

OPERATION OF BULK LIQUIDS Berth No.2 Port Botany

INDEPENDENT ENVIRONMENTAL AUDIT REPORT

FOR THE OPERATION OF BULK LIQUIDS BERTH No 2

For NSW Ports on

4 and 5 December 2017

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11/01/2018

Document History

Revision	Date	Prepared by	Reviewed by	Description
A	19/12/2017	Julie Dickson	Trevor Brown (NSWP)	1 st draft report for review
0	11/01/2018	Julie Dickson		Final – for Issue

EXECUTIVE SUMMARY

The purpose of the audit was to undertake the necessary independent assessment and review of compliance required by the Ministers Conditions of Approval for the Bulk Liquids Berth No.2. Condition 4.1 (d) of the MCoA. The condition requires that a *program for independent environmental auditing is to be implemented at least annually or as otherwise agreed by the Director General in accordance with ISO 19011:2002 (now 2012) Guidelines for Management Systems Auditing*. This is the second operational independent audit of the BLB2.

NSW Ports operates BLB1 and BLB2 at Port Botany NSW. Operation of the BLB2 commenced in December 2013, and NSW Ports engaged DECA Pty Ltd to conduct the first independent operations environmental audit in November 2014. Following the first audit, NSW Ports proposed to the Department of Planning and Environment (DPE) that future compliance be demonstrated through environmental audits undertaken at three yearly intervals (rather than through compliance tracking reports). DPE accepted this proposal in April 2015. This independent environmental audit therefore includes a review of the NSW Ports Compliance Tracking system, level of compliance with condition 4.1 (d) and a review of the NSW report summarising the details of complaints received.

The on-site component of this audit was conducted over 2 days on 4 & 5 December 2017 and included an inspection of the whole site, observation of activities relating to the transfer of liquids from a ship, review of relevant documentation and interviews with relevant personnel. The off-site component included a review of further evidence to verify level of compliance to project operational requirements.

The purpose and scope of the audit was to:

- Assess the level of compliance with the Conditions of Approval and Statement of Commitments;
- Assess the environmental performance of the project and undertake any works necessary to determine whether it is complying with the relevant standards, performance measures and statutory requirements;
- Review the adequacy of any strategy / plan / program required under the approval
- Assess of the effectiveness of environmental management measures including performance against commitments made in the Bulk Liquid Berth 2 Operational Environmental Management Plan (OEMP) and.
- Recommend measures or actions to improve the environmental performance of the project, and or strategy/plan/program required under the approval.

Summary of findings

- Four (4) non-compliances against the MCoA Conditions 1.7, 2.1 c), 4.1 a) and 6.3 (OEMP training/awareness, Fire safety study approval, annual compliance tracking and currency of the OEMP);
- Two (2) observations in relation to effectiveness of environmental management measures;
- One (1) observation regarding signage requirements of MCoA Condition 5.2; and
- One (1) observation regarding storage of quarantine waste (SoC 23 effectiveness of mitigation measures)

Environmental performance and effectiveness of environmental management measures

Overall, the outcomes of the audit were positive, with high standards of environmental performance noted during the site inspection and observation of liquid transfer operations. The site is maintained in a good, clean condition, and frequent daily inspections of the site and use of CCTV by Operators helps to ensure this. The site inspection did however identify potential vulnerabilities of the stormwater system on the road in front of the BLB Offices. The identification of environmental issues by subcontractors in their site documentation (SWMS) could also be improved.

Adequacy of any strategy, plan / program required under the approval

Whilst the outcome of the audit was generally positive, and good levels of compliance to conditions were noted, four (4) non-compliances were raised in relation to: lack of ongoing revision and maintenance of the OEMP; lack of approval for revised Fire Safety Study; lack of annual compliance status reviews, and inadequate communication of the OEMP requirements to staff and contractors.

Previous findings:

The finding from the previous audit (Nov 2014) was reviewed and closed prior to the issue of the 2014 report.

GLOSSARY - ABBREVIATIONS

Term / abbreviation	Explanation
EA	Environmental Assessment
EPA	Environment Protection Authority of NSW
BLB2	Bulk Liquids Berth No. 2
DG	Director-General
CEMP	Construction Environmental Management Plan
CTP	Compliance Tracking Program
DECA	Dickson Environmental Consulting and Audit (Independent Auditor)
DECC	Department of Environment and Climate Change (now OEHL/EPA)
DPE	Department of Planning and Environment
DP&I	Department of Planning and Infrastructure (previous name for DPE)
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EPL	Environment Protection Licence
GPT	Gross Pollutant Trap
LPG	Liquid Petroleum Gas
NC	Non-compliance
MCoA	Ministers Conditions of Approval
OEMP	Operation Environmental Management Plan
OWS	Oil / water separator
PANSW	Port Authority of NSW (replaces SPC)
SMS	Safety Management System
SoC	Statement of Commitment (from EA Draft)
SPC	Sydney Port Authority (previous name for Port Authority of NSW)
ULP	Unleaded Petrol

GLOSSARY OF TERMS IN RELATION TO FINDINGS

Term /	Explanation
Compliant (C)	The intent and all specific requirements of the consent conditions have been met
Verification (V)	In the absence of formal written confirmation, the audit is able to verify by other demonstrable means (visual inspection, personal communications etc) that a condition has been met then, in most cases, the operation should be considered to be in compliance for that condition
Non-compliant (NC)	The intent or one or more specific requirements of the condition have not been met. Non-compliances will require verification of adequate corrective action by the independent auditor within 6 weeks of the audit. Where the non-compliance is based on site observations, a return site visit will be required
Administrative non-compliance (ANC)	A technical non-conformance with a condition of the consent that would not impact on the environmental performance and that is considered minor in nature (e.g. – report submitted but not on the due date). This would not apply to performance related aspects (e.g. – exceedance of a noise limit) or where a condition had not been met at all (e.g. noise management plan not prepared and submitted for approval at all).
Not Triggered (NT):	A condition or requirement that has an activation or timing requirement that had not been sufficiently triggered at the time of the review, therefore a determination of compliance could not be made
Observation (OBS)	An observation made or opportunity for improvement identified during the audit that could assist in the improvement of environmental performance on the project.

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1 INTRODUCTION

1.1 Background

The development of the Bulk Liquids Berth No. 2 (BLB2) commenced in mid-2011 and was designed to ensure New South Wales has adequate berth capacity to satisfy existing and future forecast demands for the import and export of bulk liquids including chemical, petroleum and gas products.

The Bulk Liquids Berth 2 (BLB2) is the second purpose-built bulk liquids facility located at Port Botany, adjacent to the BLB1. Port Botany Operations Pty Ltd, trading as NSW Ports, is responsible for the management of the port facilities at Port Botany, NSW. The main role and responsibility of NSW Ports is to maintain the Port infrastructure for the tenants and Port users.

Vopak Terminals Pty Ltd submitted a Major Project Application (07_0061) under Part 3A of the Environmental Planning and Assessment Act 1979 (now repealed) for the construction and operation of the BLB2 facility at Port Botany, on behalf of the then Sydney Ports Corporation (SPC). On 20 March 2008 planning approval was granted for the project. NSW Ports assumed control of the facility on 1 June 2013 as part of the 99-year lease of Port Botany and is responsible for overall compliance with the Conditions of Approval.

The BLB2 has been operating since 5 December 2013.

1.1.1 Location

The site of BLB2 is located on the west side of privately owned Fishburn Road, adjacent to the boundary of Vopak Site B and the Elgas Caverns, in the suburb of Port Botany (see Figure 1). BLB2 is located adjacent to the existing Bulk Liquids Berth (BLB1) at the south-western end of Brotherson Dock approximately 11 km south of the Sydney CBD. Port Botany has been substantially developed for industrial purposes relating to shipping and port activities.

Figure 1 – Project Location



1.1.2 Requirement for this audit

Condition 4.1 (d) of the MCoA requires that a program for independent environmental auditing is to be implemented at least annually or as otherwise agreed by the Director General in accordance with ISO 19011:2002 (now 2012) Guidelines for Management Systems Auditing.

Following the first independent environmental audit in November 2014, NSW Ports proposed to the Department of Planning and Environment (DPE) that future compliance is to be demonstrated through environmental audits undertaken at three yearly intervals (rather than through compliance tracking reports). DPE accepted this proposal in a letter dated 17 March 2015 and requested a revision and resubmission of the Compliance Tracking Program by 30 April 2015.

According to the revised Compliance Tracking Program (V2 April 2015), *compliance reporting will include:*

- An independent environmental audit (refer Section 2.3) that will review NSW Ports Compliance Tracking system and level of compliance with the condition of approval; and
- A report summarising the details of any complaints received, including the means by which they were addressed and whether resolution was reached with or without mediation. This will be included with the Environmental Audit

This Environmental Audit Report will be made available on the NSW Ports' website.

