

MEETING AGENDA

Meeting #38

Port Botany Community Consultative Committee

Location: Online – Zoom

Date: Tuesday, 28 February 2023

Time: 5.30 pm - 7.00 pm

Attendees

Community members

John Burgess (JB)
Peter Fagan (PF)

Council representatives

Bronwyn Englaro – Randwick City Council (BE)
Maritza Abra -- Bayside Council

Electorate Offices

Katy Shore – Electorate Offices for Member for
Kingsford Smith (KS)

Business representatives

Peter Armenis — DP World (PA)
Creagh Debrabander — Elgas Limited (CD)
Karen Jones — Opal (KJ)
Sam Steel — Patrick (SS)
Jennifer Stevenson – Hutchison (JS)

NSW EPA

Erin Barker (EB)

Port Authority

Nicholas Daly (ND)

NSW Ports representatives

Bryan Beudeker (BB)
Jonathan Lafforgue (JL)
Peter Munro (PM)

Isa Crossland Stone – Minute taker (ICS)
Roberta Ryan – Chairperson (RR)

Apologies

Charles Abela (CA)
Michael Martin — Vopak (MM)
Mark Walker — Qenos (MW)
Paul Pickering – Community member (PP)

Agenda Items

General Business

1. Welcome, apologies, introductions

RR welcomes everyone to the 38th Port Botany CCC meeting.

MW and CA send apologies.

JB and PF endorse the previous minutes.

ND introduces himself; he is Community and Stakeholder Engagement Manager at Port Authority.

MA introduces herself; she is the Coordinator of City Design at Bayside Council. She is attending in place of CH, whose seat on the committee is yet to be officially filled.

KS introduces herself; she is from the Electorate Offices for Matt Thistlethwaite, Member for Kingsford Smith.

RR invites the remaining attendees to introduce themselves for the benefit of newcomers. All attendee introductions are made.

Matters arising from previous minutes

Actions from the last minutes

1. **BB and JL to email a response to PF's question regarding why there continue to be long truck queues into the DP World terminal.**

JL says that he has been in discussions with DP World logistics to discuss the issue of truck traffic on Botany Rd at the entrance of DP World.

JL notes that the issue is not one of scheduling, but the rules around timeslots are not particularly rigid. There are often cases in which there are too many truck arrivals at one time, which causes congestion.

He says that DP World has adopted new practices to reduce congestion. These include the introduction of financial incentives and penalties to encourage the timely arrival of trucks.

JL notes that he has observed less congestion recently.

2. ND to clarify the below outstanding questions from previous CCC meetings on behalf of Port Authority:

On 24 May:

1. Peter Fagan asked the Port Authority for an update on the cruise terminal project.

PF says that in general the community would like more communication from Port Authority about the intentions and concept design for this project. PF notes that there is some anxiety amongst the community on this point.

ND explains that the cruise industry is still bouncing back from the residual impacts of the Covid-19 pandemic. It is projected that the industry will take several seasons to recover. Currently, the Port Authority is projecting what will be needed in the future as the industry becomes busier and demand for the terminal increases. This involves projecting in several areas including passenger demand, environment, financial and community impact.

ND notes that Port Authority acknowledges community interest in this project and iterates that the community will be a critical part of the Port Authority's planning.

PF asks if Port Authority is considering site options aside from Botany Bay.

ND says that as of now, he is not able to provide clarity on this point.

PF asks what timeframe the community can expect further communication from Port Authority of this project.

ND says that he is unable to provide a time estimate.

JB suggests that an upcoming State Election will have implications for the project.

JB asserts that the local community and councils are generally unsupportive of the project.

BE adds that Randwick Council is keeping abreast of the issue. She notes that there is some discussion amongst cruise ship companies about potential design changes for ships. Changes would enable them to reduce their height in order to travel underneath the Harbour Bridge to the White Bay cruise terminal. A shift towards demand for other cruise terminals might result in less traffic at Port Botany.

2. There was discussion of shore-based power at White Bay that the Port Authority was anticipated to discuss.

ND notes that there is a lot of detailed information on this project available on the PA website. **The site page is available to view at [this link](#).**

ND asks if there are any questions regarding the project.

PF asks that ND provide a general overview.

JB says that as he understands it, technology may exist for cruise ships but not yet for container vessels.

