

RECORD OF ATTENDANCE**Attendees****Community members**

Charles Abela (CA) – in person

Paul Pickering (PP) - in person

Peter Fagan (PF) – in person

Laura West (LW) - new member, in person

Milla Palacio (MP) - new member, in person

Local Government

David Smith (DS), Bayside Council - online

Business Representatives

Jennifer Stevenson (JS) – Hutchison Ports - online

Isabella Williams (IW) – Hutchison Ports – online

Karen Jones (KJ) –Opal - online

Scott Eadie (SE) – DP World online

Simon Thomas (SJ) – Quantem – online

NSW EPA

Nathan Eagar (NE) - online

NSW Ports

Greg Walls (GW) – in person

Bryan Beudeker (BB) – in person

Jonathan Lafforgue (JL) – in person

Tracey Wiggins (TW) – in person

Jordan Howard (JH) – in person

Guests

Eric Su – DP World in person

Cain Taylor – DP World in person

Andrew Cook, AECOM in person

Independent Chair

Professor Roberta Ryan (RR) - Chair

Zoey Mackey-Craig (ZMC) – Minute taker

Apologies

John Burgess (JB), Community Member

Steven Tan (ST), NSW EPA

Nerida Green (NG), Port Authority

Bronwyn Englaro (BE), Randwick Council (on leave)

Michael Jennings (MJ) – Business Representative for Quantem

Mark Jansons (MJEPA) – NSW EPA

Julia McLean (JM) - Quayline Extension Project Team

Marc Murray (MM) – Business Representative for Elgas

Natalie Cerda (NC) – Business Representative Patrick

Damian Arnold (DA) – Business Representative ACFS Port Logistics

Jos Kuster (JK) – Business Representative ACFS Ampol

Mick de France, Business Representative ACFS Ampol Banksmeadow Terminal Manager

Daniel Scully, Business Representative ACFS Ampol Community Relations Manager

Muslin Bhimani (MB) – Business Representative ACFS Quantem

Rajesh Mottey (RM) – NSW EPA

Representative TBD – Vopak

Agenda Items
1 Commencement
1.1 Welcome, apologies and introductions [This meeting was held in person at Brotherson House, NSW Ports Port Botany, with several members attending online.] RR opened the meeting and welcomed members. ZMC shared apologies received prior to the meeting, noted above. RR welcomed two new community members, Laura West (LW) and Milla Palacio (MP), both from the Matraville area, joining for the first time. Members were invited to introduce themselves. Note: the NRT Project presentation (item 3.1) was addressed first, ahead of other items, to accommodate the AECOM presenter's availability. 1.2 Approval of previous minutes The minutes of Meeting 50 (10 February 2026) were accepted without amendment. Matter remains open: JH to note the inclusion of Randwick Council representation in documentation associated with the CCC framework, consistent with updated CCC Guidelines.
2. Matters arising
Matter 1 Combined actions: Chair to write on behalf of the CCC to Transport for NSW (Maritime) regarding: ▪ Damage and repairs to Yarra Bay seawall ▪ community concerns about remaining dolerite blocks in the surf zone; ▪ appreciation for the timely structural repair; and ▪ a request for further assessment and removal of any remaining hazardous materials in the beach area adjacent to the groyne. ▪ Flooding on Foreshore Road and ongoing maintenance and management approach Update, May 2026 RR wrote to the Secretary of Transport for NSW on 19 February 2026 on behalf of the CCC, covering damage and repairs to the Yarra Bay seawall, concerns about remaining dolerite blocks near the repaired groyne, and ongoing flooding on Foreshore Road. A response was received from Transport for NSW. The response was shared with

meeting papers, and on screen during the meeting.

The committee noted that no site inspection for displaced material has been conducted and none is currently planned.

PF thanked RR and BB for preparing the letter on behalf of the committee and acknowledged the timely response from TfNSW. PF expressed some disappointment that no inspection of displaced material is planned. He indicated he would seek anecdotal evidence from the local community, including surfers and members of the sailing club, regarding any material remaining in the area. PF will share relevant information gathered with RR to consider further follow-up.

No formal action. PF to monitor and escalate to RR if required.

Matter is closed.

Matter 2

Original action: Investigate and propose an appropriate Matraville community representative.

Arising: Meeting 48, August 2025

Summary of last update: BB has provided a suggested representative. The Chair has contacted the individual to discuss joining. Confirmation pending.