1.1.3 Operational Activities

The main products handled at the BLB are refined fuels, gases and chemicals. The BLB2 comprises a concrete deck on a steel piled pier berth adjacent to the existing BLB1; associated infrastructure such as marine loading arms, fire-fighting equipment, onshore support facilities and pipelines from existing user sites to the new berth. The open access, multi user berth operates on a 24 hour/ 7 day per week basis. BLB2 has been designed to accommodate 120,000 dead weight tonne vessels to a maximum of 270m length overall. BLB2 also allows for the servicing of ships at the berth. The following companies have established bulk liquids/gas storage terminals at the Port and are current tenants of NSW Ports at the BLB2:

- Vopak Terminals Australia.
- Terminals Pty Ltd;

Environmental Protection Licenses (EPLs) issued by the EPA are held by each of the operating users and it is the responsibility of those users to ensure that they meet the conditions of those licenses. The EPLs include the scheduled activity "Shipping in Bulk" which allows Vopak >5000000 T of annual capacity to load and unload and allows Terminals 100000 to 500000 T if annual capacity to load and unload.

The operation of the BLB2 consists of the following key relevant components:

- A central working platform and working area, with berthing face (including bollards and fenders) and pipe manifold / marine loading arm arrangements;
- Adjacent berthing dolphins on each side of the working platform designed to accommodate the maximum design length vessel;
- Two mooring dolphins on each side of the working platform (four in total);
- Walkways (catwalks) connecting the dolphins and working platform;
- An access bridge structure connecting the working platform with the shore, providing vehicle access and pipeline support structures; and
- Support infrastructure including fire control facilities (pumps, foam/water monitors and associated tanks), amenities buildings and services such as water, sewer, electrical and communications; and
- Berth infrastructure, including fire-fighting monitors and operator shelter.

- Pipelines to user facilities including support and access structures such as pipe racks and culverts.

1.2 Purpose and Scope

The purpose of the audit was to assess compliance with project environmental criteria in accordance with the scope below:

- Assess the level of compliance with the Conditions of Approval and Statement of Commitments;
- Assess the environmental performance of the project and undertake any works necessary to determine whether it is complying with the relevant standards, performance measures and statutory requirements;
- Review the adequacy of any strategy / plan / program required under the approval
- Assess of the effectiveness of environmental management measures including performance against commitments made in the Bulk Liquid Berth 2 Operational Environmental Management Plan (OEMP) and.
- Recommend measures or actions to improve the environmental performance of the project, and or strategy/plan/program required under the approval.

The scope of the audit included an assessment of the operations of the facility and any ongoing requirements relating to the Conditions of Approval.

1.3 Methodology

The audit was conducted in accordance with the principles of ISO19011:2011 (supersedes ISO 19011:2002) by a lead certified environmental auditor to meet the requirements of Condition 4.1 (d) of the Minister's Conditions of Approval for the Construction of the Bulk Liquids Berth No 2 project.

The audit methodology included a physical site inspection, interviews with key NSW Ports and other site personnel and a review of relevant documentation and records. The audit was conducted at the BLB2 operational site on 4 and 5 December 2017 and included the observation of the liquid transfer of unleaded petrol operations via the Marine Loading Arm (MLA) from ship to shore (Vopak pipework). Photos were taken during the site inspection on the landside, however it was prohibited to take any electronic equipment including cameras onto the the berth due to the transfer of volatile flammable liquids. These are presented in Section 2.2 – Table 2 of this report. No subcontractor works were observed during the audit, however the documentation for minor maintenance works (painting) was reviewed. Additional assessment of documentation and records was also conducted off-site.

An audit checklist incorporating all relevant Conditions of Approval (including modifications) and commitments made in the Statement of Commitments (SoC) was used as the primary audit tool. Section 3.2 of the OEMP (Environmental Impacts and Control Measures) provided the general basis for the assessment of effectiveness of environmental mitigation measures. Recommendations to improve the environmental performance of the facility are based on auditor experience and expertise.

2 AUDIT OUTCOMES

Overall, the audit result was generally positive, and the auditor found that the facility is well maintained, and personnel were aware of control measures and procedures to prevent spills and report conditions that may lead to environmental harm. High standards of housekeeping and implementation of control measures were noted during the site inspection and observation of liquid transfer operations. Frequent daily inspections of the site and use of CCTV by Operators helps to ensure this.

In summary, the audit identified four (4) non-compliances and four (4) observations with fourteen (14) associated recommendations.

The findings and associated recommendations are detailed below in Table 1.

2.1 Table 1 –Audit Findings

Type* & No.	Findings	Recommendations	Report / checklist reference
NC #1	<p>There was limited documented evidence to demonstrate that all employees, contractors and subcontractors have been made aware of the existence or compliance requirements of the Conditions of Approval.</p> <p>The two key documents/processes that would inform employees and contractors of their environmental responsibilities are the Operations Manual (Employees) and the General Site Induction slides (Employees and contractors/subcontractors). Neither of these documents reference the Conditions of Approval, the OEMP or identify specific environmental issues and controls.</p> <p>The OEMP also states in the Roles and Responsibilities section: <i>"All relevant staff and contractors employed and appointed by NSW Ports shall be formally advised of their obligations under the OEMP and informed of the significance of the OEMP. This process will be achieved via implementation of a site-specific induction"</i></p> <p>There was no documented evidence provided to demonstrate that there has been refresher training (e.g. in Operations Manual or OEMP) for employees since the last audit or specific communications to staff and contractors on OEMP requirements since 2013.</p>	<ul style="list-style-type: none"> Review and revise the Operations Manual and include references to the Conditions of Approval, the OEMP and specific environmental requirements specified in these documents Review and revise the General Induction to include reference to the Conditions of Approval and the OEMP and include key environmental controls, reference to the Environmental Policy, and importance of complying with the requirements An online induction program was being developed at the time of the audit. Ensure adequate environmental content is included Once materials have been reviewed and revised with additional environmental material, provide refresher training to staff and long-term contractors and subcontractors Ensure evidence of training / refresher training is documented and retained 	MCoA Condition 1.7

Type* & No.	Findings	Recommendations	Report / checklist reference
NC #2	<p>The original Fire Safety Study (FSS) was approved by both Fire Rescue NSW (FRNSW) and DPE in 2011. At the last audit, it was noted that NSW Ports were awaiting further clarification from FRNSW on the FSS. No further clarification has yet been provided.</p> <p>The approved FSS states that <i>“The scope of work at this stage is in relation to the BLB2 infrastructure components only and does not include the product pipelines and product transfer facilities. To complete this report, assumptions on the product pipelines and product transfer facilities have been made. Each User will be required to review this document and amend as necessary prior to the construction of any pipelines.”</i></p> <p>The letter of approval for the original FSS from DPE (April 2011) notes that updates to the FSS (such as the 2013 update) are required to be approved by the DG.</p> <p>At the time of the audit, a new pipeline was under construction by the user Terminals, and had recently commenced operation at the time of reporting.</p> <p>Based on the above, the project has not met the requirements of the approved FSS or the DPE letter of approval.</p>	<ul style="list-style-type: none"> • The FSS requires review and amendment by the User (Terminals) • The revised FSS needs to be submitted to DPE for approval 	MCoA Condition 2.1 a)
NC #3	<p>Annual compliance reviews were not documented for the first 2 years (2015 and 2016), following the last independent environmental audit as required by the Compliance Tracking Program (however documented for 2017).</p> <p>The revised approved Compliance Tracking Program (Section 2.1) requires that <i>“NSW Ports will review the compliance status of the project annually and document evidence of compliance within the compliance tracking system....”</i></p>	Ensure annual compliance reviews are scheduled and documented in the future in accordance with the approved Compliance Tracking Program.	MCoA Condition 4.1 a)

Type* & No.	Findings	Recommendations	Report / checklist reference
NC #4	<p>The Operations Environmental Management Plan (OEMP) has not been revised since the last audit. The Plan refers to out-of-date legislation, and complaints contact details, includes a draft Environmental Policy in the Appendix and does not reflect the changes to the Compliance Tracking Program.</p> <p>The approved OEMP requires that <i>“The OEMP shall be reviewed after the first 12 months of operations to ensure that it adequately addresses the identified issues. Follow-up reviews shall take place every two years after that or when operations change that warrant an update of the OEMP”</i></p>	<p>Review and update OEMP to include (but not restricted to):</p> <ul style="list-style-type: none"> • Reference to current legislation; • Complaints contact details; • Changes to the Compliance Tracking Program • Current approved Environmental Policy • Potential changes to pipe pressure testing methodology (currently refers to hydrostatic testing) 	MCoA Condition 6.3
OBS #1	<p>Subcontractor SWMS / JSAs reviewed did not include sufficient information regarding environmental controls (primarily safety controls). For example, painters JSAs did not include controls for ensuring paints and removed paint are stored and handled to ensure these substances do not enter stormwater or the Bay.</p>	<ul style="list-style-type: none"> • Introduce process to review contractor’s SWMS JSAs to ensure they include adequate environmental controls 	Nil – evaluation of effectiveness
OBS #2	<p>The email address on the signage at the entrance to the facility is outdated. Whilst the email was redirected to the correct email, this should be corrected.</p>	<ul style="list-style-type: none"> • Include the correct email address for complaints on the signage at the front gate of the BLB facility. 	MCoA Condition 5.2
OBS #3	<p>Quarantine waste bins located at the BLB2 offices were not fully closed at the time of the site inspection, and it was considered that waste could escape from the bins.</p> <p>NSW Port requested that the waste is moved into other bins during the audit.</p>	<ul style="list-style-type: none"> • Whilst waste is placed in the bins by the ship crews, periodic checks of the quarantine bins should be made by BLB Operators during their inspections and addressed with the crews. 	SoC 23 Evaluation of effectiveness
OBS #4	<p>The site inspection identified potential vulnerabilities of stormwater drains on the road in front of BLB2 office and carparks. These drains flow directly to Botany Bay. Should any loading or unloading activities (e.g. – movement of slop tanks) occur in this area, any spills are likely to enter the drainage system and end up in Botany Bay.</p>	<ul style="list-style-type: none"> • NSW Ports should consider establishing dedicated loading and unloading zones away from the drains of the road. • Workers and contractors should be informed of the risk of spills in the area and of the dedicated loading areas through direct correspondence with berth users and in the induction. 	Evaluation of effectiveness

2.2 Compliance to Ministers Conditions of Approval and Statement of Commitments

The outcome of the audit was generally positive in relation to the level of compliance to the Conditions of Approval and Statement of Commitments, however four non-compliances were raised. As noted in Table 1 above, the first non-compliance was in relation to the lack of evidence that all employees, contractors and subcontractors have been made aware of the existence or compliance requirements of the Conditions of Approval.

