



nswPorts

Operational Environmental Management Plan

Bulk Liquids Berth 2 – Port Botany

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Glossary of Terms and Acronyms

TERM	DEFINITIONS
AQIS	Australian Quarantine and Inspection Service
BLB2	Bulk Liquids Berth 2 – includes the wharf and the land between the seawall and the entrance gateway at the Office Building
Control Measures	The actions to be undertaken to achieve the stated environmental objectives, including any necessary approval, application, consultation or monitoring.
Corrective Action	Nomination of the action being implemented if the stated objectives are not being met or maintained, including the person or organisation responsible for implementing the required action.
DPIE	Department of Planning, Industry and Environment.
Secretary	Secretary of DPIE (former Director-General of DP&I)
EA	The Environmental Assessment (Bulk Liquids Berth No. 2 – Port Botany) dated November 2007 and prepared by Sinclair Knight Merz
EP&A Act	NSW Environmental Planning and Assessment Act 1979
EPA	Environment Protection Authority
EPL	Environment Protection Licence issued by the EPA
ESD	Ecologically Sustainable Development
MLA	Marine Loading Arm
OEMP	Operational Environmental Management Plan
Operating Company	Each company whose personnel are, will be, or have been utilising the berth for a particular vessel.
PANSW	Port Authority of NSW (formerly Sydney Ports)
POEO Act	NSW Protection of the Environment Operations Act 1997
Port Botany Operations Pty Ltd	Operating company for the BLB2, operating under the company name NSW Ports.
ShIPS	Sydney's Integrated Port System – the vessel booking and Dangerous Goods Management System
VTs	PANSW Vessel Traffic Services
Wharf	All the areas seaward of the security fence adjacent to the seawall at BLB2.

1. Introduction

1.1 Background

The Bulk Liquids Berth 2 (BLB2) is the second purpose-built bulk liquids facility located at Port Botany, adjacent to the BLB1. It is a common user facility controlled by the Port Botany Operations Pty Limited (operating as NSW Ports).

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a Major Project Application (07_0061) under Part 3A of the Environmental Planning and Assessment Act 1979 (now repealed) for the construction and operation of the BLB2 facility at Port Botany, on behalf of PANSW Corporation (SPC).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 conditions of Project Approval (Appendix A) require an Operational Environmental Management Plan (OEMP) to be completed for the BLB2. This OEMP relates to the use of the BLB2 as a bulk liquids transfer facility.

The aim of this OEMP is to provide detailed frameworks, policies, performance criteria and procedures to minimise the physical, social and environmental impact of activities during operations at the BLB2. In particular, the OEMP includes monitoring and reporting mechanisms whereby the performance of the system can be measured and agreed corrective actions implemented in a timely manner in the event of an incident.

The OEMP has been prepared in accordance with the *Guideline for the Preparation of Environmental Management Plan* (DIPNR, 2004), and sound engineering and environmental practice.

The OEMP is designed to be read in conjunction with the NSW Ports BLB Operating Procedures which also includes operational environmental management procedures.

1.2 Facility Description

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. The resulting built form of the suburb has resulted in complex infrastructure and services reliant on and providing niche services to the larger economic activities associated with the Port.

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 will also allow 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:

- Quantem (formerly Terminals Pty Ltd);
- Qenos Australia Pty Ltd (Hydrocarbon Storage Facility);
- Origin Energy
- Elgas Pty Ltd; and
- Vopak Terminals Australia.

Environmental Protection Licenses (EPLs) issued by the EPA will be held by each of the operating users and it will be the responsibility of those users to ensure that they meet the conditions of those licenses. NSW Ports will not place conditions on users that contradict the requirements of the EPLs.

Beneficiaries of BLB1 (and of BLB2) include the chemical manufacturing industry, LPG users, oil majors and fuel supply to Sydney Airport.



Figure 1: Location of BLB2

Dangerous Goods

The flammable liquids, liquefied flammable gases and chemicals for transfer at BLB2 are listed in Table 1. The table also provides an assessment of their potential impacts on the environment.

Table 1: Proposed Dangerous Goods for the Transfer and Handling at BLB2

MATERIAL NAME	CLASS	POTENTIAL ENVIRONMENTAL IMPACTS
Liquefied Petroleum Gas - LPG	2.1. Flammable Gas	- Minimal environmental damage as gas evaporates rapidly with little or no impact to surroundings. *Not currently imported or exported through BLB2 butut could be developed in the future
Refined Petroleum and Chemicals	3 (PG I & II) Flammable Liquid	- Potential impact to the bio-physical environment depending on spill quantity and containment.
Bio-diesel	C1 Combustible Liquid	- Potential impact to the bio-physical environment depending on spill quantity and containment.
Corrosive Substance	8 (PG II & III) Corrosive Liquids	- Liquid is corrosive and may damage materials which it contacts causing weakening of structures and equipment - Potential impact to the bio-physical environment depending on spill quantity and containment.
Toxic Substances	6 (PG II & III) Toxic Liquids	- Liquids are toxic and may impact the bio-physical environment depending on the spill quantity and containment.

1.3 OEMP Context

Purpose of the OEMP

The primary purpose of this Overarching Environmental Management Plan (EMP) is to ensure activities at the BLB2 are undertaken in accordance with good environmental practice and to satisfy the requirements of the Major Project Approval. Pre-operational and start up operational conditions of approval have been complied with. Ongoing operational conditions of approval are summarised in Table 2.

Table 2: Ongoing Operational Conditions of Approval

COA	DETAILS	WHERE ADDRESSED
2.9 – Operation Noise Impacts	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)	Table 8
2.10 Operation Noise Impacts	<ul style="list-style-type: none"> - 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 location and during those periods indicated. The maximum allowable noise contributions apply under: <ul style="list-style-type: none"> a.) Meteorological condition of wind speeds up to 3ms⁻¹ (measured at 10 metres above ground level); or b.) Temperature inversion conditions up to 3°C per 100 metres and wind speeds up to 2ms⁻¹ (measured at 10 metres above ground level). 	Table 8 and Section 2.1
2.11 Operation Noise Impacts	<ul style="list-style-type: none"> - For the purpose of assessment of noise contributions specified under condition 2.10 of this approval, noise from the project shall be: <ul style="list-style-type: none"> 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 b.) Subject to the modification factors provided in Section 4 of the New South Wales Industrial Noise Policy (EPA, 2000), where applicable <p>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 New South Wales Industrial Noise Policy (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.</p>	Table 8 and Section 2.1
2.12 – Soil and Water Impacts	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.	Table 6 & 7
2.13 – Soil and Water Impacts	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.	Table 6 & 7
3.3 – Hazard Audit	Twelve months after the commencement of operations of the project or within such period otherwise agreed by the Director-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 Proponents expense by a duly qualified independent person or team approved by the Director General prior to the 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 Hazardous industry Planning Advisory Paper No.5 – Hazard Audit Guidelines. 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 provided.	Table 6 and 7

