

Meeting No. 148  
Wednesday, 23 March 2022  
9.00 a.m. – 11.00 a.m.

Inside Industry Centre/ Webex

**Minutes**

**Attendees**

<p><b>Community members</b> Ron Hales Philip Laird Mark Peterlin Peter Maywald Jess Whittaker</p> <p><b>Business Representatives</b> Dave Allan – Quattro Ports Paul Bollen – Morgan Cement Brian Kiely- Port Kembla Gateway Dene Ladmore– LINX Nigel Harpley – Ixom Kevin Edward – GrainCorp Michael Curley – Port Kembla Coal Terminal Rosa Thompson – Australian Industrial Energy (AIE) Wayne Vorley – Port Kembla Coal Terminal</p> <p><b>University of Wollongong</b> Andy Davis</p> <p><b>NSW Ports representatives</b> Trevor Brown Catherine Pemberton Peter Munro</p> <p><b>Port Authority of NSW</b> Peter Ernst Sharad Bhasin</p> <p><b>NSW EPA</b> Greg Newman</p>	<p><b>Wollongong City Council</b> Renee Winsor</p> <p><b>Dept of Agriculture</b> None present</p> <p><b>Guest Presenters</b> Nigel McKinnon - Deputy Director, Illawarra-Shoalhaven Hydrogen Hub</p> <p><b>Apologies</b> Alison Broad– University of Wollongong Evan Wissell - Australian Amalgamated Terminals (AAT) Lorrie Zammit – BlueScope Bryan Beudeker – NSW Ports Alexandra Lovell – Australian Industrial Energy (AIE)</p> <p><b>Chairperson &amp; Minutes</b> Chris Haley – Chairperson Natalie Murphy – Minute Taker</p>
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**1. Introduction & Apologies:**

1.1 Welcome attendees & guest presenters – Chris Haley

**2. Presentation**

2.1 Port Kembla – Hydrogen Hub - Nigel McKinnon Deputy Director, Illawarra-Shoalhaven:  
**Appendix A**

Queries relating to:	Responses/Updates
<p>Hydrogen Hub Clarifying with Nigel</p>	<p>The Hydrogen being stored at the moment, it is redundant or a byproduct. Is it being used? At the steelworks BlueScope catches their coke gas and uses for power generation. Coregas has a methane reformer at Port Kembla that converts some of the coke ovens gas to hydrogen. Most of the world’s existing hydrogen plants are co located within an industrial plant. The largest methane reformer which converts and uses gas like here is at a plant in Newcastle. So, hydrogen is piped into the trial bowser coming from core gas. There is a hydrogen refueling station in Macquarie Park There is a technology to convert existing diesel engines to run on both diesel and hydrogen The brochure states zero emissions at point of use. Key point here is the point of use versus upstream. The hydrogen produced here is produced by natural gas. It is called blue hydrogen.</p> <p>These trucks when they are driving down the road, they will releasing oxygen out of the tail pipe. So, it is zero emissions at point of use, but it all depends how it is made, either by coal or steam methane. Some of the things core gas are looking at is using renewable natural gas which would be green hydrogen.</p> <p>The UoW attracted some energy finance corporation money last year, so they have a technology they say is the most efficient.</p> <p>The trucks are being made in Holland are due to be imported mid this year.</p> <p>Freight train trials – In discussion with a few different companies. There are two major technologies, one uses fuel cells, and there is an also hydrogen powered internal combustion engines. Looking at importing a dual fuel hydro engine from the UK.</p>

**3. Round Table Reports**

- a. Terms of Reference (ToR) – Comments and suggestions were submitted by email. It was agreed to have a separate meeting to discuss ToR only. ToR comments and suggestions to be compiled and circulated to committee members prior to the ToR meeting on 20 April 2022.
- b. Administration processes for inviting guest speakers and taking of minutes – Peter Munro
  - Peter was required to leave the meeting early.