The second non-compliance related to non-submission of an updated Fire Safety Study for approval by DPE following review by users and prior to construction of new pipelines

The third non-compliance related to lack of documentation of annual compliance reviews in the interim years between audits.

The fourth non-compliance related to the lack of review and update of the Operations Environmental Management Plan. The Plan refers to out-of-date legislation and complaints contact details, includes a draft Environmental Policy and does not reflect the changes to the Compliance Tracking Program.

For detailed findings, refer to Appendix 1 - Audit Checklist – Part 1 and Table 1 above.

2.3 Assessment of environmental performance of the project

(including compliance to relevant standards, performance measures and statutory requirements)

At the time of the audit, the berth was operational, unleaded petrol ULP was being transferred via the Marine Loading Arm by Vopak (users) operators. The effectiveness of environmental mitigation measures were assessed through observation of operations, inspection of the facilities for spill prevention and preparedness and overall housekeeping, and a review of key operational documentation. Actual performance was also assessed against the commitments made in Section 3.2 of the Operational Environmental Management Plan (OEMP). Interviews were also held with personnel to determine their levels of awareness of environmental issues. The specific mitigation measures assessed are provided in more detail below and in Table 2 – Photographs.

Stormwater and Water Quality

- Spill containment bunded tank installed and operational (kept empty).
- There have been no spills, and the spill containment tanks has not been used to date
- The site inspection identified potential vulnerabilities of stormwater drains on the road in front of BLB2 office and carparks. These drains flow directly to Botany Bay. Should any loading or unloading activities (e.g – movement of slop tanks) occur in this area, any spills are likely to enter the drainage system and end up in Botany Bay. **Refer to OBS #4.**
- Marine Loading Arm was in operation at the time of the audit. The working platform was bunded and closed off during transfer operations (verified through observation of electronic systems monitoring through the control system).
- CCT cameras and electronic monitoring of transfer systems were being monitored at all times from the operations building during liquid transfer as required
- Wind speed is monitored from BLB1 and information is relayed to the BLB2 operators. Consideration is currently being given to improving the reporting of wind speeds to enable faster response to high wind conditions
- A Vopak operator was stationed in the operations room near vicinity of the transfer point to respond to any incidents and initiate isolation of the transfer if required. Radio communication was being maintained.
- A large spill control box and a smaller, mobile emergency spill kit was located close to the MLA for emergency response purposes. They were noted to be fully stocked and the mobile spill kit was sealed.
- Additional spill materials were available on-shore near the BLB2 control room
- Pipes are emptied and are liquid free between transfers
- Slop buckets are used over a bund/tray to prevent minor spills during sampling and testing
- Spill trays have valves which are kept in the closed position during transfers and checked on completion. Spill trays are required to be clean prior to leaving the wharf and this is checked by NSW Ports Officers. Spill trays were clean at the time of inspection.
- A new pipe installation had been installed at the Terminals section of the platform – at the time of the inspection, spill trays had not been installed, and NSW Ports had communicated that these must be installed prior to operation of the new infrastructure.
- “White level inspections” are conducted on a regular basis (twice per shift, around 6 times per day including at night time) to ensure no leakages are occurring.
- There have been no reported spills into Botany Bay since operations commenced

Emergency Response - spill prevention and preparedness

- A specific BLB Emergency Plan is in place and is Appendix N to the Operations Manual. The Plan is site specific on what officers are required to do until handed over to emergency services. It is posted in office in hard copy.
- Appendix P Emergency Shut Down Procedure to be activated-in the event of a spillage or other emergency is also in place. Ship and terminal actions are listed.
- Spill response kits are available at various locations on the site provided by the users with back up materials provided by NSW Ports
- An oil boom facility is available to be deployed from Brotherson dock in case of a major spill to water (Port Authority of NSW responsibility)
- Diesel fire pump system is installed which can pump sea water to combat fire. Fresh water is used in the testing of the system to reduce corrosion impacts.
- Sighted sump and spill containment pumps on berth – Northern pump is operated by Terminals, southern pump by Vopak
- Ships emergency documentation is in place in box/tube at entrance to wharf entrance road
- Emergency exercises was undertaken on 11/08/2017 at BLB2. The scenario was loss of containment of heavy fuel oil onto the berth and into the bay. Participants included NSW Ports, Terminals, Fire and Rescue NSW and Port Authority NSW.

- Next scheduled drill is planned to include the other user, Vopak is in the planning stage (no formal date) with a planned scenario involving flammable product in 2018.
- Emergency committee meetings are held every quarter and BLB Manager is on the Regional committee (all agency committee)
- Emergency preparedness is included in the training and competency program for the BLB

Waste and litter management.

- Minimal waste is generated on site. Small quantities of waste are generated in the site offices and is removed by approved waste contractors (Remondis). Records are retained
- The gross pollutant trap (GPT) and Oil/Water separator were cleaned out and waste was removed and appropriately disposed of by an authorised contractor
- Quarantine waste bins located at the BLB2 offices were not fully closed at the time of the site inspection, and it was considered that waste could escape from the bins. **Refer to OBS #3**
- Minimal litter was observed on the site

Operational Controls / housekeeping

- A number of checklists continue to be in place to ensure appropriate checks are made before, during and after transfers including Pre-Arrival Checklist, Ship to Shore Checklists and operational 3-way agreement, Wharf Clearance Certificate (completed by users – declaration that wharf has been cleaned up prior to departure), Quarantine waste forms and Departure checklist (checks by NSW Ports that user has cleaned up)
- A work permit system is in place primarily for safety purposes, however closure of the permit requires a declaration of no contamination following completion of the work in the permit. Sighted a number of cold work and hot work permits.
- Contractors are required provide Safe Work Method Statements or Job Safety Analysis prior to commencement of works and are implemented to minimise safety and environmental risks. A review of these documents for a painter found that they do not include sufficient information regarding environmental controls (they are primarily safety related) **Refer to OBS #1.**
- A suite of documents is in place for every ship that transfers product – The NSW Ports Ship's documents includes a cover sheet with name of Officer and shift times, product, work permits required, date of arrival and departure. The file also includes a printout which provides information about the ship, booked in details, work permit details, product information, Hazchem ratings etc
- Contractors are required to remove all rubbish from site and to ensure they have MSDSs for any substances brought onto site
- "White Level Inspections" are undertaken regularly during the day and night to proactively identify hazards including environmental hazards.
- The site inspection conducted during the audit did not identify any evidence of spills.
- Any potential issues noted during inspections or on CCTV are reported, investigated and acted upon immediately.
- Site housekeeping was noted to be maintained at a high level. Minimal litter was observed.

Training and Awareness:

- The previous audit identified that Intensive training is conducted on the Operations Manual and other key documents. There has been minimal change of staff since the last audit in 2014, however it was noted that there has been no additional or refresher training since the then.
- A review of the induction material and the Operations Manual found that there is no reference to the conditions of approval, the OEMP or specific environmental issues or control. **Refer to NC #1**

2.4 Adequacy of Strategies, Plans and Programs required under the approval

The scope of the audit included an assessment of the adequacy of strategies, plans and programs required under the Approval. The following plans and programs were reviewed during the audit (strategies included within the plans and programs):

- Operation Environmental Management Plan
- Safety Management System
- Emergency Plan
- Fire Safety Study
- Compliance Tracking Program
- Training and competency program

Operations Environmental Management Plan:

As noted in Non-conformances **NC #1** and **NC #4**, the OEMP has not been reviewed or revised since the commencement of the operation of the site, and the existence and key requirements of the Plan have not been adequately communicated to the workforce. The recommendations in Table 1 should be implemented to ensure currency of information and to improve the knowledge of workers in the key requirements of the Plan.

Safety Management System

Key elements of the Safety Management System were reviewed as part of the assessment of Condition 2.2 of the conditions of approval. It was noted that the SMS has been progressively updated as required, and good evidence was sighted to indicate that the requirements are being implemented including the Permit to Work system.

A more detailed assessment of safety management was included in the Hazard Audit by Arriscar Pty Ltd required as part of Condition 3.3. The Hazard Audit notes that process safety is carried out in accordance with a well-developed Safety Management System and that it covers both the maintenance aspects of BLB2 and the governance aspects of the product transfer operations carried out by Terminal Operators.