4.1 Compliance Tracking Program	<p>– 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 necessarily be limited to:</p> <ul style="list-style-type: none"> a.) Provision for periodic review of the compliance status of the project against the requirements of this approval; b.) Provisions for the periodic reporting of compliance status to the Director-General; c.) Provisions for specific reporting requirements as required by conditions 4.2 and 4.3; d.) A program for independent environmental auditing at least annually, or as otherwise agreed by the Director-General, in accordance with ISO 19011:2002 – Guidelines for Quality and/or Environmental Management Systems Auditing; and e.) Mechanisms for rectifying any non-compliance identified during environmental auditing or review of compliance 	Section 3.6
5.1	Subject to confidentiality, the Proponent shall make all documents required under this approval available for public inspection on request.	Section 3.6
5.2 Complaints Procedure	<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 operations);</p> <ul style="list-style-type: none"> a.) A telephone number on which complaints about construction and operational activities at the site may be registered b.) A postal address to which written complaints may be sent; and c.) An 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>	Section 3.3
5.3	<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> <ul style="list-style-type: none"> a.) The date and time, where relevant, of the complaint b.) The means by which the complaint was made (telephone, mail or email) c.) Details of the complainant that were provided, or if no details were provided, a note to that effect d.) The nature of the complaint; e.) Any action(s) taken by the Proponent in relation to the complaint, including any follow up contact with the complainant; and f.) If no action 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>	Section 3.3
6.3 - OEMP	<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 environment management framework, practices and procedures to be followed during the operation of the project. The Plan shall be consistent with the Department's Guideline for the Preparation of Environmental Management Plans (DIPNR 2004), and shall include, but not necessarily 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 the environmental performance of operations will be monitored and what actions will be taken to address identified adverse environmental impacts; 	<p>This document</p> <p>Section 1</p> <p>Table 3</p> <p>No requirements</p> <p>Tables 6 – 10</p>

	e.) A description of the roles and responsibilities involved in the operation of the project and a program for how these employees will be trained in responsibilities identified in the plan; and	Section 1.7
	f.) Complaints handling procedures to be applied during operation of the project (conditions 5.2 and condition 5.3 of this approval)	Section 3.3
7 – Incident Reporting	The Proponent shall notify the Director-General of any incident with actual or potential significant offsite impacts on people or 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 causes and identification of necessary additional preventative measures. The detailed report is to be submitted to the Director-General no later than 14 days after the incident or potential incident.	Section 3.4

Applicable Legislation

Table 3 defines the legislation that applies to the operation of BLB2. In the event of any inconsistency arising between the implementation of the OEMP and state or local government regulations, the regulatory requirements take priority.

Table 3: Acts of Legislation applicable to BLB2 Operations

LEGISLATION	INTENT	REGULATORY AUTHORITY
<i>Environmental Planning and Assessment Act 1979</i>	To assess the impact of the development's operations on the environment.	NSW Department of Planning and Infrastructure
<i>Marine Pollution Act 2012</i>	To protect the State's marine and coastal environment from pollution by oil and certain other marine pollutants discharged from ships.	Transport for NSW (delegated to Port Authority of NSW for Botany Bay)
<i>Protection of the Environment Operations Act 1997</i>	To regulate activities so as to prevent pollution of the environment	NSW Environment Protection Authority
<i>Protection of the Environment Operations (Clean Air) Regulations 2010</i>	Details the requirements a business is required to adhere to with the aim of ensuring the long-term quality of natural air.	NSW Environment Protection Authority
<i>Protection of the Environment Operations (Noise Control) Regulations 2008</i>	Details the requirements that a business is required to adhere to with the aim of controlling and minimising noise pollution.	NSW Environment Protection Authority
<i>Protection of the Environment Operations (Waste) Regulations 2005</i>	Gives specific details as to how businesses should manage any waste or by-products generated during business activities.	NSW Environment Protection Authority
<i>NSW Noise Policy for Industry (EPA, 2017)</i>	Specifies acceptable noise criteria and methodologies for monitoring industrial noise sources.	NSW Environment Protection Authority
<i>NSW Biosecurity Act 2015</i>	Specifies how to prevent, eliminate, manage or minimise biosecurity risks	NSW Department of Primary Industries
<i>Commonwealth Biosecurity Act 2015</i>	Requirements to manage biosecurity risk at designated first points of entry	Department of Agriculture and Water Resources

1.4 OEMP Objectives

The objectives of the OEMP are to:

- Identify all appropriate environmental safeguards and demonstrate how they will be implemented on-site;
- Manage site activities effectively;
- Enable adverse impacts on the environment to be minimised;
- Provide for the conservation of the site's environment;
- Identify suitable emergency preparedness and response procedures;
- Provide details of complaints management procedures;
- Meet all requirements of relevant legislation and assist with ensuring compliance of the Project Approval; and
- Monitor and manage environmental and social impacts.

The OEMP is to be used in conjunction with the BLB Operations Manual, which also includes operational environmental procedures and controls, as well as safety and security measures.

1.5 Consultation

The Version 1 OEMP was provided to Randwick City Council and the Environment Protection Authority (EPA) for review. No requirements or comments were provided to NSW Ports on the OEMP.

1.6 HSE Policy

A copy of the NSW Ports HSE Policy is provided in Appendix B. This OEMP has been prepared consistent with that policy.

1.7 Roles and Responsibilities

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.

In addition, responsibilities shall be outlined in position descriptions, Standard Operating Procedures such as the BLB Operating Manual, BLB1 & 2 Safety Management System and generally integrated with various NSW Ports' environmental, safety and quality management systems such as the Port Botany Environmental Management Plan.

It is the responsibility of all workers on site to actively manage and respond to environmental risks and compliance. There is a duty of care to the environment by all personnel. All members within the chain of command are identified below, along with their roles and responsibilities, including environmental responsibilities.

Chief Executive Officer – NSW Ports

The CEO is responsible for ensuring that all operational activities are environmentally sensitive and sustainable.

General Manager, Operations and Environment

The General Manager, Operations and Environment, is responsible for the management and resourcing of the environmental and sustainability functions for NSW Ports, approving the OEMP and generally supporting the Port Operations Manager to deliver the objectives and controls of the OEMP.

The General Manager, Operations and Environment is also responsible for incident and emergency response; and supporting operational staff in the management of environmental risks and implementation of control measures.

Port Operations Manager

The overall operational responsibility for the BLB2 lies with the Port Operations Manager. In addition, specific environmental responsibilities include:

- Oversight, training and management of the BLB officers
- Issue work permits for all approved work on the berths
- Advise the BLB officer and PANSW VTS of the Hazchem Classification Code for the vessel cargo
- Provide oversight of the operation as required
- Review all Checklists, record all defects and sight Certificates

- Ensure all defects or maintenance issues are logged and communicated to NSW Ports Asset Management for attention.
- Generally ensure OEMP compliance during operations

HSE & Risk Manager

The HSE & Risk Manager is required to manage the environmental and sustainability obligations of NSW Ports and has the following responsibilities:

- Planning, development, implementation, and maintenance of an OEMP to ensure compliance, and review and report against the OEMP as required.
- Assessment, monitoring, recording and rectification of the OEMP, sub-management environmental plans and environmental controls.
- Manage port wide environmental and sustainability issues.
- Liaise with the community, port users, regulators and Port Lessor on environmental and sustainability matters.

Environment and Sustainability Coordinator

Reporting to the HSE & Risk Manager, the Environment and Sustainability Coordinator is required to manage the environmental and sustainability issues affecting NSW Ports and comply with applicable legislation and has the following responsibilities:

- Assist the HSE & Risk Manager to develop, implement and maintain an OEMP, including undertaking assessments and reviews of the OEMP, monitoring, recording and rectification for the EMP and annual compliance reporting for the OEMP.
- Manage the environmental and sustainability issues affecting NSW Ports, including impacts of NSW Ports' activities and developments.
- Provide environmental advice to minimise impacts on the community, and to protect the surrounding environment.
- Comply with government legislation and reporting requirements.
- Communicate environmental obligations to relevant internal and external stakeholders
- Coordinate a response to any environmental community complaints

BLB Officer

BLB Officers are currently trained in all responsibilities listed below as they operate the BLB1 in a similar manner. Specific environmental responsibilities include:

- Control of security and access to BLB2 authorised personnel only
- Advising the Port Operations Manager of any non-compliance with this OEMP
- Checking the berth is clear and clean before ship arrivals and after ship departures
- Control fire-fighting equipment in the event of a fire or other emergency situations on the wharf or vessel
- Control stormwater drainage from the wharf by completing the daily check of the spillage retrieval system
- Monitor wind and weather conditions for the wharf and report all major changes to the NSW Ports BLB Officer carrying out environmental auditing duties, the vessel and the operating company(s)
- Distribute and retrieve permits for work carried out on the berth or in the pipeline corridor
- Receive from the BLB Operations Manager, the list of substances to be transferred and the vessels overall Hazchem Code
- Pre-set the fire fighting system in accordance with the Hazchem Code information obtainable from the vessel entry in the SHIPS system or as instructed by the BLB Operations Manager
- Place Hazchem Coding and IMDG Code Classification Plates on both Emergency Information Boards at the entrance to berth.
- Ensure that the Operating Companies provide current and correct Material Safety Data Sheets for all substances to be transferred and ensure they are placed in each terminals box in the amenities building hallway.
- Check spillage retrieval systems dump valve setting is appropriate for the cargo to be transferred, i.e. "OPEN" for LPG, "CLOSED" for all other cargoes. Check the spillage sump is free of any contamination. If not advise the company that is managing the discharge/load out at the berth to pump out. Check that the operating company has placed their lock/s together with Port Botany Operations Pty Limited lock on both valves of the spillage retrieval system and record non-compliances in the log book.
- Be prepared to proceed immediately to the Fire Control Room in the event of an emergency on the wharf or vessel, which requires the fire fighting system.

- Decide in consultation with the BLB Operations Manager, Senior Shore Officer from the Operating Company and the ships Master, when to cease cargo transfer operation and disconnect the hoses or loading arm due to weather conditions. Wind criteria is in the ship/shore safety check list and is as follows: Stop pumping and clear the loading arms and hoses at 35 knots, Disconnect at 40 knots.
- Ensure the vessels emergency documents are returned to the vessel shortly before vessels departure.
- Complete Vessel Departure Check List (Appendix H and attached to vessel's paperwork held by the Fire and safety Officer.
- On departure of vessel ensure spillage retrieval sump pits are free of any liquid substances by obtaining a sample. If liquid substances are detected advise the operating company(s) and request immediate removal.
- If the sump pits and sample are clear of any spillage, unlock and open dump valve to allow storm water runoff.
- Receive from the operating company/s a certificate of pipeline clearance. This will include acknowledgment that no spills have occurred and that the spillage sump is clear and all drip trays are empty and free of product. With the exception of the Operating Companies handling Bitumen and Origin and Qenos the Line Clearance Certificate must be left with the BLB Officer before the operators depart the berth.
- Ensure all emergency valves in pipeline corridor valve pit have been closed and locked and there has been no leakage from the pipelines or valves into the pit. Check and report to the BLB Operations Manager if there is accumulation of combustible material or excessive build-up of water in the pit.

Tenants and Licensees

It is the responsibility of all port tenants and licensees to ensure that they are operating within the conditions of their lease or licence to ensure that their activities do not result in a breach of planning approvals, the Protection of the Environment Operations Act 1997 and other legislation, where applicable. Those premises operating under an Environmental Protection Licence (EPL) issued by the EPA will be required to manage the environmental controls and reporting requirements under that licence. NSW Ports will work with tenants and licensees, where possible, to ensure they comply with all environmental laws and that their environmental management practices are consistent with this EMP.

2. Environmental Risk Assessment and Implementation of Mitigation Measures

2.1 Risk Assessment

NSW Ports has assessed the environmental risks associated with activities that occur at BLB2 in accordance with its organisational framework for risk management (refer to Table 5). The level of risk associated with each environmental aspect is qualitatively described in terms of its Impact (i.e. severity or consequence) and it's Likelihood (i.e. probability or frequency). The risk ratings used in this process are shown in Appendix C.

Heritage

There are no items of heritage on the Bulk Liquids Berth 2 site.

Traffic

All traffic enters BLB2 via the existing BLB1 access point on Charlotte Rd. There is a negligible increase in traffic associated with the operation of BLB2 with only a minor increase in operational and maintenance staff required to operate the facility (<5 staff). Any increases in truck movements associated with the greater throughput of chemicals, gases and petroleum products will be considered in development approvals for the user's storage facilities connected to the BLB1 and BLB2, rather than this development.

Noise

Although BLB2 operates 24 hours a day, seven days a week it is unlikely that operations from the BLB2 will result in noise complaints due to the distances to sensitive receivers and the highly industrialised nature of the area. The operation of the facility also does not involve high noise generating activities, the only identified source of noise being the ship generators and on board pump systems. The Project Approval stipulates the operational noise limits for the BLB2 at residential receivers as outlined in Table 4. A complaints system is in operation for the BLB2 to manage and respond to noise complaints should they arise. Further details are included in Section 3.3.

Table 4: Operational Noise Limits for Representative Residential Receivers

LOCATION	DAY/EVENING/NIGHT	DAY/EVENING/NIGHT
	BULK LIQUIDS BERTH NO. 2 ONLY	BULK LIQUIDS BERTH 1 AND 2
	LAeq(15 minute) (dB(A))	LAeq(15 minute) (dB(A))
Botany Road, north of the Golf Club	35	38
Australia Avenue	35	38
Wassel Street/Military Road	35	38
Elaroo Avenue	35	38

Biosecurity

The Bulk Liquids Berths at Port Botany have been assessed under the First Point of Entry Requirements biosecurity outcomes under the Biosecurity Act 2015 and the Biosecurity Regulation 2016. The requirements of that assessment have been incorporated where relevant into this OEMP.

Table 5: Aspects and Impacts Risk Assessment

ACTIVITY	ASPECT	IMPACT	UNCONTROLLED RISK			MITIGATION MEASURES (REFER TO TABLES FOR DETAILS)	RESIDUAL RISK		
			S	L	Risk		S	L	Risk
Cargo Handling & Stevedoring - general	Machinery and cargo handling noise	1. Noise pollution complaints	3	5	High	Table 8	2	4	Significant
	Leaks, spills and emissions from chemical and petroleum storage facilities	1. Soil pollution - hydrocarbons	3	3	Significant	Table 7	2	2	Low
		2. Groundwater pollution - hydrocarbons	3	3	Significant	Table 7	2	2	Low
		3. Air pollution – odour, VOCs	3	4	Significant	Table 8	2	3	Moderate
	Exhaust emissions to air	1. Air pollution - excessive PM, NOx, SOx	1	4	Moderate	Table 8	1	2	Low
	Importing cargo with exotic pests	1. Biosecurity incursion	3	5	High	Table 10	2	3	Moderate
Cargo Handling & Stevedoring - Dangerous Goods and Hazardous Substances	Uncontrolled release due to leak, spill or other emergency, including pipeline failures or leaks	1. Injury to humans	4	3	High	WHS Systems	4	1	Significant
		2. Air pollution - toxicant	3	2	Moderate	Table 8	3	1	Moderate
		3. Water pollution – toxicant	4	3	High	Table 6	4	1	Significant
		4. Soil pollution - toxicant	3	3	Significant	Table 7	3	2	Moderate
Cargo Handling – Bulk Liquids, Dangerous Goods and Hazardous Substances	Fire/explosion risk	1. Injury to humans	5	3	High	WHS Systems	5	1	Significant
		2. Air pollution – smoke/fumes	4	3	High	Table 8	3	1	Moderate
	Use of fire fighting foams	1. Human health - toxicant	4	2	Significant	WHS Systems	3	2	Moderate
		2. Water pollution – toxicant	4	2	Significant	Table 6	3	2	Moderate
		3. Soil pollution - toxicant	4	2	Significant	Table 7	3	2	Moderate
		4. Groundwater pollution - toxicant	4	2	Significant	Table 7	3	2	Moderate
Maintenance regimes	Noxious weed incursion	1. Loss of biodiversity	2	3	Moderate	Table 10	2	2	Low
Building works	Disturbance of materials containing asbestos	1. Air pollution – asbestos	3	3	Significant	Table 8	2	2	Low
		2. Human health – respiratory illness	4	3	High	WHS Systems	4	1	Significant
		2. Loss of fauna habitat	3	3	Significant	Table 10	2	2	Low