**ACTION:** Move agenda item to next meeting.

- c. Update on Simosa and Manildra proposals – Catherine Pemberton

- Community member noted the absence of attendees to this meeting from Simosa and Manildra.
- Catherine noted that the proposed Simosa bitumen plant development is no longer proceeding.
- Catherine noted that some community group members went to local media and made claims about the developments that were inflammatory and inaccurate. Letters were also written to local politicians and council objecting to the development. This action contributed to Simosa not progressing their application due to last minute changes to the planning process.
- Catherine noted that the concern of some of the community group is around trucks on roads but the Simosa facility would have supplied bitumen for roads in the Illawarra and removed approximately 3500 truck movements from the roads each year, equating to a saving of 560,000km on the roads p.a. The Simosa facility would have provided a better overall environmental outcome than trucking the bitumen from Port Botany, as is currently required and will now need to be done indefinitely into the future.
- Manildra is putting together initial documentation on its proposed developments to the Department of Planning. The Department has notified Manildra of the environmental systems required. It will be another couple of months before progressing to public consultation.
- Trevor Brown noted that the planning application pathway for Manildra and Simosa at the time of their presentations to the meeting subsequently changed, in part due to adverse social media commentary and media reports. Trevor noted that it would be beneficial to have a considered and agreed on position for the group to have prior to responding to information publicly.
- Trevor noted the Port's importance in economic growth and stability for the area and that the complying development pathway was created for ease of use and shorter timeframes to support ongoing and further business at the port.

<b>Queries relating to:</b>	<b>Responses/Updates</b>
New planning application process	<p>It is noted community members currently understand it is appropriate to pass on information from this meeting to inform their community groups. The members of this group believe they should not be held accountable for other people/groups' behavior resulting in the passing on of PKHEG information.</p> <p>A community member suggested that comments wishing to be made regarding sensitive port information be sent through to the Chairman or NSW Ports, to retain goodwill with stakeholders and continue information exchange.</p> <p>The representative from Morgan Cement commented that if every business is to follow an EIS for a project, the new process adds up to 12 months to the application process and hundreds of thousands of dollars to the project. The business could potentially reconsider due to the increase in time and cost it takes to process.</p> <p>Trevor Brown clarified the change in the planning rules are specific to hazardous industry involving handling of significant quantities of dangerous goods. The department has closed the CDC pathway for those types of developments, pending a hazard and risk study.</p> <p>It was agreed that the study findings will be presented to the PKHEG Committee.</p>

#### **NSW Ports**

- NSW Ports is a member or convener of three community groups, with Port Botany and Enfield alongside the PKHEG. NSW Ports is reviewing its community engagement processes/initiatives, including these groups, and will employ a consultant to seek

insights from community group members and stakeholders. Process to commence over the next few months.

- NSW Ports has applied and received an environment protection licence from the EPA to dismantle and process the stockpile on Foreshore Rd. The material will be used as fill around the Outer Harbour and various areas within the port. There will be a contractor coming in a few weeks.

Queries relating to:	Responses/Updates
Dismantling of stockpile	This work will not be used as reclamation fill but to increase areas where fill is needed. It does not have anything to do with the AIE development. NSW Ports needs to clear the space for Manildra's proposed development.

### UoW

- A collaboration between the University, students and Department of Primary Industries is using video technology to monitor fish numbers along the south coast reefs.
- Two important findings. Firstly, estuarine areas have the potential to be impacted by industry or nearby development. Juvenile snapper are moving out of these areas and taking up residence on nearby reefs. Secondly, the marine parks along the south coast (i.e. Jervis Bay & Batemans Bay) have much larger numbers of snapper.
- A recent publication regarding the importance of estuarine nurseries for reef fish on the south coast. <https://besjournals.onlinelibrary.wiley.com/doi/full/10.1111/1365-2664.14157>

### PKCT

- Business as usual. PKCT, like most businesses, has been impacted by the rains. Delays to shipping also due to high seas. We have a current shut down so not a lot of activity apart from maintenance.
- Divers were seen collecting tyres and other rubbish in the Harbour due to the high seas. Photo of debris collected in the Harbour - **Appendix B**
- PKCT would like to start a conversation around dealing with this problem when it arises again.
- PKCT noted reasonable output at 8.5 million tonnes, though the terminal has the capacity for 17 million tonnes.
- Car carriers are also coming through Pork Kembla from Brisbane.
- A community member noted there has been sighting of anchored vessels along the coast.