Emergency Plan

Various levels of Emergency Plans are in place, from the Botany Bay Emergency Plan (owned by Police service), to the Port Botany Emergency Plan which sits beneath it. The Emergency Plan approved by DPE in October 2013 has been progressively updated over time with the latest version dated Feb 2017. There is also a specific BLB Emergency Plan in place and is Appendix N to the Operations Manual. The Plan is site specific on what officers are required to do until handed over to emergency services. It is posted in office in hard copy. Emergency Shut Down Procedure in Appendix P is also in place in the event of a spillage or other emergency.

Emergency exercises are undertaken and the details of the scenario conducted in August 2017 for loss of containment of heavy fuel oil onto the berth and into the bay was sighted. Further drills are planned for early 2018 involving flammable liquid spill scenario.

The Emergency Plans are comprehensive and well tested and appear to be adequate and appropriate for the activities undertaken and products transferred at the BLB.

Fire Safety Study

Whilst the Fire Safety Study (FSS) was a pre-construction requirement, the previous audit identified that a revised FSS was submitted to Fire and Rescue NSW (FRNSW) seeking clarification on several issues, however no formal response had been received at that time (May 2014).

The FSS itself required that “Each User will be required to review this document (FSS) and amend as necessary prior to the construction of any pipelines”. In addition, the original letter of approval from DPE (April 2011) notes that updates to the FSS are required to be approved by the DG. To date, no revised FSS has been submitted to DPE for approval.

A new pipeline has been recently constructed by one of the Users (Terminals) and is now in operation, however further revisions to the FSS have not been undertaken.

As noted in **NC #2**, the FSS requires review and amendment by the User (Terminals) and needs to be submitted to DPE for approval.

Compliance Tracking Program

As noted in the executive summary and in the introduction, the CTP has been revised since the last audit to allow compliance to be demonstrated through independent environmental audits undertaken at three yearly intervals rather than through compliance tracking reports. Internally, NSW Ports are required to review the compliance status of the project annually and document evidence of compliance within the tracking system. A compliance review was conducted in 2017, however as noted in **NC #3**, annual compliance reviews were not documented for 2015 or 2016.

Training and Competency Program

The training and competency program in place has a strong operational and safety focus which is required and commendable, however the audit found that there is insufficient focus on environmental management requirements. As noted in Non-compliance **NC #1**, there was limited evidence to demonstrate that all employees, contractors and subcontractors have been made aware of the existence or compliance requirements of the Conditions of Approval. The induction material and the Operations Manual (primary sources of training and competency information) require additional material and references to relevant environmental issues and requirements.

2.5 Table 2 –Photographs – BLB2 Site Inspection

Photographs – BLB Operations Site Inspection Monday 4 December 2017



Photo: 1: View of the Operations building and car park. Forklifts used to transport various goods and drums



View of entry to site – all visitors are required to sign in at the office prior to the gates being opened



Photo: 3: Entry to site – Signage as required by the Conditions of Approval, security measures and emergency information. However email address needs to be updated.



Photo: 4: View of entry gate and ship Gulf Muttrah at BLB1. At BLB2, STI Exceed was being unloaded with ULP



Photo: 5: Berth spill containment tank (empty) – fully bunded. Would be used in case of spill at the berth and on site



Photo: 6: View showing spill containment tank with bund.

Photographs – BLB Operations Site Inspection Monday 4 December 2017



Photo: 7: Recycled rainwater tank u



Photo: 8: Gross Pollutant trap and oil water separators installed underground. Cleaned out in 2016.



Photo: 9: Sewage tank installed to accept ships sewage. The tank has not been used to date and remains empty.



Photo: 10: View of quarantine bins and spill response kit stored near the BLB2 control room. Yellow bin on the right could not be closed due to overfilling by ship operators (informed during audit)



Photo: 11: Ships Emergency documents stored in the box or tube during transfer operations (sighted)



Photo: 12: Emergency documents placed in tube by ship operators.

Photographs – BLB Operations Site Inspection Monday 4 December 2017



Signage indicating the class of cargo / liquid being transferred at the time of the audit. Provides emergency responders with information on response requirements



View of roadway to BLB2. Cameras and electronic equipment could not be carried during transfer operations.

3 APPENDIX 1 – Audit checklists

List of contents of appendix:

3.1 Part 1 - Minister's Conditions of Approval (MCoA)

3.2 Part 2 - Statement of Commitments (SoC).

Audit Checklist – for the Operation of the Bulk Liquids Berth No 2, Port Botany

Part 1 - Ministers Conditions of Approval (MCoA) - Operations

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
1	ADMINISTRATIVE CONDITIONS					
Terms of Approval						
1.1	NSW Ports	<p>The Proponent shall carry out the project generally in accordance with the</p> <p>a) Major Projects Application 07_0061;</p> <p>b) Bulk Liquids Berth No. 2 – Port Botany: Environmental Assessment dated November 2007 and prepared by Sinclair Knight Merz Ltd;</p> <p>c) additional information provided by Sinclair Knight Merz Pty Ltd to the Department titled Failure Frequency of the Port Botany Bulk Liquids Berth 2 Marine Loading Arms (letter dated 18 December 2007);</p> <p>d) Response to Submissions Report prepared by Sinclair Knight Merz Pty Ltd and dated 26 February 2008; and</p> <p>e) the conditions of this approval</p>	<p>The project is generally operating in accordance with the required documents, however:</p> <p>Two (2) non-compliances were identified during the audit – these are addressed within the audit report and within this checklist against the relevant condition of approval. The non-compliances related to:</p> <ul style="list-style-type: none"> • MCoA 1.7 - Lack of ongoing training and induction in the requirements of the OEMP • MCoA 6.3 - The Operations Environmental Management Plan (OEMP) has not been maintained and updated since the initial issue <p>Status: Ongoing</p>		NC 1 & 4	
1.2	NSW Ports	<p>In the event of an inconsistency between:</p> <p>a) The conditions of the approval and any document listed from condition 1.1a) to 1.1d) inclusive, the conditions of the approval shall prevail to the extent of the inconsistency</p> <p>b) Any document listed from condition 1.1a) to 1.1d) inclusive, and any other document listed from condition 1.1a) to 1.1d) inclusive, the most recent document shall prevail to the extent of the inconsistency</p>	<p>Noted</p> <p>Status: Ongoing</p>	V		

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
1.3	NSW Ports	The Proponent shall comply with any reasonable requirement(s) of the Director- General arising from the Department's assessment of: a) Any reports, plans or correspondence that are submitted in accordance with this approval; and b) The implementation of any actions or measures contained in these reports, plans or correspondence	The following requirement arose from a requirement of the Department of Planning and Environment (DPE): NSW received correspondence from the DPE following the submission of the 2014 Environmental Audit Report and a subsequent request for changes to the Compliance Tracking Program. NSW Ports proposed to the Department of Planning and Environment (DPE) that future compliance is to be demonstrated through environmental audits undertaken at three yearly intervals. DPE accepted this proposal in a letter dated 17 March 2015 and requested a revision and re-submission of the Compliance Tracking Program (CTP) by 30 April 2015. The revised CTP was submitted to DPE on 29 April 2015 and approved on 12 May 2015. No other specific requirements in relation to this condition were identified during the audit. Status: Ongoing	C		
Limits of Approval						
1.4	NSW Ports	This approval shall lapse after five years after the date on which it is granted, unless the works the subject of this approval are physically commenced on or before that time	Noted. The works commenced in September 2011 Status: Complete	C		
1.5	NSW Ports / Users	The export of Liquefied Petroleum Gas (LPG) is permitted, provided that a report detailing the reverse flow prevention arrangements for LPG export is firstly submitted to the satisfaction of the Director-General.	As noted in the last audit, there have been no tenants/operators committed to the import and export of LPG. There has been no change since the last audit.	C		NT

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
			Status: Ongoing			
Statutory Requirements						
1.6	NSW Ports /Users	The proponent shall ensure that all Licences, permits and approvals are obtained and kept up-to-date as required throughout the life of the development. No condition of this approval removes the obligation for the Proponent to obtain, renew or comply with such licences, permits or approvals. The Proponent shall ensure that a copy of this approval and all relevant environmental approvals are available on site at all times during the project.	<p>Environmental Protection Licences (EPLs) are held by Users- Vopak and Terminals. NSW Ports are not required to hold a licence.</p> <p>Sighted Vopak Licence no. 6007 Licence version date 1 December 2016, anniversary date 1 July. Shipping in Bulk (5000000 t) is listed as a scheduled activity.</p> <p>Sighted Terminals variation of Licence No. 1048 Licence Version date 23 Nov 2017, anniversary date 7 February. Shipping in Bulk is listed as a scheduled activity (100000 – 500000 t)</p> <p>The Annual Report by NSW Ports to the Port Lessor (other Ports included) includes checks of the public register for the licence annual return - 12 months to end of May. Licences are still current by Vopak and Terminals. Non-compliances are recorded in the report for Vopak (period 1 June 2017 to 31 May 2017).</p> <p>Status: Ongoing</p>	C		