ND says that the Port Authority is planning to introduce shore power at the Bays Precinct; both for bulk ships at Glebe Island and for cruise ships at White Bay. He says that tenants have agreed to work with Port Authority to fit their ships for shore-based power.

ND says that at a recent national conference in Newcastle, there was a lot of interest in shore-based power.

BE also notes the noise impacts of ship engines on the community. She recalls that the Port Botany expansion project originally included a proposal for shore-based power at Port Botany. BE asks ND when they can expect an update on these proposed plans.

ND directs this question to BB.

BB says that there is work being done to gauge the feasibility of shore power at Port Botany. BB notes that while the ports may install the technology, not all ships have the capability to use it. Of approximately 100 ships contacted, only approximately 15% had the capability for shore power. BB confirms that the discussion is still ongoing at NSW Ports. This discussion is happening at an international level, and it includes International Maritime Organisation (IMO).

BB says that whether IMO will make shore-power a requirement for ships and ports internationally in the future remains unclear.

3. *There was a question regarding lighting on Foreshore Rd.*

These questions were addressed below in point. 5

4. *John Burgess believed that the Port Authority would be best placed to communicate with Ausgrid regarding exposed cables.*

JB tells ND that this point is related to a long-standing issue. `Approximately 10 years ago, many high-power cables went across to the then-Caltex operation at Kurnell and linked up to Bare Island. The cables were excavated on the seabed.

JB says that approximately 4 years ago, it was reported that these cables were exposed. At the time, Ausgrid communicated several options for dealing with the cables; these options included burying the cables entirely, pulling them up and reinstalling cables, or leaving them as they were. The costs of these options were wide-ranging. As far as JB is aware there has been no action on the matter.

JB notes that the potential risks associated with the cables being pulled up a ship's anchor, for instance, could be disastrous.

JB and BE, along with a former committee member, have attempted to receive some clarification from Ausgrid on the issue. Aside from a presentation by Ausgrid at a CCC meeting approximately 10 years ago, there has been minimal communication from them on the matter. JB adds that he and BE have also brought this case to the Department of Planning and the EPA but have so far been unsuccessful.

JB expresses frustration at the lack of communication from Ausgrid and suggests that the Port Authority might have more success at receiving an answer.

ND says that he is largely unfamiliar with the case and asks if JB would be able to provide him with more information on the issue, including a map of the area.

JB agrees to provide ND with the relevant information via email. **ACTION.**

ND will go on to seek any possible clarification from Port Authority internally. **ACTION**

On 23 August:

- 5. The question of Foreshore Rd lighting was raised again, and the group requested a presentation from the Port Authority on the issue at the next CCC meeting.**

ND says that in 2022 Port Authority completed an upgrade of lighting along Foreshore Beach walkway and Foreshore Rd Carpark. Approximately 80 solar-powered lights were installed.

ND asks whether following this upgrade lighting remains an issue for the community.

JB says that the community was led to expect the installation of lighting along Foreshore Rd, but instead, the installation has only occurred along the pathway in the green bank between the road and the beach foreshore.

He notes that in the past there was lighting along Foreshore Rd, but that this lighting was removed approximately 15 years ago following directions from the acting Aviation Authorities and has not since been reinstalled.

ND says Port Authority manages only the area along the walkways up to the carpark. Foreshore Rd falls outside the scope of Port Authority's management.

JB says that there was a lot of excavation work done on the Northern side of Foreshore Rd, wherein plastic pipes carrying cables were installed into the ground. This installation reinforced the community's expectation that lights would be installed along the road.

RR asks if ND can offer any clarity regarding this installed cable.

ND says that he believes this installation was not the work of Port Authority. **He says that he will follow up internally at Port Authority to confirm this. ACTION.**

6. *John Burgess wanted to discuss erosion with a representative from the Port Authority.*

ND asks for clarification on this question. JB suggests that he and ND discuss the issue offline. **ACTION.**

JB and ND agree to share an update on this point at the next meeting. **ACTION.**

7. *John Burgess followed up on the assessment the Port Authority was planning to undertake of the boat ramp. John said he was willing to assist with this review from a ramp user perspective but did not hear back from the Authority.*

JB says he is seeking clarification on whether the planned assessment has taken place. He has not been consulted, and as far as he is aware there has been no consultation with any other member of the boating or fishing sectors. If there has been no assessment, one still needs to be carried out.