Responsible: BB

Due: ASAP

Update May 2026

New community members, LW and MP, have joined the committee. Their membership addresses the intent of this action.

Matter is closed.

3. Presentations

3.1 New Rail Terminal (NRT) Project

<https://www.dpworld.com/en/news/dp-world-and-nsw-ports-co-invest-a400-million-to-expand-rail-capacity-at-sydneys-port-botany>

Andrew Cook, AECOM on behalf of DP World

Key points from the presentation:

- The project is part of NSW Ports On-Dock Rail Capacity Program, which aims to increase overall rail capacity at Port Botany to around 3 million TEUs per annum.
- The DP World NRT project will increase on-dock rail capacity from around 400,000 TEUs per annum to up to 1 million TEUs per annum – a 150% increase.

MINUTES

Meeting #51 Port Botany CCC, Tuesday 19 May, 5:30-7:00pm

- Construction is planned in stages from mid-2026 through to late 2028 (approximately two to two and a half years).
- The project requires an Environment Protection Licence (EPL) for construction. DP World has lodged the EPL application with the NSW EPA, which is currently being assessed.
- Total investment by NSW Ports and DP World is approximately \$400 million.
- The project is the second of three stages in the On-Dock Rail program. Stage one (Patrick Terminals) was completed in 2024. Stage three will involve Hutchison Ports.
- The ARTC Botany Rail Duplication project, which provides additional rail capacity between Port Botany and Cook's River Terminal, was also completed in 2024.
- The project is expected to take up to approximately 1,500 truck movements per day off the road network, based on shifting 600,000 TEUs from road to rail.

Questions and discussion:

MP asked about the sediment control plan, noting community concerns about potential contamination given the site's industrial history. Andrew Cook advised that sediment and stormwater management is considered the key construction issue given proximity to canals and Botany Bay. Significant contamination investigations have been carried out. Results are broadly benign, with isolated spikes and one location with potential acid sulphate soils. A robust management framework is in place including sediment basins and an acid sulphate soil management plan.

LW raised concerns about dredging the canal. Andrew Cook clarified this is excavation, not dredging in the traditional sense. Approximately 360 metres of canal will be worked on, with an estimated 6,000 cubic metres of sediment to be removed. The methodology involves draining and pumping water out, then excavating and stockpiling sediment for testing before disposal or reuse.

Andrew Cook confirmed the section of canal in scope is west of Bumborah Point Road and was constructed in the 1970s–80s as part of land reclamation. It is not the heritage-listed Bunnerong Power Station canal, which commences east of Bumborah Point Road.

MP asked about noise impacts from a fourfold increase in rail volume. Andrew Cook explained that construction noise has been assessed across a range of scenarios. Nearest residential receivers are over 300 metres away and no exceedance of noise management levels is anticipated at those locations. Some exceedances are expected at industrial receivers nearby. In terms of operational noise, Andrew Cook noted that more efficient rail operations, including a locomotive traverser, should reduce shunting activity, which is typically the noisiest part of rail operations. Further information on operational rail noise can be provided.

KJ (Opal) noted that Opal has easements through the area given its 120-year presence on the adjacent site, and that significant stormwater infrastructure runs through port

land. She asked that this be considered and followed up. The project team confirmed awareness of the easements and offered to discuss directly with Opal.

Action: AECOM / DP World project team to follow up directly with Opal (KJ) regarding easements and stormwater infrastructure through the project area.

Responsible: Andrew Cook, AECOM / DP World project team

Due: Prior to construction commencement

Action: AECOM to provide further information on operational rail noise impacts to the committee.

Responsible: Andrew Cook, AECOM

Due: Next meeting or as available

3.2 Hutchison Ports: Quay Crane update – JS

JS presented a brief update on the two new ZPMC quay cranes (Cranes 5 and 6) being delivered to the Hutchison terminal.

The cranes have departed the ZPMC manufacturing facility. They are currently en route and are expected to arrive at the terminal on Friday 5 June 2026.

JS noted this has been a project over two years in the making. The cranes will be rolled off directly at the wharf on arrival. JS advised that video footage of the arrival and installation will be shared at the next meeting.

No questions were raised on this matter.

4. NSW Ports

4.1 NSW Ports update – JL

JL provided a quarterly operational update.