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
Compliance						
1.7	NSW Ports / Users	The Proponent shall ensure that employees, contractors and subcontractors are aware of, and comply with, the conditions of this approval relevant to their respective activities.	<p>There was limited evidence to demonstrate that all employees, contractors and subcontractors are aware of the existence or compliance requirements of the Conditions of Approval</p> <p>The two key documents/processes that would inform employees and contractors of their environmental responsibilities are the Operations Manual (Employees) and the General Site Induction slides (Employees and contractors/subcontractors). Neither of these documents reference the Conditions of Approval, the OEMP or identify specific environmental controls</p> <p>Section 2.6 of the OEMP requires site specific induction to include the following (text in italics) Red text indicates areas where requirements are not fully satisfied:</p> <p><i>1. Control procedures for operational activities that can be followed to minimise environmental impacts (as outlined in the OEMP) No reference to OEMP, refers primarily to Health and Safety procedures;</i></p> <p><i>2. Site layout – Yes – in Evacuation diagrams and route map</i></p> <p><i>3. Safety procedures – Yes (major focus)</i></p> <p><i>4. Hazardous materials and their safe use – hazardous substances referenced slide 29 – safety focus – no environmental precautions</i></p> <p><i>5. Environmental emergency response procedures (only</i></p>		NC #1	

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
			<p>general fire and evacuation response included – no specific environmental response)</p> <p>6. <i>Firefighting</i> Evacuation under emergency procedure slide - OK</p> <p>7. <i>Fuel handling and spillage – minimal – only mentions “push fire button for large spill or fire”</i></p> <p>8. <i>Documentation systems</i></p> <p>The site induction material (BLB General Induction v5 201707) does not specifically include reference to the OEMP requirements, and provides minimal environmental requirements (induction has WHS focus).</p> <p>Operations Manual (dated April 2016) was sighted and reviewed – it was noted that there are no references in the Manual to the OEMP (however OEMP references Operations Manual).</p> <p>It was stated that BLB Officers undertake training in the Operations Manual in annual review / catch-up however no documented records are kept / could be located.</p> <p>Training of BLB Officers (OPEC systems) doesn't include any reference to the OEMP and its requirements.</p> <p>Subcontractors (eg – maintenance contractors and consultants – electricians, painters, mechanical, hydraulics – work within the Ports guidelines and are inducted.</p> <p>Status: Ongoing</p>			

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
1.8	NSW Ports	The Proponent shall be responsible for environmental impacts resulting from the actions of all persons on site, including contractors, subcontractors and visitors.	<p>There have been no significant environmental incidents / impact on the site since the last audit or commencement of operations. There have been some minor spills by the users (Terminals) and these were reported to NSW Ports. The Hazard audit required as part of the Conditions of Approval documented the specific incidents (not repeated in this report) noting that the incidents were minor product spills in BLB2, mainly fuel oil. These were contained and there have been no significant safety or environmental incidents.</p> <p>NSW Ports provides spill control materials as a back-up and requires users of the berth to provide their own spill control materials during liquid transfers. A permit to work system and other control mechanisms are imposed on all users and subcontractors to minimise potential for environmental impacts.</p> <p>Status: Ongoing</p>	C		
Utilities and Services						
1.9	Constructor / NSW Ports	Prior to commencement of construction, the Proponent shall identify (including, but not limited to the position and level of service) all public utility services on the site, roadway, footpath, public reserve or any public areas that are associated with, and / or adjacent to the site, and/or likely to be affected by the construction and operation of the project.	<p>This was assessed at the construction phase audit and deemed compliant.</p> <p>Status: Completed</p>			NT
1.10	NSW Ports	The Proponent shall consult with the relevant utility provider(s) for those services identified under condition 1.9 and make arrangements to adjust and/or relocate services as required.	There have been no additional requirements to consult since the last audit	C		

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
		The Proponent shall bear the full cost associated with providing utilities and services to the site, and restoring any public utilities that may be damaged during the proposed works.	Status: Ongoing			
1.11	NSW Ports	Prior to the commencement of construction works that may affect services/utilities; the Proponent shall provide documentary evidence to the Director-General that the requirements of the relevant utility provider(s) have been met.	Pre- construction requirement. All works have now been completed. Previously deemed compliant Status: Completed, Closed	C		
2 SPECIFIC ENVIRONMENTAL CONDITIONS						
Hazards and Risk						
2.1 Pre-construction – Note – most preconstruction conditions removed as not relevant to the scope of this audit						
2.1(a)	NSW Ports	Fire Safety Study (Pre-construction) The Users' designers are to review the Fire Safety Study (re CoA 2.1 a) as part of the design process and amend it based on the proposed gas and liquid transfer and infrastructure installed. The updated FSS shall then be submitted to Sydney Ports for review prior to the finalisation of the detailed design works for the berth. The Users are to confirm that the recommended safety features have been incorporated for the Marine Loading Arms during design of the pipeline facilities. The updated FSS is to be submitted to the DG for approval	The original FSS was approved by both FRNSW and DPE in 2011. The letter of approval for the original FSS from DPE notes that updates to the FSS are required to be approved by the DG. The previous audit noted that: <i>NSW Ports received a letter from NSW Fire and Rescue on 27/2/14 regarding the revised FSS that was submitted to NSW Fire and Rescue on 5/7/13 seeking clarification on a number of issues and an assessment of the fire hazard risk associated with the new Terminals Changeover/Jump Station adjacent to BLB1. Terminals undertook the risk assessment and NSW Ports submitted the clarification and Risk Assessment to NSW Fire and Rescue on 6/5/14. NSW Fire and Rescue acknowledged receipt of the information and advised that due to prioritisation of issues, a formal response</i>		NC #2	

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				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
			<p><i>may be delayed.</i></p> <p>There has been no change since last audit and to date, an updated FSS has not been submitted to or approved by DPE.</p> <p>At the time of the audit, a new pipeline was under construction by the user Terminals, and had recently commenced operation at the time of reporting.</p> <p>NSW Ports will update the FSS and resubmit for approval.</p> <p>Status: In progress</p>			
2.2	NSW Ports	<p>Pre-Commissioning Two months prior to the commencement of project commissioning, or within such period otherwise agreed by the Director-General, the Proponent shall develop and implement the following plans and systems and submit them for approval to the Director-General:</p>	See below			
2.2 (a)	NSW Ports	<p>Emergency Plan A comprehensive Emergency Plan and detailed emergency procedures for the project prepared in accordance with the Department of Planning's Hazardous Industry Planning Advisory Paper No. 1 - Industry Emergency Planning Guidelines, and submit them for the approval of the Director-General.</p>	<p>This condition was deemed compliant at the previous audit noting that the Emergency Plan was approved by the Director General on 16/10/2013. Operations commenced 5/12/13.</p> <p>The plan has been progressively updated over time with the latest version dated Feb 2017. The changes were primarily administrative in nature, with no significant changes made to the contents except frequent revisions to keep the contacts list up to date.</p> <p>Emergency committee meetings are held every quarter and Wayne Ashton (BLB Manager) on</p>	C		

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
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			<p>Regional committee (all agency committee).,</p> <p>The Port Botany Emergency Plan facility sits beneath the Botany Bay Emergency Plan (owned by Police service). NSW Ports maintains the contacts lists and distributes it to the tenants (copy provided). SMSs sent to contacts</p> <p>A specific BLB Emergency Plan is also in place and is Appendix N to the Operations Manual. The Plan is site specific on what officers are required to do until handed over to emergency services. It is posted in office in hard copy. Appendix P Emergency Shut Down Procedure -in the event of a spillage or other emergency is also in place. Ship and terminal actions are listed.</p> <p>Status: Ongoing</p>			
2.2 (b)	NSW Ports	<p>Safety Management System</p> <p>Two months prior to the commencement of project commissioning, or within such period otherwise agreed by the Director-General, the Proponent shall develop and implement a comprehensive Safety Management System covering all on-site operations and associated transport activities involving hazardous materials. The document shall clearly specify all safety related procedures, responsibilities and policies, along with details of mechanisms for ensuring adherence to the procedures. Records shall be kept on-site and shall be available for inspection by the Director-General upon request. The Safety Management System shall be developed in accordance with the Department of Planning's Hazardous Industry Planning Advisory Paper No. 9 - Safety Management.</p>	<p>A Safety Management System (SMS) for BLB2 (incorporates BLB1 and BLB2) was developed in August 2013 for implementation from 1 November 2013 and was deemed compliant at the last audit.</p> <p>The SMS has been progressively updated with the latest version (v 1.2) dated 31/03/2017. The changes are primarily administrative, reflecting changes to personnel with no material changes.</p> <p>The audit included a brief evaluation of ongoing implementation of the SMS including a review of safety documentation and records. Safe work practices include a permit to work system – this system is used in conjunction with the Terminal company's permit systems (Vopak and Terminals)</p>	C		

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
			<p>Sighted the following Permits and other BLB2 records:</p> <ul style="list-style-type: none"> • Cold Work Permit by contractor working for terminals (also Terminals permit attached) • Hot Work Permit – painting – directly for NSW Ports (3612) 5/1/17; • Cold work Permit for NSW Ports (no 3815) Brownlec removal of redundant camera 1/12/17 (Site rules are printed on the back of the Permits). • Wharf clearance certificates; • Ships pre-arrival checklists; • Ship to shore checklist and operational agreement • Shift logs • Ships emergency documentation (place in box/tube at entrance to wharf entrance road • Evacuation diagrams <p>A more detail assessment of safety management was included in the Hazard Audit required as part of Condition 3.3. The Hazard Audit notes that process safety is carried out in accordance with a well-developed Safety Management System and that is covers both the maintenance aspects of BLB2 and the governance aspects of the product transfer operations carried out by Terminal Operators. Status: ongoing</p>			
Air Quality Impacts						
Odour						
2.3	NSW Ports/Users	The Proponent shall not permit any offensive odour, as defined under section 129 of <i>the Protection of the</i>	Noted	C		

