplication is likely to be staged. They are looking at staging the duplication from Port Botany to Cooks River which will provide more capacity for rail use. But it is expensive and it is being investigated as to whether there is a need for full duplication currently. There is a need for full duplication in the coming years as container trade and rail use increases. Hence full duplication will probably occur in years to come.</p> <p>PP suggests with need to meet rail targets he understood the line would be duplicated. He didn't realise this would be in the future.</p> <p>DV replied 280,000 TEU containers are moved annually by rail now. NSW Ports wants to see this volume increased to 3 million TEUs in 30 years. As infrastructure is expensive, ARTC will want to prioritise infrastructure investment and spending at the right time. It will become important to have the duplication in place in the coming years but there is current capacity to increase rail use now.</p> <p>SH noted the existing rail line has capacity for over 1 million containers, which is three times what rail is handling now, without any duplication.</p> <p>RS suggested he is happy for his item on advising the community of truck routes in the Environmental Impact Statement and transport of dangerous goods to be taken on notice, and whether the 90 trucks a day for Elgas is still current.</p>	<p>NSW Ports to taken on notice questions from RS on advising the community of truck routes in the EIS, transport of dangerous goods, and whether the 90 trucks a day for Elgas is current.</p>
<p>11.3</p>	<p>- Summary of complaints</p> <p>AW reported 8 complaints since last meeting all related to noise, all from Matraville and Little Bay. There was one formal letter on behalf of the Matraville Precinct Committee. Numbers of complaints are slightly down on last year.</p> <p>MIJ suggested people may be tired of complaining.</p>	

	AW replied that despite the overall number of noise complaints, NSW Ports recognise that noise is still a concern for residents and they are still actively trying to address noise issues where possible and have ramped up efforts this year to identify sources and progress discussions with tenants and other stakeholders.	
12	General Business/Next meeting :	
12.1	CM reported on a Botany Bay Council planning proposal to rezone land adjoining the Port SEPP area. It is a triangular piece of IN1 zoned industrial land fronting Bay Street and McFall Street. It consists of five parcels of land and is proposed to be rezoned to a B7 business park zone. Council is also seeking to have a container prohibition zone to be included within the Port SEPP boundary, similar to that in the Randwick LGA. It will be west of the Botany retail centre and be bounded by Byrnes Street, the Sydney Water Southern and Western Suburbs Ocean Outfall System (SWOOS), and Erith Street. This area has evolved with a mixture of land use conflicts adjacent to residential which has existed for 70 to 80 years. It has gone through a Department of Planning gateway determination. Council is consulting with relevant authorities and the proposal will be on exhibition in the coming months.	
12.2	RR noted a request from LN regarding the siren on July 14 due to a small fire at Vopak. RS suggested the request was around community communication. GD reported part of Vopak's licence to operate is the need to recover vapours from road tanker loading operations. This is done with a vapour return unit. On July 14 at 18.30 a small fire started in a pump which returns vapours to a shore tank. When identified by the Vopak crew a response was initiated, which included an audible alarm and notification to emergency services. The site was evacuated. Some staff met with the fire brigade and attended the fire. It remained localised at the pump and was extinguished quickly. It was a tier 1 incident which is taken very seriously by Vopak. An investigation team was put together for root cause analysis. The process identified a catastrophic bearing failure in the pump in which friction caused a fire. The response is to change the pump and a future approach will be recommended. Vopak acknowledges this event is not acceptable to the community. GD said on behalf of Vopak that there will be continued vigilance around preventing such events. AB reported WorkCover has been working with Vopak and is satisfied with Vopak's response. CA asked how near the incident was to Elgas. AC said it was a safe distance away and communications to Elgas were excellent. Elgas stopped operations when notified. GD replied it was about 300 or 400 metres away.	
12.3	In relation to the accident involving a truck and car at the Bumborah Road intersection, RS asked whose truck was involved? Was it a Port operator? SH replied it was a container truck. There are 30 major operators at Port and around 140 independent operators so it is difficult to identify a specific operator. RS asked whether there is a log of operator history regarding incidents. SH replied it is an RMS and police issue rather than NSW Ports issue. RMS has an almost daily presence on Friendship Road pulling trucks over for inspections. There is a concentration on Port vehicles.	
12.4	AB reported on structural changes taking place in WorkCover driven by reforms in workers' compensation legislation. Currently Work Health and Safety and Workers Compensation are together. These will be separated into three new agencies: Safe Work NSW, State Insurance Regulatory Authority, and Insurance and Care NSW. SafeWork NSW will	

	operate as an independent health and safety regulator. The Bills have gone through parliament and are expected to be operating in the first week of October.	
12.5	RR notes that documents and questions by RS have been taken on notice and reflected in the minutes.	
12.6	RR reported on discussions with Department of Planning to identify contacts relevant to the group. Department of Planning has undergone a lot of changes but have undertaken to keep informed. They have no capacity to attend meetings but will see the minutes. AW noted specific matters of relevance in the minutes are highlighted for the DoP.	
	Next meeting is Tuesday 1 st December, 2015.	
<p>These minutes have been endorsed by the meeting Chair</p> <p>Signed:  Date: 3/9/2015</p>		

Update on EPA Noise Monitoring

**Port Botany Community Consultative Committee
18 August 2015**

Larissa Borysko
Sydney Industry

1

Monitoring Update

- **Continuing noise monitoring - understanding of noise levels in the Port Botany area.**
- **15-23 May 2015 – unattended 2 locations:**
 - **Wassell Street and Moorina Avenue**
 - **Listening to audio**
 - **Alarms not max. but clear & audible**

2

Monitoring Locations



3

Wassell Street

Sounds Like	75-70	70-65	65-60	60-55	55-50	Total
Aircraft	0	0	1	1	1	3
Alarm	0	0	0	4	0	4
Birds	2	0	1	0	0	3
Clunk	0	0	2	2	8	12
household / doors	0	1	3	2	2	8
Other	0	0	0	0	1	1
Vehicle	0	0	8	12	3	23
Unknown	0	0	0	0	1	1

4

		July 2013	November 2014	May 2015
Date		10-18 July	6-13 November	15-23 May
Ambient Levels dB(A)	Day	53	52	53
	Evening	49	50	51
	Night	48	43	47
Background Levels dB(A)	Day	39	39	41
	Evening	41	35	43
	Night	41	34	40

5

EPA Licenced & non-licenced premises

- **Working with Randwick Council – rail gate alarms**
- **Managing licences – 3 terminals**
 - DP World – Noise MP
 - SICTL change from tonal alarms
 - Identified alarm SE - working on N
 - Alternatives viable & safe

6