Operation of Vehicles, Plant and Equipment	Machinery noise	1. Noise pollution	2	4	Significant	Table 8	1	3	Low
Maintenance and operation – Vehicles, Plant and Equipment	Fuel & oil spills & leaks	1. Land pollution - hydrocarbons	2	4	Significant	Table 7	2	2	Low
		2. Water pollution – hydrocarbons	2	3	Moderate	Table 6	2	1	Moderate
Shipping	Ballast water and biofouling introducing marine pests	1. Loss of biodiversity	4	3	High	Table 10	4	1	Significant
	Waste disposal	1. Water pollution - various	2	3	Moderate	Table 6 Table 9	2	2	Low
		2. Biosecurity risk	3	3	Significant	Table 10	2	2	Low
	Air emissions from ships	1. Air pollution – excessive PM, NOx, SOx	1	4	Moderate	Table 8	1	3	Low
	Noise emissions from ships	1. Noise pollution complaints	1	2	Low	Table 8	1	2	Low
	Oil Spill	1. Water pollution - oil	4	3	High	Table 6	3	3	Significant
		2. Aquatic fauna damage - oil	4	3	High		3	2	Moderate
	Chemical Spill	1. Water pollution - chemical	4	3	High		4	1	Significant
Stormwater/Wastewater/ Sewerage Management Ship to Shore transfer of product	Discharge to waters Hoses, MLA and pipeline failures	1. Water pollution - gross pollutants	2	5	Significant	Table 6	1	3	Low
		2. Water pollution - sediment / turbidity	2	5	Significant		1	3	Low
		3. Water pollution - hydrocarbons	3	4	Significant		1	3	Low
		4. Water pollution - nutrients	1	4	Moderate		1	2	Low
		5. Water pollution - pathogens	2	4	Significant		1	2	Low

2.2 Environmental Aspects and Mitigation Measures

Environmental control measures are implemented prior to undertaking activities which are likely to generate environmental risks or impacts and maintained as long as is necessary to control the risk or impact. Some control measures will be implemented periodically (e.g. inspections and routine maintenance tasks). The frequency of periodic measures will be determined according to relevant obligations, standards, codes of practice and/or guidelines. Contingency or remedial measures will be implemented as required to address impacts when they occur.

Tables 6 – 10 outline the environmental objectives, control measures, monitoring and reporting requirements for each of the identified environmental aspects that apply to BLB2.

TABLE 6 - STORMWATER AND WATER QUALITY MANAGEMENT	
Environmental Objectives	
<p>To avoid detrimental impact on the water quality and marine environment of Botany Bay.</p> <p>To maintain and protect the integrity of Botany Bay and other waterways.</p> <p>To comply with the following legislation:</p> <ul style="list-style-type: none"> - <i>Protection of the Environment Operations Act 1997</i> - <i>Protection of the Environment Operations Regulation 2009</i> - <i>Environmental Planning and Assessment Act 1979</i> - <i>Marine Pollution Act 2012</i> - NSW Health and Safety Requirements 	
Potential Environmental Impacts	
<ol style="list-style-type: none"> 1. Detrimental impact on the water quality and marine environment of Botany Bay 2. Non-compliance with legislative requirements 	
Control Measures	Responsibility
To minimise spills from ships at berth:	
- Ships to sail at low speed past the BLB and to be under PANSW tug and pilot control at all times	PANSW
- Fixed fenders will be maintained on the wharf to provide cushioning should excessive impact with the wharf occur	Asset Manager
- A marine exclusion zone is in force around the BLB2 (no unauthorised vessels in BLB2 area)	BLB2 Officers/ PANSW
- Transfers will cease in high wind speeds (hoses isolated) and when lightning occurs	BLB2 Officers
To minimise leaks and spills from pipelines/equipment:	
- Fire safety system testing and critical equipment checks will occur prior to ships commencing transfer	Port Operations Manager
- All hoses will be pressure tested annually and tested with nitrogen prior to each use	Port Operations Manager
- New gaskets will be used for each transfer	Operating Terminals
- Operator will ensure the hoses used are rated appropriately for the pressure/ service	Operating Terminals
- The start-up procedures include monitoring the pressuring of hoses including leak detection	Operating Terminals
- Manual shut down valves are located at each end of the flexible hose and an emergency shutdown is installed in the base of the MLA	Operating Terminals
- Hydrostatic testing of pipes and commissioning is to be conducted every two years (or when maintenance is performed on pipelines);	Operating Terminals/ Port Operations Manager
- Pipes are to be empty and liquid free between transfers	Operating Terminals
- MLA connections will be pressure tested with nitrogen to 800kPa for liquids and 900kPa for LPG prior to use	Operating Terminals
- The MLA start up procedure includes a staged pressurisation and monitoring to detect any leaks	Operating Terminals
- An operator will be stationed in the vicinity of the transfer point to respond to any incidents and initiate isolation of the transfer in the event of an incident	Operating Terminals
- All equipment will be classified to AS60079 (Hazardous Area Classification) to eliminate ignition sources in the wharf area	Port Operations Manager/ Operating Terminals

<ul style="list-style-type: none"> - Three remote-control operated fire monitors are located on the wharf and a fire water pump station is located on the shore (diesel duty/stand-by) 	Operating Terminals Port Operations Manager
To minimise the impact of spills on the environment:	
<ul style="list-style-type: none"> - The working platform is to be bunded and closed off when bulk liquid pumping is being undertaken. When BLB2 is vacant, the working platform will be checked beforehand to ensure no residual spills and stormwater run-off on the platform would be discharged to Botany Bay. When pumping operations are underway, the bund drain valve would be closed and any liquid within the bunded area sump would be inspected to determine whether to discharge to sea or to drain to the wastewater storage tank. All stormwater accumulated in the bunds passes through an oil separator and gross pollutant trap system before being discharged to Botany Bay, even if it is sighted to be clean. 	BLB2 Officer
<ul style="list-style-type: none"> - All staff and contractors will comply with the spill response procedures outlined in Section 2.9. 	Port Operations Manager
<ul style="list-style-type: none"> - BLB2 staff and operating terminals will participate in annual emergency exercises and drills and testing of safety equipment 	Port Operations Manager
<ul style="list-style-type: none"> - Spill kits are available at the end of the wharf and will be maintained by BLB officers 	BLB2 Officer
<ul style="list-style-type: none"> - An oil boom facility is readily available to be deployed from the nearby Brotherson Dock 	PANSW
To minimise the impact of marine pests and biofouling:	
<ul style="list-style-type: none"> - Ballast water and hull fouling from visiting ships would continue to be managed as per AQIS requirements – i.e. no unapproved release of ballast water into Botany Bay 	Port Operations Manager
<ul style="list-style-type: none"> - No hull cleaning is permitted, excluding propeller polishing. 	Port Operations Manager
Monitoring	Responsibility
<ul style="list-style-type: none"> - Trained terminal operators are in attendance during the full product transfer cycle to monitor all equipment for leaks and the potential for spills to occur, and have full radio communication with the wharf and shore operations. 	BLB2 Officer
<ul style="list-style-type: none"> - Regular visual inspection, including CCTV of the water and wharf areas will be undertaken during operations to ensure there is no accidental spillage of materials into the Bay. 	BLB2 Officer
<ul style="list-style-type: none"> - Hazard auditing every 3 years in accordance with CoA 3.3 	Port Operations Manager
Reporting	Responsibility
<ul style="list-style-type: none"> - If accidental spillage of products, waste, chemicals or fuels occurs with the potential to discharge into Botany Bay this shall be immediately reported to NSW Ports Port Operations Manager and PANSW VTS 	BLB2 Officer
<ul style="list-style-type: none"> - All monitoring data and maintenance records shall be available to the regulating authority on request. 	Port Operations Manager
<ul style="list-style-type: none"> - In the event of a major spill or release of pollutants from the site, the incident will be reported in accordance with the notification requirements set out in Section 2.8 of this OEMP. 	All staff/operating terminals/contractors
<ul style="list-style-type: none"> - The Compliance Tracking Summary Reports will be available on the NSW Ports website. 	NSW Ports E&S Coordinator
<ul style="list-style-type: none"> - All documents required under the project approval will be available for public inspection on request (subject to confidentiality). 	Port Operations Manager
Performance Indicators	
<ul style="list-style-type: none"> - Stormwater discharge requirements are met. 	
<ul style="list-style-type: none"> - No spills resulting in detrimental impact on the water quality and marine environment of the local area. 	
Corrective Actions	
Non-conformance with this OEMP shall be documented and corrective action request will be issued through NSW Ports Action Register.	
Corrective actions may include:	
<ul style="list-style-type: none"> - Updating operating procedures and associated documentation (such as this OEMP) as a result of a non-conformance 	
<ul style="list-style-type: none"> - Feedback from emergency exercises will be incorporated into operating procedures should unacceptable risk be identified. 	
<ul style="list-style-type: none"> - Re-training staff in the event of a non-conformance to address the area of skills lacking 	
<ul style="list-style-type: none"> - Review the effectiveness of the induction training program 	
<ul style="list-style-type: none"> - Corrective works in the event of a design flaw/malfunction of the BLB2 facility 	