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
		<i>Environment Operations Act 1997</i> , to be emitted beyond the boundary of the site unless as otherwise permitted by an Environment Protection Licence.	Odour is not a significant issue on the project. Odour was not identified as significant during the site inspections conducted during the audit. No odour complaints have been received by NSW Ports that can be linked to the BLB facility. Status: Ongoing			
Dust Emissions						
2.4	NSW Ports	The Proponent shall undertake the project in a manner that minimises or prevents dust emissions from the site. Including wind-blown and traffic generated dust. Should visible dust emissions occur at any time, the Proponent shall identify and implement all practicable dust mitigation measures, including cessation of relevant works, as appropriate, such that emissions of visible dust cease.	This condition primarily applies to the construction phase as there are minimal to no dust sources at the built facility. The site inspection did not identify any dust issues at the site. Status: Closed	C		
Noise Impacts						
Operation Noise Impacts						
2.9	NSW Ports	The Proponent shall minimise noise emissions from plant and equipment operated on the site by installing and maintaining, wherever practicable, efficient silencers and low-noise mufflers (residential standard).	Minimal plant and equipment is operated at the BLB. The most significant noise source is the ships in port, and the BLB have no control over this issue. Fire pumps and generators are kept on site for breakdown/emergency use and are periodically tested during daylight hours. Mobile plant such as lawn mowers, forklifts etc may attend site occasionally for maintenance purposes, however this is short-term use and is generally undertaken during daylight hours. No noise issues were identified during the audit Status: Ongoing	C		

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome														
				* See footer for key														
				C V	Finding NC/ANC/ OBS	NT												
2.10	NSW Ports	<p>The Proponent shall design, operate and maintain the project to ensure that the noise contributions from the project do not exceed the maximum allowable noise contributions specified in Table 1, at those locations and during those periods indicated. The maximum allowable noise contributions apply under:</p> <p>a) meteorological condition of wind speeds up to 3 ms-1 (measured at 10 metres above ground level); or b) temperature inversion conditions up to 3oC per 100 metres and wind speeds up to 2ms-1 (measured at 10 metres above ground level).</p>	<p>A noise audit/ Ship Noise Monitoring Report was conducted on 27 February 2014 as reported in the last audit. The monitoring report concluded that “Noise levels predicted at the four receiver locations complied with the noise limits specified in the Approval, for both operation of BLB'2 as well as BLB1 and BLB2 together.</p> <p>There has been no significant change in operations since 2014 and there have been no noise complaints in relation to BLB2 operation.</p> <p>Status: Ongoing</p>	C														
		<p>Table 1 - Operational Noise Limits for Representative Residential Receivers</p> <table border="1"> <thead> <tr> <th rowspan="2">Location</th> <th>Day/Evening/Night Bulk Liquids Berth No. 2 only</th> <th>Day/Evening/Night Bulk Liquids Berth 1 and 2</th> </tr> <tr> <th>L_{Aeq}(15 minute) (dB(A))</th> <th>L_{Aeq}(15 minute) (dB(A))</th> </tr> </thead> <tbody> <tr> <td>Botany Road, north of the Golf Club (Location 4)</td> <td>35</td> <td>38</td> </tr> <tr> <td>Australia Avenue (Location 5)</td> <td>35</td> <td>38</td> </tr> <tr> <td>Wassel Street/Military Road (Location 6)</td> <td>35</td> <td>38</td> </tr> <tr> <td>Elaroo Avenue (Location A)</td> <td>35</td> <td>38</td> </tr> </tbody> </table>					Location	Day/Evening/Night Bulk Liquids Berth No. 2 only	Day/Evening/Night Bulk Liquids Berth 1 and 2	L _{Aeq} (15 minute) (dB(A))	L _{Aeq} (15 minute) (dB(A))	Botany Road, north of the Golf Club (Location 4)	35	38	Australia Avenue (Location 5)	35	38	Wassel Street/Military Road (Location 6)
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Elaroo Avenue (Location A)	35	38																
2.11	NSW Ports	<p>For the purpose of assessment of noise contributions specified under condition 2.10 of this approval, noise from the project shall be:</p> <p>a) Measured at the most affected point on or within the residential boundary to determine compliance with the LAeq(15 minute) and LAeq(night) noise limits outlined in condition 2.10; and</p>	<p>An Alternative noise assessment methodology was accepted by EPA (14/2/14) and submitted to DP&E (14/2/14) prior to undertaking the 2014 noise audit as reported in the previous audit report. There has been no further noise assessment since 2014.</p>	C														

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
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		b) subject to the modification factors provided in Section 4 of the New South Wales Industrial Noise Policy (EPA, 2000), where applicable. Notwithstanding, should direct measurement of noise from the premises be impractical, the Proponent may employ an alternative noise assessment method deemed acceptable by the DECC (refer to Section 11 of the <i>New South Wales Industrial Noise Policy</i> (EPA, 2000)). Details of such an alternative noise assessment method accepted by the DECC shall be submitted to the Director-General prior to the implementation of the assessment method.	Status: Closed			
Soil and Water Impacts						
2.12	NSW Ports	The proponent shall ensure that all stormwater on the working platform is directed to a stormwater treatment unit/pollutant trap capable of removing gross pollutants, oil, grease and sediments, prior to it being discharged to Botany Bay.	Completed –installed and operating - Addressed in design. The stormwater treatment unit was visited during the audit, however all infrastructure is underground and could not be directly viewed. Status: Closed	V		
2.13	NSW Ports	The Proponent shall ensure that all oil and grease or other pollutants in the wastewater storage tank and the stormwater treatment unit is regularly collected and disposed of off-site at a waste management facility lawfully permitted to accept this waste.	A maintenance schedule is in place for GPT and Oil Water Separator with clean-out and removal of waste scheduled every 2 years. Waste was last removed from the separator in Dec 2016 by licensed contractor ToxFree. Waste docket showing 5.8 tonnes of J120 waste removed from site was sighted. Control measures are addressed in Table 7 of the OEMP, the Emergency Plan and the Safety Management Plan. The volume of pollutants collected has been relatively minor. Waste was last removed from the separator in Dec 2016 by licensed contractor ToxFree. Status: Ongoing	C		
3	NSW Ports	ENVIRONMENTAL MONITORING AND AUDITING Noise Audit				


MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
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3.1	NSW Ports	<p>Within 90 days of commencement of operations associated with the project and during a period in which the project is operating under normal operating conditions, the Proponent shall undertake a noise audit to detail the noise emission performance of the facility. This audit shall meet the requirements of the DECC, and shall include, but not necessarily be limited to:</p> <p>a) noise monitoring, consistent with the guidelines provided in <i>New South Wales Industrial Noise Policy</i> (EPA, 2000) to assess compliance with the criteria specified in Table 1 of this approval;</p> <p>b) methodologies for noise monitoring;</p> <p>c) location(s) of noise monitoring;</p> <p>d) frequency of noise monitoring;</p> <p>e) identification of monitoring sites at which pre-and post-project levels can be ascertained; and</p> <p>f) provision of details of any complaints received relating to noise generated by the project, and action taken to respond to those complaints.</p>	<p>Noise audit was conducted on 27/2/14 by SLR noise consultants within the required 90 day period since commencement of operations and included the necessary details as required by this condition.</p> <p>The Noise audit was undertaken using an alternative method was proposed and accepted by the EPA and P&I in their approval letter dated 18 February 2014.</p> <p>The report concluded that <i>“Noise levels predicted at the four receiver locations complied with the noise limits specified in the Approval, for both operation of BLB’2 as well as BLB’1 and BLB’2 together”</i>. No further monitoring was recommended in the report.</p> <p>There have been no noise complaints relating to the operation of the facility to date or since the last audit.</p> <p>Status: Completed</p>	C		
3.2	NSW Ports	<p>Within 28 days of conducting the noise audit referred to under condition 3.1 of this approval, the Proponent shall provide the Director-General and DECC with a copy of the report. If the noise audit identifies any non-compliance with the noise limits imposed under this approval, the Proponent shall detail what additional measures would be implemented to ensure compliance, clearly indicating who would implement these measures, when these measures would be implemented, and how the effectiveness of these measures would be measured and reported to the Director-General.</p>	<p>An email was received on 20/05/14 from DP&I requesting clarification on a number of points and an email response was provided. Letter received from DPE on 4/6/14 that acknowledged that the noise audit report was consistent with Conditions 3.1 and 3.2 and notes no exceedances of the noise limits were recorded and no further action is required at this time. No change since last audit</p> <p>Status: Completed</p>	C		
		Hazard Audit				
3.3	NSW Ports	<p>Twelve months after the commencement of operations of the project or within such period otherwise agreed by the Director-</p>	<p>An Issue of Concern was raised at the last audit in</p>	C		