JB notes there have been incidents of boats slipping into the water, particularly over the busier Christmas period. The quality of the ramp still requires improvement and better maintenance.

ND provides the update that Port Authority has begun a new cleaning contract as of January 2023. This contract involves a new cleaning schedule wherein the boat ramp is cleaned approximately weekly.

JB agrees that a new contract may improve the quality going forward. He notes that the previous contractors were using equipment that was largely ineffective.

ND suggests that considering the new contract and schedule, perhaps this issue could be revisited in future when the effectiveness of the current schedule has been observed and assessed.

JB and ND agree to revisit this item in a future meeting. **ACTION.**

Presentations

1. Potential electric truck operation between the port and logistics terminals: PF

PF presents on the benefits of adopting electric freight trucks. Increased EV adoption here would reduce the issue of increased emissions from trucks which are stationary in traffic at the ports. PF urges NSW Ports to encourage existing projects in this area, and to consider a pilot project of EV uptake in order to assess the challenges and benefits such a transition.

PF's presentation will be available as an attachment to these minutes in PDF form.

PF makes an additional point that the road transport industry's current struggle to recruit truck drivers is due partly to the hot, uncomfortable conditions of driving a diesel-fuelled truck. Operation of electric trucks would be more comfortable and would therefore support driver recruitment.

JL thanks PF for his presentation. Says that NSW Ports is generally supportive of EV uptake.

JL adds that NSW Ports does not operate container trucks. JL would be open to urging those companies to investigate some of PF's recommended EV suppliers (although they are US-based).

He believes that there would be some interest and would be happy to table the idea at an upcoming industry event. ACTION.

PF thanks JL for agreeing to start the engagement process. He notes that the introduction of electric buses throughout Sydney, while slow, has been a very positive example of how EV uptake could reduce air and noise pollution.

BE adds that the Randwick City Council is also supportive of EV uptake. The Council currently offers sustainability rebates to businesses and households that install EV chargers.

2. NSW Ports Community Research Results: PM

Due to time constraints in this meeting, PM will postpone his presentation until the next CCC meeting. **ACTION:** Add to the agenda for the next meeting.

NSW Ports Business Update

3. Operations update – JL

JL reports that in the first half of the 22/23 financial year, there was a record high volume of containers through the port. However, in December of 2022, volume was the lowest in at least 18 months, and January 2023 was also notably slow.

JL says that this is reflective of global change in the supply and demand of shipping. The indexed Shanghai to Melbourne freight rate is currently at its lowest level since pre-covid. It has dropped from a peak in December 2021 of approximately \$4500 per TEU to approximately \$450 in January 2023.

JL says that generally, the port is operating well. A lot of empty containers are being moved out, so the port has plenty of capacity. Bulk liquid volumes have been particularly high and refined fuels have been high.

JL notes that there has been a recent uptick in rail access as well as rail volumes. ACFS, which has run their St. Marys Intermodal Terminal for almost a year now, now has more access to Port Botany, which has contributed to the uptick in rail volumes.

PF asks when the rail duplication will be finished.

JL projects 2024. He notes there is currently plenty of capacity, and that demand for the second rail is not expected soon.

4. Corporate Affairs update – PM

PM reports that at Port Kembla last week NSW Ports announced concept plans for a potential offshore wind port facility in the port's Outer Harbour, to support the assembly, staging and launching of offshore wind developments. Government members and media staff attended this meeting. This is reflective of a national move towards offshore wind.

The Federal Government is already progressing offshore wind zones in Gippsland and the Hunter regions and NSW Ports hopes to make Illawarra the third site in the country.

Port Kembla is part of the State Government's declared Illawarra Renewable Energy Zone.

PM says that NSW Ports has also made multiple announcements regarding the outcomes of its 2022 community grants program. More information is available on the NSW Ports website.

PM encourages the Port Botany community to apply for or let people know about the 2023 community grants program, which will be announced shortly. PM will share this information with the group when it becomes available. **ACTION.**

PM reminds the group that there is a plan for a site-visit of Port Botany in future. This will occur during the next CCC meeting or as a separate event. RR will provide an update shortly. **ACTION.**

PM notes that last week (beginning February 20) the Federal Court unanimously dismissed an appeal by the ACCC against a 2021 judgment that the State's ports privatisation arrangements were not anti-competitive nor illegal. More information is available on the NSW Ports website.