TABLE 7 - SOIL AND GROUNDWATER QUALITY MANAGEMENT	
Environmental Objectives	
<p>To avoid contamination of the soil and groundwater around the BLB2.</p> <p>To reduce the likelihood of exposure to existing contaminated soil and groundwater.</p> <p>To comply with the following legislation:</p> <ul style="list-style-type: none"> - <i>Protection of the Environment Operations Act 1997</i> - <i>Protection of the Environment Operations Regulation 2009</i> 	
Potential Environmental Impacts	
<ol style="list-style-type: none"> 1. Contamination of the soil under the BLB2 pipeline corridors 2. Contamination of the groundwater on the BLB2 landside area 	
Control Measures	Responsibility
<ul style="list-style-type: none"> - Leakages from pipes and hoses will be minimised by monitoring pressure and regular inspections - All staff and contractors will comply with the spill response procedures outlined in Section 2.9. - In the event that contaminated groundwater is discovered, a groundwater management plan and remediation plan will be developed - Appropriate disposal of any contaminated soil or water will be undertaken in accordance with OEH waste management guidelines - Any excavations undertaken on the BLB2 site that will reach depths of 1 metre or greater will require the preparation of an Acid Sulfate Soils Management Plan. 	<p>Operating Terminals</p> <p>All staff/operating terminals/contractors GM, Operations & Enviro Port Operations Manager</p> <p>All staff/contractors</p>
Monitoring	Responsibility
<ul style="list-style-type: none"> - Regular visual inspection of the ground around the wharf and under the pipelines will be undertaken to ensure there is no accidental spillage of materials onto the ground. - Hazard auditing every 3 years in accordance with CoA 3.3 	<p>Port Operations Manager</p> <p>Port Operations Manager</p>
Reporting	Responsibility
<ul style="list-style-type: none"> - In the event of a major spill or release of pollutants from the site, the incident will be reported in accordance with the notification requirements set out in Section 2.8 of this OEMP. - All monitoring data and maintenance records will be available to the regulating authority on request. - The Compliance Tracking Summary Reports will be available on the NSW Ports website. - All documents required under the project approval will be available for public inspection on request (subject to commercial confidentiality). 	<p>All staff/operating terminals/contractors Port Operations Manager</p> <p>NSW Ports E&S Coordinator Port Operations Manager</p>
Performance Indicators	
<ul style="list-style-type: none"> - No spills resulting in detrimental impact on the groundwater and soil of the BLB2 area. - No increase in contamination as a result of BLB operations 	
Corrective Actions	
<p>Non-conformance with this OEMP shall be documented and corrective action request will be issued through NSW Ports Action Register.</p> <p>Corrective actions may include:</p> <ul style="list-style-type: none"> - Updating operating procedures and associated documentation (such as this OEMP) as a result of a non-conformance - Feedback from emergency exercises will be incorporated into operating procedures should unacceptable risk be identified. - Re-training staff in the event of a non-conformance to address the area of skills lacking - Review the effectiveness of the induction training program - Corrective works in the event of a design flaw/malfunction of the BLB2 facility 	

TABLE 8 - LOCAL AMENITY (NOISE AND AIR) QUALITY MANAGEMENT	
Environmental Objectives	
To minimise operational noise impact on nearby sensitive receptors.	
To minimise air quality impacts, including odour on nearby sensitive receptors.	
To ensure compliance with the following legislation:	
<ul style="list-style-type: none"> - <i>Protection of the Environment Operations Act 1997</i> - <i>Protection of the Environment Operations (Noise Control) Regulation 2008</i> - NSW Industrial Noise Policy (EPA, 2002) - <i>Protection of the Environment Operations (Clean Air) Regulation 2010</i> 	
To ensure that the noise limits specified in the condition are complied with.	
Potential Environmental Impacts	
<ol style="list-style-type: none"> 1. Noise nuisance to surrounding sensitive receivers 2. Reduced air quality and odour nuisance for surrounding sensitive receivers 	
Control Measures	Responsibility
- BLB officers will investigate ships that are emitting excess/abnormal amounts of noise and/or emissions	BLB2 Officer
- Ensure noise levels from operations are below a night time noise criteria of 40dB(A) at the nominated locations in Table 1	Port Operations Manager
- Any plant and equipment on site will be correctly maintained and fitted, where practicable with efficient silencers and low-noise mufflers (residential standard).	Port Operations Manager
- Where available, EPA approved vapour emission controls will be used on operational vehicles and equipment	Port Operations Manager
Monitoring	Responsibility
- A noise audit will be undertaken within 90 days of the commencement of operations in a period where the facility is operating under normal conditions and will include the requirements listed under Condition 3.1.	E&S Coordinator
- Noise measurements will take place at the most affected point on or within the residential boundary at the locations described in Table 1 and subject to the relevant conditions listed in Condition 2.11.	E&S Coordinator
Reporting	Responsibility
- The noise audit report will be provided to the DG and EPA (previously DECCW) and will identify non-compliances (if any) and detail additional measures as per Condition 3.2.	E&S Coordinator
- Records of all noise and air quality related complaints will be kept and responded to and corrective actions implemented where possible.	E&S Coordinator
- The Compliance Tracking Summary Reports will be available on the NSW Ports website.	E&S Coordinator
- All documents required under the project approval will be available for public inspection on request (subject to confidentiality).	Port Operations Manager
Performance Indicators	
<ul style="list-style-type: none"> - No valid noise complaints received in relation to operation of the BLB2 - No exceedance of noise limits specified in Table 1 - No valid air quality complaints received in relation to operation of the BLB2 - No offensive odours to be emitted beyond the boundary of the site unless otherwise permitted by an Environmental Protection Licence 	
Corrective Actions	
Non-conformance with this OEMP shall be documented and corrective action request will be issued through NSW Ports Action Register.	
Corrective actions may include:	
<ul style="list-style-type: none"> - Reporting of excessively noisy/smoke emitting ships to the vessel operators - Updating operating procedures and associated documentation (such as this OEMP) as a result of a non-conformance - Re-training staff in the event of a non-conformance to address the area of skills lacking - Review the effectiveness of the induction training program - Corrective works in the event of a design flaw/malfunction of the BLB2 facility 	