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
		<p>General, the Proponent shall carry out a comprehensive Hazard Audit of the project and within one month of its completion submit the audit report to the Director General. The audit shall be carried out at the Proponent's expense by a duly qualified independent person or team approved by the Director General prior to commencement of the audit. Further audits shall be carried out every three years or as determined by the Director General and a report of each audit shall be submitted to the Director General within one month of each audit completion date. All hazard audits shall be carried out in accordance with the Department of Planning's <i>Hazardous Industry Planning Advisory Paper No.5 - Hazard Audit Guidelines</i>. Each audit shall include a review of the site Safety Management System and a review of all entries made in the incident register since the previous audit. Each audit report must be accompanied by a program for the implementation of all recommendations made in the audit report. If the Proponent intends to defer the implementation of a recommendation, justification must be included.</p>	<p>relation to the timing of the 2014 Hazard Audit and the official approval of the auditor. This was satisfactorily resolved and closed out prior to issue of the previous independent environmental audit report.</p> <p>The Hazard audit undertaken by Dr Raghu Raman of Arriscar Risk Engineering Solutions and was submitted to DP&E on 20/1/2015. DP&E requested an extension to the audit to cover pipe manifolds, marine loading arms and pipelines to user facilities. The updated report covering the extension was submitted to DP&E on 12/5/16.</p> <p>The 2017 hazard audit was also undertaken by Dr Raman in November 2017. At the time of the independent environmental audit site visit, the draft had been issued and comments provided. A review of the draft report found that a review of the site SMS; a review of all entries made in the incident register and a program for implementation of recommendations have been made in the report. The Hazard audit was conducted within the timeframes required by this condition.</p> <p>Status: In progress</p>			
4		COMPLIANCE MONITORING AND TRACKING				
		Compliance Tracking Program				
4.1	NSW Ports	The Proponent shall develop and implement a Compliance Tracking Program to track compliance with the requirements of this approval. The program shall be submitted to the Director-General for approval prior to the commencement of construction. The program shall relate to both construction and operational stages of the project and shall include, but not	Since the last audit, a revised Compliance Tracking Program (CTP) was prepared and submitted to DPE on 29 April 2015 and was approved on 12 May 2015. The revised program included changes to the frequency of independent environmental audits	NC		

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				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
		<p>necessarily be limited to;</p> <ol style="list-style-type: none"> provisions for periodic review of the compliance status of the project against the requirements of this approval; provision for periodic reporting of compliance status to the Director-General; provisions for specific reporting requirements as required by conditions 4.2 and 4.3; a program for independent environmental auditing at least annually, or as otherwise agreed by the Director-General, in accordance with ISO 190011:2002 – Guidelines for Quality and/or Environmental Management Systems Auditing; and mechanisms for rectifying any non-compliance identified during environmental auditing or review or compliance. 	<p>(reduced from annually to 3 yearly), and that these reports now form the basis of periodic compliance reporting to DPE.</p> <p>Section 2.1 of the approved revised CTP states that “NSW Ports will review the compliance status of the project <u>annually</u> and document evidence of compliance within the compliance tracking system to be included in the Environmental Audit”.</p> <p>A Tracking spreadsheet covering compliance for 2017 was provided as evidence for this audit, however annual compliance reviews have not been documented for the interim years of 2016 or 2015.</p> <p><i>Part e) is specifically addressed below:</i></p> <p>e) NSW Ports have systems in place to address any non-compliances as demonstrated in previous audits. No non-compliances have been identified to date in relation to environmental compliance. A system for tracking of issues is included as part of the SMS (STEMS). Issues arising from this audit or other compliance issues would be entered into this system. The compliance tracking program refers to entering into a Register.</p> <p>Refer to NC #4 – the OEMP should reference the changes to the compliance tracking program.</p> <p>A Compliance Tracking System was implemented to</p>			

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				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
			<p>track compliance across all phases of the project and satisfies the requirements a) to e). The original Compliance Tracking program was approved by DP&I June 2011 14/06/11.</p> <p>During the construction phase, 6 monthly compliance tracking reports were implemented, however the frequency of these changed with the submission of a revised Compliance Tracking Program.</p> <p>Status: Ongoing</p>			
4.2	NSW Ports	<p>One month prior to the commencement of project operations, the Proponent shall submit to the Director-General a Pre-Startup Compliance Report detailing compliance with conditions 2.1 and 2.2, including:</p> <p>a) dates of study/plan/system submission, approval, commencement of construction and commissioning;</p> <p>b) actions taken or proposed to implement recommendations made in the studies/plans/systems; and</p> <p>c) response to any requirements imposed by the Director-General under condition 1.3.</p>	<p>The Pre-Start Up Compliance Report was prepared by NSW Ports and submitted to DP&I on 16/10/13. The report contained details of NSW Ports and Terminals compliance with the safety and hazard documentation in CoA 2.1 and 2.2.</p> <p>The receipt of the Pre-Start Up Compliance Report was acknowledged in an email from DP&I dated 29/11/13 stating that “the Department has reviewed the report and has no comments on it”.</p> <p>No changes since the last audit</p> <p>Status: Completed, closed</p>			NT
4.3	NSW Ports	<p>Three months after the commencement of project operations, the Proponent shall submit to the Director-General, a Post-Startup Compliance Report verifying that:</p> <p>a) the Emergency Plan required under condition 2.2a) is in place and effective and that at least one emergency exercise</p>	<p>The Post-Start Up Compliance Report was prepared by NSW Ports and submitted to DP&I on 4/3/14. The report contained details of the implementation of the emergency plan and emergency exercises conducted and the implementation of the Safety Management</p>			NT

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
		has been conducted; and b) the Safety Management System required under condition 2.2b) has been fully implemented and that records required by that system are being kept on site.	System. Acknowledgement of receipt of the Post-Start Up Compliance Report was received in a letter dated 18/7/14 from Planning and Environment which notes that the report confirms inclusion of certain components of the Report and that the Department has no further comments. No changes since last audit Status: Completed, closed			
COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT						
5.1	NSW Ports	Subject to confidentiality, the Proponent shall make all documents required under this approval available for public inspection on request	The following documents were sighted on the NSW Ports Website on the day of the audit. (https://www.nswports.com.au/community-and-environment-hub/project-compliance/blb-2/) : <ul style="list-style-type: none"> • Environmental Assessment • Response to Submissions Report • Consolidated Instrument of Approval • NSW Ports Compliance Tracking Program (revised version 2 April 2015) • Historical compliance tracking reports from Nov 2011 to Nov 2014 • Pre-start-up Compliance Report • Post-Start-up Compliance Report • BLB2 Initial Annual Environmental Audit – June 2012 • BLB2 –Annual Environmental Audit No 2 August 2013 • BLB2 Operational Environmental Audit – Nov 2014 	C		

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
			<ul style="list-style-type: none"> NSW Ports Operational Environmental Management Plan Version 2 October 2013 Status: Ongoing			
Complaints Procedure						
5.2	NSW Ports	<p>Prior to the commencement of construction of the project, the Proponent shall ensure that the following are available for community complaints for the life of the project (including construction and operation):</p> <ol style="list-style-type: none"> A telephone number on which complaints about construction and operational activities at the site may be registered; A postal address to which written complaints may be sent; and And email address to which electronic complaints may be transmitted. <p>The telephone number, the postal address and the email address shall be displayed on a sign near the entrance to the site, in a position that is clearly visible to the public, and which clearly indicates the purposes of the sign.</p>	<p>Signage with the required information is displayed at the entrance to the facility, however it is noted that the email address on the sign and in the OEMP are not the current correct email address. The current correct email address is enquiries@nswports.com.au. See photo below</p>  <p>A test on the email was conducted during the audit, and it was found that the email was forwarded to the correct address and was received and responded to.</p>		OBS #2	

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				* See footer for key		
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			<p>The correct contact information is included on the NSW Ports website.</p> <p>The complaints response procedure continues to be outlined within the OEMP (no changes since last audit).</p> <p>Status: Ongoing</p>			
5.3	NSW Ports	<p>The Proponent shall record details of all complaints received through the means listed under condition 5.2 of this approval in an up-to-date Complaints Register. The Register shall record, but not necessarily be limited to;</p> <ol style="list-style-type: none"> the date and time, where relevant, of the complaint; the means by which the complaint was made (telephone, mail or email); details of the complainant that were provided, or if no details were provided, a note to that effect; the nature of the complaint; any action(s) taken by the Proponent in relation to the complaint, including any follow-up contact with the complainant; and if no was taken by the Proponent in relation to the complaint, the reason(s) why no action was taken <p>The Complaints Register shall be made available for inspection by the Director-General upon request.</p>	<p>There have been no complaints received regarding operations at the BLB2</p> <p>An Environment Complaints and Incidents Register continues to exist with the columns for each of the fields/criteria specified in this condition, however it has not required use.</p> <p>Status: Ongoing</p>	C		
6	ENVIRONMENTAL MANAGEMENT					
	Operation Environmental Management Plan					