Queries relating to:	Responses/Updates
Garbage and debris in Harbour	Trevor Brown commented that this is a catchment issue and a community wide concern with no resolution as yet. On a day-to day basis, the Port Authority identifies any hazards or obstructions to shipping and arranges for that material to be removed.
Rubbish Traps	Stats about this from WCC would be beneficial to get a clearer understanding of the frequency.  <b>ACTION:</b> Contact Renee Winsor from WCC to clarify  A community member noted there are gross pollutants getting into Allan's Creek and then the Harbour. The council has done considerable work in putting in smaller rubbish traps, however it would be beneficial to have something more substantial further down towards the Inner Harbour.

	A community member mentioned a previous presentation from WCC re. pollution traps and the extension of a number of traps. Critical issue is how often are the traps cleared.
Submarine Terminal	A community member raised the plan for a submarine terminal on the south coast and asked if the committee could be kept informed at the appropriate time.
Anchoring vessels	Trevor Brown noted a variety of reasons that vessels anchor off the coast i.e. availability of the wharves, commercial issues, container ships waiting for availability. In recent weather events, the anchorage was closed for approx. two weeks. Shipping in outer harbour was impacted for several days.

**4. Report on work with new import LNG terminal and Northern Breakwater access – Rosa Thompson**

- King piling and sheet piling works have commenced. Currently working through approvals for dredging with the relevant parties. Dredging program to start in the second half of the year. It was noted that material will be dredged from the Inner Harbour (PKGT Berth 101) and transported to the Outer Harbour emplacement cell as per AIE approvals.
- Port Kembla Gas terminal AIE website: <https://ausindenergy.com/>

**5. NSW Ports freight and transport advocacy – Catherine Pemberton**

- Carry over as agenda item for next meeting

**6. Motions – proposed by Peter Maywald**

**Motion 1.**

*That PKHEG join with NF5, NF7 and Port Kembla Pollution Meeting to request that Wollongong City Council undertake, require, or identify in relation to Port Kembla Harbour operations:-*

- 1) the routes that trucks must use and specifically prohibit those through residential neighborhoods;*
- 2) regular surveys to monitor truck movements associated with Port operations*
- 3) the proportion of trucks using Mount Ousley going to or from Port Kembla Harbour*
- 4) the potential for the use of existing rail infrastructure as an alternate to road transport and*
- 5) the levy to be applied for road upgrades and repairs if rail cannot be used.*

- It was agreed at the meeting that Motion 1 has been dealt with, with the exception of the letter to be sent to Wollongong City Council.

**Motion 2.**

*That Manildra be asked to give further consideration to use of rail to move ethanol to Port Kembla and that Simosa be asked to give further consideration to use of rail to move bitumen from Port Kembla.*

<b>Queries relating to:</b>	<b>Responses/Updates</b>
Motion 2.	Simosa application will not progress, however Manildra should be contacted.

**ACTION:** Manildra to be contacted to give further consideration to the use of rail to move ethanol.

### **Motion 3.**

*That the NSW Government be requested to facilitate the use of rail for these proposed new developments, if need be, by introducing a Mode Shift Incentive Scheme to apply to Port Kembla similar to that applied in Victoria.*

<b>Queries relating to:</b>	<b>Responses/Updates</b>
Motion 3 Mode Shift Incentive Scheme (incentives to move to rail)	It was agreed by the Chairman that a letter can now be sent to address the issue. Community member Philip Laird offered to draft a letter to Paul Scully. Philip is to make further enquiries with contacts in Victoria and will raise at next meeting.

**ACTION:** Catherine Pemberton to enquire about the Fremantle scheme, and Philip to report on Victorian scheme.

### **7. Next Meeting:**

**DATE:** 1 June 2022  
**VENUE:** Inside Industry, Bluescope  
**TIME:** 9.00 a.m. to 11.00 a.m.