JL noted that the current global attention is on fuel supply, given recent global events. Port Botany's bulk liquid berths handle one third of NSW's ground refined fuel, 100% of NSW bitumen, and is a key distribution point for LPG. Since February 2026, fuel vessel volumes have remained consistent to slightly higher than normal through March, April and May. The outlook for the coming weeks is similar. Vessels are calling from a more diverse range of origins than usual, but supply has been uninterrupted.

JL noted that barely any of the container ships that call at Port Botany take on bunker fuel in Australia. Most fuel their vessels in Singapore, China or elsewhere.

Rail volumes are on track to exceed FY25 by a significant margin. Rail mode share for FY26 year to date is 18.6%, up on the same period last year. JL noted that on-dock rail proportions had previously appeared to decline because volumes routed to the DP World Logistics Terminal and the Qube Cooks River Terminal were not recorded as on-

dock rail. Accounting for this, overall rail mode share is performing even better than the reported figure suggests.

PP asked about the proportion of containers moving by rail compared to road. JL confirmed rail mode share has grown at approximately 1.5% per annum over the last three years, and that the FY26 year-to-date figure of 18.6% is higher than the same time last year.

4.2 NSW Ports Community Boat Tours, March 2026 – GW

GW advised that the Port Botany community boat tours, originally scheduled for March 2026, were rescheduled to May due to adverse weather.

The tours ran on the first weekend of May 2026. Approximately 200 people came through across four tours. Attendance was drawn from the local community, covering areas from La Perouse through to Banksmeadow. GW described the event as very successful. The tours will likely run again in 2027.

5. Business Representatives Update

5.1 ACFS Port Logistics – DA

Not in attendance.

5.2 Ampol – JK

Not in attendance.

5.3 Elgas – MM

Apology received.

5.4 DP World – SE

SE attended online. Noted the NRT Presentation and nothing further to add.

5.5 Hutchison Ports – JS

JS shared update on cranes.

5.6 Opal – KJ

KJ attended online. No updates to provide.

5.7 Patrick Terminals – NC

Apology received.

5.8 Quantem – MJ

No update to note.

5.9 Vopak – N/A Rep TBD

6. Government and Community Member Updates

6.1 Bayside Council – DS

DS provided a written response to community matters raised by JB ahead of the meeting. Those matters, and the responses from DS and GW, are addressed in full under **Item 6.5**.

DS also advised the committee of development of several urban master plans currently in progress, including one on exhibition for Rockdale and others upcoming for Brighton-le-Sands and Mascot. These are not directly related to port operations but were noted for information.

6.2 Randwick City Council – BE

Apology – on leave. No written update provided.

6.3 EPA – NE

NE advised there were no specific EPA actions outstanding from previous minutes.

NE provided the following updates:

- The EPA has been assessing the DP World NRT Project EPL application for approximately five to six months. Assessment is ongoing, with a focus on water impacts and construction noise.
- The EPA, along with NSW Ports, SafeWork NSW, Fire and Rescue NSW, NSW Police and other agencies, recently participated in an emergency drill at the Vopak terminal. The drill tested fire safety equipment at the facility and was considered very productive.

NE noted there is currently no Vopak representative on the committee.

6.4 Port Authority of NSW – NG

Apology received. No update.

6.5 Community members

JB sent apologies but submitted a written letter to the committee ahead of the meeting, raising three matters. RR circulated these to GW, BB, DS and NG in advance so responses could be prepared. JB's letter is appended to these minutes.

Matter 1 – Foreshore Road Boat Ramp: trailer parking

JB raised the need for 37 replacement trailer parking spaces following Bayside Council's closure of the Muddy Creek boat ramp. He noted no progress has been made on replacing those spaces, that the matter has been raised with Minister Stephen Kamper (Rockdale) and that Local Member Michael Daley is also aware of the commitment to replace them. JB asked the committee to follow up on progress.

DS responded in writing prior to the meeting and verbally confirmed the position. Council was initially successful in being offered an NSW Government grant on a dollar-for-dollar matching basis to increase parking capacity at the boat ramp. However, the grant offer was eventually withdrawn for two reasons. Council was unable to secure the matching funding from any other source, and NSW Ports indicated it may need the land for a different purpose in the future and did not support the proposal. DS confirmed that Council has no intention to seek further opportunities to increase capacity at the boat ramp.

Matter 2 – Competing use of Foreshore Road land

JB noted that the land currently used as an emergency evacuation site and overflow car park at Foreshore Road was designated under the original Port Botany Expansion approval as the site of a future tug berth, which was never built. JB raised concerns that the land may now be allocated for that tug facility after all, removing it as a potential parking option. He asked the committee to seek clarity from NSW Ports and/or the Port Authority on the intended use of this land.