MCoA No	Responsible Entity NSWP PANSW / User	MCoA Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
6.3	NSW Ports	<p>Prior to the commencement of operation of the project, the Proponent shall prepare and submit for the approval of the Director-General an Operation Environmental Management Plan to detail an environmental management framework, practices and procedures to be followed during the operation of the project. The Plan shall be consistent with the Department's <i>Guideline for the Preparation of Environmental Management Plans</i> (DIPNR 2004), and shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> a) a description of all activities to be undertaken on the site during operation of the project; b) statutory and other obligations that the Proponent is required to fulfil during operation, including all approvals, consultations and agreements required from authorities and other stakeholders, and key legislation and policies; c) specific consideration of measures to address any requirements of Council and the DECC during operation; d) details of how the environmental performance of operations will be monitored, and what actions will be taken to address identified adverse environmental impacts e) a description of the roles and responsibilities for all relevant employees involved in the operation of the project and a program for how these employees will be trained in responsibilities identified in the plan; and f) complaints handling procedures to be applied during operation of the project (conditions 5.2 and condition 5.3 of this approval) 	<p>An Operation Environmental Management Plan (OEMP) was prepared and approved in October 2013 for initial operation, however it has not been revised since then. The Plan was assessed at the last audit as compliant, as it includes the appropriate elements, however it now includes out of date information.</p> <p>The approved OEMP requires that "The OEMP shall be reviewed after the first 12 months of operations to ensure that it adequately addresses the identified issues. Follow-up reviews shall take place every two years after that or when operations change that warrant an update of the OEMP"</p> <p>The Plan refers to out-of-date legislation and complaints contact details, and does not reflect the changes to the Compliance Tracking Program.</p>		NC #4	
ENVIRONMENTAL REPORTING						
7	Incident Reporting					
7.1	NSW Ports	The Proponent shall notify the director-General of any incident with actual or potential significant off-site impacts on people or	There have been no significant incidents reported	C		

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				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
		the biophysical environment within 12 hours of becoming aware of the incident. The Proponent shall provide full written details of the incident to the Director-General within 24 hours of any incident or potential incident occurring. A further detailed report shall be prepared and submitted following investigations of the cause and identification of necessary additional preventive measures. The detailed report is to be submitted to the Director-General no later than 14 days after the incident or potential incident.	<p>since operations commenced.</p> <p>An incident register has been created and the requirements of this condition are noted There have been no incidents that have required reporting to the DG or EPA since commencement of operations.</p> <p>Status: Ongoing.</p>			

Part 2 - Statement of Commitments

SoC No	Responsible Entity NSWP PANSW / User	SoC Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
GENERAL						
1	NSW Ports	Development will be carried out generally as described in <i>Bulk Liquids Berth Terminal No. 2, Port Botany, Environmental Assessment</i> , prepared by Sinclair Knight Merz and dated September 2007.	Refer MCoA Condition 1.1 Status: complete	C		
SERVICES						
2	NSW Ports	Liaison will be undertaken with SPC and the relevant utility and service providers regarding timing of connections to the services, location of services and utilities on the site.	This commitment would be related to the construction phase and is not relevant to operations Status: Completed - closed			NT
CONTAMINATION						
7	NSW Ports Users	Contamination Leakages from pipes would be minimised by pressure pipe monitoring, with any required urgent corrective actions, and regular general inspections	Pipes are monitored by the Users. Regular inspections are also undertaken by NSW Ports to ensure no leakages are occurring. The requirement is included within the user Pipeline licences. Sighted BLB2 User Licence Deed Annexure K (e) requires monitoring (including, where applicable, cathodic protection and pressure testing). Terminals recently undertook pressure testing (Oct 17) and sighted evidence that Vopak are due to undertake pressure testing 15-22 Jan 2018. Regular pipeline inspections are undertaken by users and their specialist contractors and certain requirements relating to integrity are required to be reported to NSW Ports.	C		

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				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
			NSW Ports staff undertake "White Level inspections" on a regular basis (twice per shift, around 6 times per day including at night time) No instances where urgent corrections are required have occurred to date. Some corrections such as potentially insufficient bracketing was reported to a tenant and was addressed. Status: Ongoing			
Contamination						
9	NSW Ports / Users	Appropriate disposal of any contaminated water or soil in accordance with DECC waste management guidelines	The only potentially contaminated waste removed from site would be from the clean-out of the GPT and OWS – removed by Toxfree Dec 2016. (sighted evidence – screen shot of invoice 8/12/16 on email from ToxFree). Status: Ongoing	C		
WATER QUALITY						
11	NSW Ports	The working platform and manifold areas would be bunded and would drain to wastewater storage tank. All water collected in the manifold area would be assessed, treated and/or disposed of at an appropriately licensed liquid waste management facility. Water from the working platform would initially be assessed to determine whether it is unpolluted and suitable for release to Botany Bay – or requires disposal at an appropriately licensed liquid waste management facility.	This was addressed in design and continues to operate. This commitment relates to design of the stormwater management system and the infrastructure for this was under construction at the time of the first audit and was complete at the second audit. The facility was also sighted at audit as part of the inspection during this audit. Status: Complete	C		
13	PANSW	An oil boom facility would be readily available to be deployed rapidly from the nearby Brotherson Dock and brought to BLB2 in the event of a spill.	Present as part of the existing emergency oil spill response team located in Brotherson Dock and is the responsibility of the Port Authority. This arrangement is still in place for Port Authority NSW	C		

SoC No	Responsible Entity NSWP PANSW / User	SoC Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
			and is referenced in the suite of Management Plans. NSW Ports and users are involved in the emergency response drill. Not visited as part of the audit Status: Ongoing			
14	NSW Ports	Procedures for spills and leaks including notifications and clean ups would be developed	Emergency Plans are in place as above in commitment no.13 and is addressed in Sections 2.8 and 2.9 of the OEMP. Emergency exercises are undertaken. Sighted Emergency Exercise 11/08/2017 BLB2. The scenario was loss of containment of heavy fuel oil onto the berth and into the bay. Participants included NSW Ports, Terminals, Fire and Rescue NSW and Port Authority NSW. Next drill to include the other user, Vopak is in the planning stage (no formal date) with a planned scenario involving flammable product in 2018. Status: Complete. Implementation – ongoing	C		
SECURITY						
19	PANSW / NSW Ports	A review of both the existing security assessment and the approved MSP would be undertaken to ensure appropriate security measures are maintained.	This was assessed initially at the construction audit as a one-off assessment and was deemed compliant. Status: Complete, closed	C		NT
20	PANSW / NSW Ports / Users	Government issued personal identity (ID) cards including Maritime Security Identification [MSIC] cards which require the applicant to have undergone a number of background security checks) would be a pre-requisite for any personnel to gain access to BLB2.	As stated in the Port Operating Protocol (POP), other than the master of any Construction Vessel or supervisor of any Works Under Contract (WUC), for Contractor's activities within the Marine Works Area (MWA), possession of a MSIC will not be required. For Contractor's activities outside the MWA, possession of	C		

SoC No	Responsible Entity NSWP PANSW / User	SoC Requirement	Comments, observations, discussion Evidence, supporting documentation	Audit Outcome		
				* See footer for key		
				C V	Finding NC/ANC/ OBS	NT
			<p>a valid MSIC will be required by Contractor's personnel and agents, or they will be required to be under constant supervision by a valid MSIC holder.</p> <p>The Contractor is to ensure that the master of any Construction Vessel or supervisor of any WUC within a Maritime Security Zone is in possession of a valid MSIC or under constant supervision by a valid MSIC holder. As stated in the Site Access Plan, the Contractor's personnel working within the Land Site do not require Maritime Security Identification Cards (MSIC).</p> <p>Status: Ongoing</p>			
21	NSW Ports	Operating Company vehicles (forklifts, vehicles carrying product discharge equipment - hoses, pumps and ancillaries) would only gain access the BLB2 through the controlled gates adjacent to the personnel access gate at BLB1.	The site inspection confirmed that the vehicles access the site through the controlled gates adjacent to the personnel access gate at BLB1. Addressed in BLB2 OEMP	C		
27	NSW Ports	Operation of the BLB2 will be carried out in accordance with the Operations Manual which includes operational environmental management procedures.	Operations Manual is the primary document that informs operators of the requirements for operation of the BLB2. As noted in NC #1 the OEMP is not referenced in the Operations Manual, and does not necessarily include all relevant environmental management procedures.		NC #1	
WASTE MANAGEMENT						
23	NSW Ports / Users	All waste generated would be removed from the work area as soon as practicable and disposed in accordance with DECC waste management guidelines (<i>Assessment, Classification and Management of Liquid and Non-Liquid Waste 1995</i>).	<p>From an operations perspective, minimal waste is generated, and this would be in the site offices. The waste is removed by Remondis, an approved contractor as required.</p> <p>Quarantine waste from the ships are stored near the BLB2 Offices and it was noted that one of the bins was not fully closed at the time of the site inspection. The shipping</p>		OBS #3	

SoC No	Responsible Entity NSWP PANSW / User	SoC Requirement	Comments, observations, discussion		Audit Outcome				
			Evidence, supporting documentation		* See footer for key				
			C V	Finding NC/ANC/ OBS	NT				
			agents arrange for quarantine disposal off the ships and for disposal with an approved quarantine waste company (currently Suez). Waste from the GPT and Oil Water separator is also collected by an approved waste contractor Toxfree. Invoice for removal was sighted. Status: Ongoing						

4 APPENDIX 2 – NSW Ports Compliance Tracking Spreadsheet

Double click on the icon below to open spreadsheet .



BI B2 Develor