Committee Member Updates

5. Hutchison Update – JS

JS has nothing new to report.

6. Patrick Update – SS

SS reports that everything is developing well at Patrick.

The launch pads are underway.

New truck route developments are on track.

7. DP World Update – PA

PA adds to BB's note about the alarm noise complaints. DP World carried out an internal noise monitoring investigation. DP World has also engaged an external assessor to investigate. This will occur soon.

PA confirm that the problematic alarm has been identified and the issue has been rectified.

DP World will receive 6 new RTGs in March. They received 5 last year. This will allow the company to decommission some old equipment.

An LED lighting update has been completed in the terminal.

BB asks if the alarms of the new RTGs will be checked on arrival to ensure against noise issues.

PA confirms that they will be checked. They were preordered to fit new standards, and the commissioning process includes alarm checks.

8. Vopak update – MM

MM is absent and does not provide an update.

9. Opal update – KJ

KJ has nothing major to report.

There has also been awareness of the Brown Marmorated Stink Bug. None were found at Opal.

10. EPA update – EB

The EPA released its climate change policy in January of 2023. This is available on the EPA website.

EB notes that the EPA attended Qenos this morning (28 February) during the incident and have been part of the response it.

RR asks EB to clarify the nature of the Qenos incident.

EB says that there was an incident of a flaring incident on-site at Qenos this morning which resulted in significant attendance by Fire and Rescue Services.

EB directs the group to the EPA Twitter page, which has retweeted a news release by Fire and Rescue Services.

EB says she believes that everything is all right as of this afternoon.

11. The Kamay Project – BE

BE gives an update on Kamay Botany Bay project. The Systematic Review of Current Knowledge Report was made available at the end of 2022. The stage 1 report of the Kamay project Science of Kamay A systematic review of current knowledge of Botany Bay 2022 available to view at [this link](#).

There is engagement for a project seeking to integrate a management system for the sustainability of Botany Bay. There will be further consultation with stakeholders in the coming year.

RR asks after the M4/M5 discussion involving TNSW.

BE says that the requested update from TNSW on improving road access to the port is still outstanding. TNSW was due to present on this matter last year.

RR notes that she has followed up on this point without a response. **RR will follow this up again. ACTION.**

BE says that McCauley Street is where B Double route approval is currently being sought. This is to provide access to a recently approved State Significant Development approved freight handling facility development on Raymond Avenue. It is Perry Street which has a 3-tonne limit for trucks.

Local residents have expressed frustration.

RR will follow up regarding this issue of approval with TNSW. **ACTION**

12. Bayside Council update – MA

MA provides no update.

13. Elgas Limited update – CD

CD has nothing to report.

HSE Update

14. Summary of complaints and incidents – BB

BB notes that since 2010 there was an international standard brought out by IMO to make all new-build ships shore-power ready. This would enable ship owners to retrofit their ships with shore power technology more affordably than in years prior. BB notes that retrofit costs might range from \$60,000-\$150,000 in ships built to standard but could be over \$1M for those that are not.

BB notes that there was an ethanol leak on Dock Line 4, wherein the pumps were off but still discharging ethanol due to pressure in the pipeline. This was observed and reported by a NSW Ports landscape contractor working in the area and immediately dealt with. The leaked ethanol was contained within the pipeline corridor and under-road culvert, which reduced the risk of environmental contamination. Dock Line 4 is still out of service until NSW Ports has been supplied documentation from Quantem that the pipeline is fit for use. This incident has prompted NSW Ports to arrange an independent review of all pipelines to avoid similar incidents.

There was an empty aluminum tinny found wash up against the BLB believed to be from the Bay Council area. It was removed to avoid potential hazards.

An H2S alarm alerted NSW Ports to a ship whose exhaust was not operating properly.

A truck driver was escorted from the property after doing a U-turn illegally on Friendship Rd against the flow of traffic as, Friendship Rd is one-way. This incident was brought to the attention of the police.

15. Port Botany Expansion Rail Noise (as per CoA 2.28) – BB

BB notes that there have only been 2 ship noise complaints since the last CCC meeting. One was in mid-December 2022 and one was in the week beginning 20th of February, 2023. One complaint came from the Botany area. BB has met with a few community members to discuss these complaints.