TABLE 9 - WASTE MANAGEMENT	
Environmental Objectives	
To minimise waste generated at the site and reduce the volume of waste requiring disposal to landfill.	
To prevent disposal of waste from the site to receiving environments.	
To ensure compliance with the following legislation:	
<ul style="list-style-type: none"> - <i>Protection of the Environment Operations Act 1997</i> - <i>Protection of the Environment Operations (Waste) Regulation 2005</i> - EPA Waste Classification Guidelines 2008 	
Potential Environmental Impacts	
<ol style="list-style-type: none"> 1. Litter entering surrounding marine environment (Botany Bay) 2. Waste not sent to correct waste facilities or being recycled 3. Wastewater entering Botany Bay 	
Control Measures	Responsibility
<ul style="list-style-type: none"> - The onsite sewage system will be connected using hoses and pumps to the onshore tank - Waste minimisation will occur according to the hierarchy of avoidance, reuse, recycle and disposal. Where possible, recyclable waste will be segregated and sent to appropriate facilities for recycling - On-site waste storage facilities of suitable scale and number shall be provided. All external rubbish bins are to comply with the development guidelines for the relevant statutory authorities' requirements. - All waste disposal will occur in accordance with the EPA Waste Classification Guidelines. - Ensure correct handling and storage of hazardous wastes and removal/disposal by licensed contractor to approved facility. - Wastewater from the bunds will be collected in the wastewater storage tank and analysed before being released. If contaminated, the water will be treated and disposed of in accordance with the EPA Waste Classification Guidelines 	<p>Asset Manager BLB2 Officers/Asset Manager/operating terminals</p> <p>Asset Manager</p> <p>BLB2 Officer/Asset Manager/Operating Terminals/Ships agents BLB2 Officer/ Operating Terminals/ Ship agents</p>
Monitoring	Responsibility
<ul style="list-style-type: none"> - Regular inspections of the wharf area shall be undertaken to ensure there is no ground waste that could be washed into the Bay in a rain event. - Inspections of wastewater in the bunds will take place before being released or disposed of. 	<p>BLB2 Officer</p> <p>BLB2 Officer</p>
Reporting	Responsibility
<ul style="list-style-type: none"> - Failure of any aspect of the waste management system shall result in a review of the reasons for the failure and the implementation of corrective actions. - The Compliance Tracking Summary Reports will be available on the NSW Ports website. - All documents required under the project approval will be available for public inspection on request (subject to confidentiality). 	<p>Port Operations Manager</p> <p>NSW Ports E&S Coordinator Port Operations Manager</p>
Performance Indicators	
<ul style="list-style-type: none"> - Absence of visual waste and litter accumulating on the site - No contaminated wastewater discharged into Botany Bay - Compliance with the Work Health and Safety Act 2011, regulations for waste management and public health and the guidelines for relevant statutory authorities. - Compliance with Australian Quarantine Act and Regulations 	
Corrective Actions	
Any waste spillage that occurs on-site shall be cleaned up immediately using appropriate methods. If required, the responsible entity shall arrange professional cleanup services.	
If a failure in the waste management system has occurred (as a result of a spillage or extensive littering), the identified failure in the waste management procedure shall be identified and corrected.	
Corrective actions may include:	
<ul style="list-style-type: none"> - Updating operating procedures and associated documentation (such as this OEMP) as a result of a non-conformance - Re-training staff in the event of a non-conformance to address the area of skills lacking - Review the effectiveness of the induction training program - Corrective works in the event of a design flaw/malfunction of the BLB2 facility 	

TABLE 10 - BIOSECURITY

Environmental Objectives	
<p>To minimise impacts on the flora and fauna of Port Botany and port land.</p> <p>To ensure compliance with the following legislation:</p> <ul style="list-style-type: none"> - <i>Threatened Species Conservation Act 1995</i> - <i>National parks and Wildlife Act 1974</i> - <i>Fisheries Management Act 1997</i> - <i>Noxious Weeds Act 1993</i> - <i>Environment Protection and Biodiversity Conservation Act 1999</i> - <i>NSW Biosecurity Act 2015</i> - <i>Commonwealth Biosecurity Act 2015</i> 	
Potential Environmental Impacts	
<ol style="list-style-type: none"> 1. Noxious weed incursion 2. Noxious pest or other vertebrate/invertebrate species to land or water 	
Control Measures	Responsibility
<ul style="list-style-type: none"> - Implement weed control programs in accordance with the requirements of the Noxious Weeds Act - Implement appropriate pest eradication programs - Notify Biosecurity agents of any suspected invasive or exotic pests in cargo and work with them to control/prevent an incursion - Provide biosecurity identification training to operational staff and contractors to assist in identifying and responding to potential biosecurity threats - Ballast water and hull fouling from visiting ships would continue to be managed as per DAWR Biosecurity requirements – i.e. no unapproved release of ballast water in port waters - No hull cleaning is permitted, excluding propeller polishing - Develop and maintain Biosecurity Incident Response Procedures in consultation with the Department of Agriculture and Water Resources. - Permethrin-based knockdown insecticide is maintained and accessible to berth users. - A biosecurity waste receptacle is available in the event that there is spillage of goods subject to biosecurity control in the port precinct. 	<p>Asset Manager</p> <p>Asset Manager BLB Officer/Operating Terminal/Ships agents HSE Team</p> <p>BLB Officer/Operating Terminal/Ships agents Ships agents/BLB Officer HSE Team</p> <p>Port Operations Manager Asset Manager</p>
Monitoring	Responsibility
<ul style="list-style-type: none"> - Visual inspections of landside areas for weed and pest incursions - Visual inspections during loading/unloading activities on the ship and berth 	BLB2 Officer
Reporting	Responsibility
<ul style="list-style-type: none"> - Failure of any aspect of the waste management system shall result in a review of the reasons for the failure and the implementation of corrective actions. - The Compliance Tracking Summary Reports will be available on the NSW Ports website. - All documents required under the project approval will be available for public inspection on request (subject to confidentiality). 	<p>Port Operations Manager</p> <p>NSW Ports E&S Coordinator Port Operations Manager</p>
Performance Indicators	
<ul style="list-style-type: none"> - Absence of weed and pest incursions - Compliance with First Point of Entry Requirements for Biosecurity risks 	
Corrective Actions	
<p>Corrective actions may include:</p> <ul style="list-style-type: none"> - Updates to the Biosecurity Procedures may be required following any weed or pest incursions if faults within the procedures are identified - Updating associated documentation (such as this OEMP) as a result of a non-conformance - Re-training staff in the event of a non-conformance to address the area of skills lacking - Review the effectiveness of the induction training program 	

3. Environmental Management Procedures

3.1 Environmental Monitoring and Inspections

Table 11 outlines the Environmental Monitoring and Inspection Programs currently in place for BLB2 being undertaken by NSW Ports Asset Maintenance Team. In addition to the targeted inspections identified in Table 11 NSW Ports managers and WHS Committee members undertake quarterly Workplace Health & Safety Inspections of common areas and areas occupied by NSW Ports during which environmental hazards and impacts may be reported.