GW confirmed NSW Ports' position. The Port Botany Expansion approval designates that area for a future tug berth. NSW Ports is planning for significant trade growth over the next 40 years and considers the site will be needed for that purpose. The position of NSW Ports remains consistent with the original approval.

Matter 3 – Dolls Point Wharf

JB noted strong community opposition to Bayside Council's proposal to demolish the wharf, which has only ever been used for recreational fishing and was closed around 2009 when sand build-up left it 15 metres from the water. Recent storms have cleared the sand and fishing has resumed briefly, before Council closed access again citing structural danger. JB suggested restoration as a recreational fishing platform, noting a floating pontoon at the end of the existing structure could reduce structural engineering costs. JB also noted that every other proposed fishing platform in Botany Bay has been rejected by NSW Ports, the Port Authority, the Airport Corporation or NSW Fisheries. He noted that the new ferry wharves at La Perouse and Kurnell now attract around 100 recreational fishers each on weekends, which could change if a ferry operator takes up the recently announced expression of interest for services from those locations.

DS advised that council had previously resolved to demolish the wharf due to concrete cancer and restoration costs. However, a rescission motion is coming before council the following week, backed by councillors who support retaining and repairing the structure for community recreational use. If the motion passes, funds would be allocated to carry out repairs and reopen the wharf for fishing and recreation, though not as a ferry wharf. The committee will be kept informed once council has resolved the matter.

Yarra Bay Groyne

Transport for NSW response to the letter from the Committee regarding Yarra Bay Groyne was addressed under Matter 1 (Item 2). PF noted his intention to monitor the

situation and pass any further concerns along with evidence to RR for further as required.

7. Environmental Update - BB

7.1 Summary of complaints and incidents

BB reported that since the last meeting in February 2026, there have been 10 noise complaints and observations combined. Of these, five were formal complaints. The remainder were observations logged by community members who wished to keep NSW Ports informed without formally complaining.

All five complaints related to ship engine noise. BB noted that community-provided observations have been valuable in identifying specific noise sources and enabling targeted mitigation. A recent example involved a vessel whose auxiliary engine was identified as the source of complaints. NSW Ports worked with the operator to address the issue.

No major incidents were recorded for the period.

BB also provided an update on the Bunnerong Canal Litter Trap, installed in July 2024:

- The trap serves a catchment of over 1,000 hectares, extending as far as South Coogee. Most of the catchment falls within Randwick Council LGA, with a small portion in Bayside Council LGA.
- The trap has been cleaned eight to nine times since installation. Approximately 540kg of rubbish has been collected to date.
- The rubbish collected is currently weighed and sent to landfill. NSW Ports is in discussions about the potential to analyse the material for data on macroplastics entering the bay via stormwater.
- NSW Ports offered to make collected material available to the EPA or other research partners for analysis.

MP asked whether the existing noise monitoring system can capture rail noise. BB explained that the current system includes three ambient monitors (at Botany Road Park, Foreshore Road, and La Perouse Public School) and a directional monitor on the building roof. The system is approximately eight years old and under review. A trial of a new AI-enabled monitor at Purcell Park, Australia Avenue, is underway. The new system can capture photos, sound grabs, and potentially identify noise sources. BB indicated the system will be updated or replaced in the next one to two years.

IW asked whether NSW Ports would consider presenting at an event in June, where university students from Hong Kong are collaborating with UNSW students on a project about marine litter and plastics entering the ocean. BB confirmed he would be happy to attend and present.

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Action: BB to connect with IW regarding a presentation to UNSW and Hong Kong university students on NSW Ports' marine litter and litter trap program. Event expected June 2026.

Responsible: BB / IW

Due: June 2026

7.2 Port Botany Expansion Rail Noise (as per CoA 2.28)

No rail noise complaints reported for the period. BB noted that the NRT Project, once operational, is expected to reduce shunting activity, which is the primary source of rail noise complaints.

7.3 Biosecurity

No issues reported for the period.

8. Other business

PF raised the significance of global maritime trade in the context of current events globally, noting the importance of shipping to Australia's supply chains. PF asked the committee to acknowledge the maritime workers currently caught up in the conflict. RR thanked PF for raising this.

9. Conclusion and next meeting

RR thanked members for their time and participation.

Next Meeting: Tuesday 25 August 2026