BB says that NSW Ports is putting pressure on noisy ships to take remedial steps. This has been generally positive.

BB notes that there have been 3 alarm noise complaints since the last meeting until the end of December 2022, which originated from DP World. A problematic alarm had been identified and attended to by DP World and there have been no alarm noise complaints since.

PF confirms that in general, alarm noise disturbances have subsided.

BB thanks PF for the feedback and encourages community members to continue reporting any noise disturbances.

16. Biosecurity – BB

There have been alerts regarding a Brown Marmorated Stink Bug which originates in Asia. NSW Ports has been assisting the Department of Agriculture Fisheries and Forestry (DAFF) with access to set traps around Port Botany.

At Port Kembla shipments of imported cars have been delayed due to biosecurity risks, as the cars have been identified as carrying foreign soil and seeds and require cleaning before they can be landed.

Other Business

RR will follow up with PP regarding his future attendance of CCC meetings. ACTION. Action completed. PP intends to come to the next CCC meeting.

BE notes that the Matraville precinct committee is well-attended and suggests that a member of that committee might be interested in joining the Port Botany CCC.

BB says that he will follow up on this point, as he sometimes attends the Matraville meetings. He will direct any interest to RR. **ACTION.**

BB raises the trend of increased ship noise in winter. He urges community members to remain communicative with NSW Ports if this issue arises.

JB asks about the progress on the issue of compensation packages from Newcastle Ports.

PM says that Port of Newcastle applied late last year for an assessment of the amount of compensation it should pay to be relieved of shipping container caps.

Legislative changes passed in NSW Parliament last year mean that the Government will appoint an independent reviewer to assess the potential compensation amount. That review process will take at least six months.

PF expresses appreciation for the environmental initiatives underway around the Port.

PF asks about the derailment incident.

JL explains that two trains driving into different facilities collided briefly. This was an issue of communication. There was no major disruption to operations at Port Botany.

Next Meeting

Date: TBD

5:30 pm – 7:00 pm

Location: On-site at NSW Ports

Diesel burn by heavy vehicles to, from and around Port Botany is HUGE



Presentation on 28 February 2023 to NSW Ports
Port Botany Community Consultative Committee
by Peter Fagan, Community Representative
fagan.peter@gmail.com – 0416 031 555

Heavily utilised transport facilities have air quality issues and contribute to greenhouse gas emissions

In California's Inland Empire, 9,500 warehouses cloud the air with pollution



Rail duplication is a positive

However growth in freight volumes
means diesel usage will not decline





. . . for an Electric Truck Pilot Project

Getting started

Identify a freight company that:

- has a progressive and flexible operator
- has its depot at a moderate distance from Port Botany
- operates predictable out-and-back routes

Energy use

Depot to port leg, generally loaded with an empty container, would use little energy

Waiting time at port would use little energy

Port to depot leg, hauling a loaded container, would use much more energy

Recharging the batteries

Plan the truck routes so they require only one recharge per day

The recharge would typically occur overnight at the depot - from off-peak mains power, supplemented by solar-fed batteries

(ideally, the depot has an area of roof that could support solar arrays feeding batteries)

NO requirement for recharging at Port Botany

The technology is here, now

Prime movers have already been designed for this short haul task:

<https://freightliner.com/trucks/ecascadia/>

"Thanks to predictable, out-and-back routes, electric trucks are ideally suited for the demands of port drayage operations"



The technology is here, now

NORTH AMERICA'S BEST-SELLING CLASS 8 TRUCK

Superior performance. Exceptional driver comfort. Smart, automated safety systems. The Freightliner eCascadia electric semi truck brings it all together in a proven Cascadia design that's ideal for short-haul, last-mile logistics. It's a truck that's built to move forward. And pull an entire industry along with it.

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Support

From Commonwealth and State governments and their agencies

From the general public, environmental groups and the EV industry

Would NSW Ports support a trial?

Is there a terminal operator that would embrace the opportunity?



21/02/23

Team Global Express (formerly Toll) revealed plans two months ago to build Australia's largest fleet of electric trucks, with 60 planned for use in its Western Sydney depot.

First electric trucks from the \$44.3 million project, part-funded by the Australian Renewable Energy Agency, are expected on roads in May 2023.

Come on NSW Ports community !!!



- The Problem has been identified
- Technology solutions are available
- The Benefits are apparent