Table 11 - Environmental Monitoring and Inspections

FACILITY/LOCATION	ASPECTS	FREQUENCY	METHOD	DOCUMENT REFERENCE
Non-tenanted areas (e.g. roads, vacant land, gardens/green space) throughout port	Waste dumping	Weekly	Visual inspection	MP 3.15
	Noxious weeds	Monthly	Visual inspection	MP 3.15
	Stormwater drains and treatment devices	Annual	Visual inspection and pump out of GPT and separator	N/A
	Landscaping / pesticide use	As needed	Visual inspection, application of pesticides	MP 3.15
Bulk Liquids Berth 2	Fire hydrants	Annual	Visual inspection	MP 3.12
		3 yearly	Hydrant flow	MP 3.12
	Spill containment systems	Daily or as needed	Visual inspection to release rain water	PBO 2013/002 (BLB2)
		Annual	Inspection of valves	

3.2 Induction and Training

All staff and contractors working at the site will need to complete the NSW Ports' BLB1 & BLB2 induction course prior to commencing any work or activity at the BLB2. The site specific induction course will include:

- Control procedures for operational activities that can be followed to minimise environmental impacts (as outlined in the OEMP)
- Site layout
- Safety procedures
- Hazardous materials and their safe use
- Environmental emergency response procedures
- Fire fighting
- Fuel handling and spillage
- Biosecurity response requirements from relevant government departments
- Documentation systems

This will foster an awareness of environmental issues, minimise environmental impacts and inform staff and contractors of their responsibilities and duties.

In addition to this, all NSW Ports staff undergo environmental training based on their level of involvement with environmental aspects as part of their employment position.

3.3 Complaints Response Procedures

This procedure applies to communications directed to NSW Ports' staff and contractors with regards to port activities at BLB2. Community/stakeholder complaints and general enquiries could be received through a number of avenues.

The contact details for the public to make general enquiries or lodge complaints about operations at Port Botany are:

- Office Hours (0830 – 1600 Monday to Friday)
- Telephone: 1300 922 524 (NSW Ports switchboard)
- Fax: (02) 9296 4119
- Postal: PO Box 297, Botany NSW 1455
- Email: enquiries@nswports.com.au

All general queries will be forwarded through to the relevant NSW Ports staff member who will respond or disseminate to other staff as appropriate. Early resolution to any complaints will be sought, a response provided and effort made to resolve the query/complaint in a timely manner. All Environment queries will be directed to the HSE & Risk Manager.

NSW Ports website also has an online form on the Contact Us page of the NSW Ports website for members of the public to register environmental concerns such as noise and odour.

Outside of Office Hours/Emergencies

Out of office hours enquiries that are directed to the NSW Ports switchboard are requested to leave a message which is responded to the following business day. The NSW Ports switchboard recorded message includes an option in the event of an emergency outside of office hours to divert to the NSW Ports Bulk Liquids Berth which is staffed 24 hours a day, seven days a week. The Bulk Liquids Berth has a call-out list of personnel to respond to urgent enquiries, incidents and emergencies.

All complaints received by NSW Ports will be recorded in the Complaints Register. The information captured in this register will include:

- date and time of the contact or complaint;
- means by which the contact or complaint was made (telephone, mail or email);
- any personal details of the individual who provided the information or complaint, or if no details were provided, a note to that effect;
- the nature of the comment or complaint;
- record of operational and meteorological condition contributing to the comment or complaint;
- any action(s) taken by NSW Ports in relation to the comment or complaint; including any follow-up contact with the individual who provided the information or complaint;
- if no action was taken by NSW Ports in relation to the comment or complaint, the reason(s) why no action was taken.

3.4 Emergency Contacts and Incident Response

Incident Classification

Environmental incidents are classified as being one of three levels of incidents:

- **Minor:** Incidents are generally able to be resolved through the application of local or initial resources only (e.g. first-strike capacity), doesn't trigger any obligations to report under Environmental Law¹.

¹ **Environmental Law** means:

- (a) all Laws relating to the Environment, noise, development, construction of structures, health, Contamination, radiation, Pollution, waste disposal, land management and Hazardous Materials;
- (b) all conditions of all Approvals issued under any Law described in paragraph (a); and
- (c) regulations and any lawful order, legally binding guideline, notice, direction or requirement of any Government Authority in relation to the matters described in paragraph (a) or (b).

- **Notifiable:** triggers an obligation to report the incident to government authorities under Environmental Law (refer to Section 8.4), or an incident which results in a formal regulatory response (e.g clean up notice, formal warning, penalty notice, prosecution) from a government agency.
- **Emergency:** Imminent threat of major harm to human health or environment, requires immediate assistance of specialist agencies plus notifications to regulators and NSW Ports. Incidents are generally characterised by a degree of complexity that requires the responsible party to report to external jurisdictions and response coordination may be supported by numerous parties and resources.

Incident and Emergency Response Procedure

Tenants/licensees and BLB Officers are required to notify NSW Ports Port Operations Manager in the event of any notifiable or emergency incident or when significant pollution has occurred.

Tenants/licensees are responsible for the clean-up, reporting and follow up response for any pollution incidents that have occurred as a result of their activities. NSW Ports is responsible for the clean up of any pollution incident as a result of its activities. Where a pollution incident has occurred on port land, NSW Ports will undertake the following steps:

1. Where required by environmental law, notify the relevant Government Authority (if not undertaken by the tenant);
2. Take all reasonable steps to protect every person and the Environment from exposure to the Pollution Incident, until the nature and cause of the Pollution Incident has been identified and any Clean Up Action has been completed (if required) to the reasonable satisfaction of Port Lessor and any relevant Government Authority that was or should have been notified;
3. Undertake any appropriate Clean Up Action necessary to clean up the Air Pollution, Land Pollution or Water Pollution which results from the Pollution Incident caused by NSW Ports/Port tenant or licensee and rehabilitate the surrounding Environment if necessary;
4. Promptly comply with any reasonable notice, order or direction of any Government Authority in relation to any Pollution Incident at the Leased Area (but only to the extent to which NSW Ports has caused or contributed to the Pollution Incident)

Incident and Emergency Notification and Reporting

In accordance with the Protection of the Environment Operations Act 1997, any person carrying on the activity (including the occupier of the premises or the employer) which causes a pollution incident which causes material harm to the environment or threatens such harm is to notify immediately each relevant authority as identified in the procedure below. Table 12 outlines the phone numbers of the relevant government agencies and emergency services that may be required to be contacted during and in response to an emergency. Details are also provided in the BLB 1 & 2 Emergency Plan.

The procedure for notification in the event of an incident or emergency is to call 000 in the first instance if the incident presents an immediate threat to human health or property. Fire and Rescue NSW, the NSW Police, the NSW Ambulance Service and PANSW (for waterside pollution incidents only) are the first responders, as they are responsible for controlling and containing incidents. If the incident does not require an initial combat agency, or once the 000 call has been made, notify the relevant authorities in the following order:

- The Environment Protection Authority (EPA)
- The Ministry for Health via the Local Public Health Unit
- The WorkCover Authority
- Randwick City Council

NSW Ports will notify the Director-General of any incident with actual or potential significant off-site impacts on people or the bio-physical environment within 12 hours of occurring. Written details will be provided within 24 hours of the incident or potential incident occurring and a further detailed report containing information on causes and additional necessary preventative measures will be submitted no later than 14 days after the incident or potential incident.

Complying with these notification requirements does not remove the need to comply with any other obligations for incident notification, for example, those that apply under other environment protection legislation or legislation administered by WorkCover.

In addition, NSW Ports is required to notify NSW Roads and Maritime Services, the Harbour Master (PANSW) and any Relevant Authority (having jurisdiction or power in relation to a Facility) of any Pollution Incident reported on or near a Facility as defined under Maritime Facilities Deed.

Table 12 – Emergency Contact Numbers

AGENCY	PHONE NUMBER
<i>Emergency</i>	000
<i>NSW Ports – Office Hours</i>	1300 922 524
<i>After hours Emergencies - Port Operations Manager</i>	0417 217 274
<i>NSW Ports – BLB Officers</i>	(02) 9316 1137
<i>PANSW VTS</i>	(02) 9296 4003 (Marine Pollution Incidents)
<i>Police</i>	
<i>Emergency</i>	000
<i>Non-emergency – Maroubra PAC</i>	(02) 9349 9299
<i>Ambulance</i>	
<i>Emergency</i>	000
<i>Non-emergency – Metro Division</i>	(02) 8752 0444
<i>NSW Fire and Rescue</i>	
<i>Emergency</i>	000
<i>Non-emergency – Matraville Fire Station</i>	(02) 9694 1146
<i>Environment Protection Authority (EPA)</i>	131 555 (24 hours)
<i>NSW Health</i>	(02) 9382 8333
<i>Randwick Office Public Health Unit</i>	(02) 9382 2222 (after hours)
<i>Randwick City Council</i>	(02) 9399 0999
<i>WorkCover</i>	13 10 50
<i>Sydney Water</i>	13 20 90 (24 hours)
<i>Ausgrid (loss of supply, fallen wires or other electrical emergencies)</i>	13 13 88 (24 hours)
<i>Gas emergencies</i>	13 19 09
<i>Department of Planning, Industry and Environment</i>	1300 305 695

Spill Response Procedures

The design features of the BLB2 ensures that spills that occur on the wharf and landside areas are contained and prevented from entering the waters of Botany Bay. Two spill containment areas (bunds) are located on the deck situated at the manifold area (inner bund) and the entire working platform (outer bund).

The inner bund is intended to contain any accidental minor spills or leaks of petroleum or other chemicals. This bunded area is connected to a collection sump which can be pumped to a wastewater storage tank on land. The working platform is provided with a 200mm high continuous vehicle kerbing around the entire deck (this is the outer bund). The access road has a trafficable ramp, 200mm high, as part of the bund system.

If there are no unloading/loading operations occurring, the bunds are left open and any stormwater is discharged to Botany Bay. All stormwater accumulated in the bunds passes through an oil separator and gross pollutant trap system before being discharged to Botany Bay, even if it is sighted to be clean.

Spill into the water

In the event of a spill from a ship into the waters of Botany Bay, the first step is for the BLB officers with the assistance of the ship's crew to isolate the cause of the spill and prevent as much product from entering the water as possible. The next step is to notify PANSW VTS centre on 02 9296 4003 which has trained staff and equipment (such as oil booms) on duty 24/7 at Brotherson Dock for rapid deployment. PANSW have developed a comprehensive spill response manual and procedures for Port Botany operations and other resources are available to respond to spills into the ocean. PANSW have the following responsibilities in Botany Bay:

- Administer dangerous goods transported in marine waters;
- Provide a 24 hour emergency response crew for spills into marine waters;
- Clean up and investigation of spills;
- Prosecution of spill offenders; and
- Provide 24 hour port communication.

PANSW personnel are trained in spill containment and recovery of spilt materials with emergency exercises conducted at least annually. In the event of a spill, NSW Ports will make staff available to participate in the Incident Response Team under the direction of PANSW.

Spill on the landside/bunded areas

During ship unloading, any liquid (i.e. product) that enters the bunded area is deemed to be potentially contaminated and is pumped to the storage tank for treatment and/or disposal to an approved waste handling facility.

All stormwater from the working platform that is collected during the loading/unloading operations is initially visually assessed to determine whether it is free from pollution. Clean stormwater is suitable for release to Botany Bay, however, if any contamination is detected, the stormwater is diverted to the wastewater storage tank. Water from the wastewater storage tank is then tested (if required), classified according to the DECC waste management guidelines and then disposed of at an appropriately licensed liquid waste management facility appropriate facility.

In the event of a significant spill on the work platform, the liquid material will be pumped out from the bund to the wastewater storage tank and/or an approved waste road tanker and taken off-site for appropriate disposal.

In the event of a minor spill, the spilled liquid will be cleaned up by operational personnel using spill kits that are located at the end of the wharf. All BLB2 officers are trained in the use of spill kits.

Once loading/unloading operations have ceased, the bunded areas are visually assessed to determine whether the area is free from product spills.

NSW Fire and Rescue via its Hazmat Response Unit is the lead combat agency for any landside spill emergency which cannot be readily contained and managed by the polluter.

Biosecurity Incidents

Biosecurity incident response procedures have been developed in consultation with the relevant government departments. These are provided in Appendix D. The procedures will be regularly updated in response to feedback from NSW Ports, biosecurity events/incidents and consultation with government authorities.

Incident Records

All environmental incidents and emergencies that occur within the Port Area (i.e. on NSW Ports managed areas, and tenanted/licensed areas when notified to NSW Ports) will be recorded in the NSW Ports Incident Register. Tenants and licensees within the Port Area are also required to prepare and maintain an incident register. The incident details that are to be recorded include:

- Name and organisation of person reporting the incident
- Date and Time of the Incident
- Incident location, including address
- Incident description/category (i.e. water pollution, odour, landside pollution etc.)
- Incident classification as per Section 8.2
- Details of the incident including contributing factors

- Whether the incident was reported to external authorities, (i.e. EPA as per Section 8.4) including date/time of notification
- What was the incident response, including clean-up/remedial actions, who attended etc
- Details of damage, short and long term
- If any follow up or corrective actions are required, who is responsible, what timeframe etc.
- If required, close out of follow up action.

3.6 Reporting and Auditing

Compliance Reporting and Auditing

The original Compliance Tracking Program which had separate components for Compliance Tracking Reports and Annual Environmental Audits was revised in 2015 and a new Compliance Tracking Program (available on the NSW Ports BLB2 project website) was approved by the Secretary of DPIE in May 2015. The program specified independent environmental audits will instead be conducted every three years in conjunction with the three yearly hazard audits and that formal compliance tracking reports are no longer required. Environmental audit reports are available for public inspection on request.

Records

All records required to be kept by this OEMP shall be kept for a minimum of five (5) years and shall be available for examination by a suitably qualified person authorised to inspect the OEMP.

A copy of the project approval and all relevant environmental approvals will be available at the BLB2 site at all times.

All documents required under the project approval will be available for public inspection on request (subject to commercial confidentiality).

Document Currency

The currency of all copies of the OEMP shall be reviewed annually to ensure that current versions of the OEMP are available to staff and contractors and obsolete versions are removed to avoid errors and confusion. OEMP currency will also be maintained via controlled distribution of new revisions, as they become available, to relevant staff and contractors (with obsolete versions removed concurrently). The current version of the OEMP will be available on the NSW Ports' website.

Action Tracking Register/Compliance Tracking NSW Ports maintains a register of compliance with the project approval. Non-conformances/corrective actions as a result of events, incidents, audits or inspections will be documented and issued through NSW Ports Action Register.

3.7 OEMP Review

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 three years after that, or when operations change that warrants an update of the OEMP.

The review will be undertaken by NSW Ports' staff and will consider as a minimum:

- NSW Ports' staff input
- Any agency input or response from DPIE
- Maintenance/operational activity details
- Environmental monitoring outcomes
- Incidences and non-conformances
- Changes in organisational structure and responsibilities
- Changes in standards and legislation
- All relevant sub-plans

Appendix A – Conditions of Consent

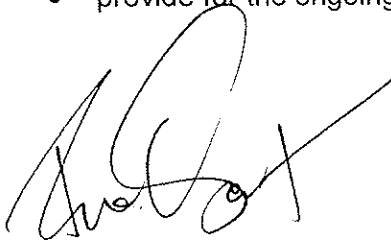
Project Approval

Section 75J of the *Environmental Planning and Assessment Act 1979*

I, the Minister for Planning, approve the project referred to in Schedule 1, subject to the conditions in Schedule 2.

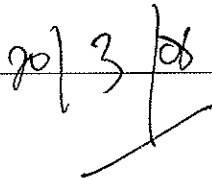
These conditions are required to:

- prevent, minimise, and/or offset adverse environmental impacts;
- set standards and performance measures for acceptable environmental performance;
- require regular monitoring and reporting; and
- provide for the ongoing environmental management of the project.



Frank Sartor MP
Minister for Planning

Sydney



2008

File No: S07/00205

SCHEDULE 1

Application No:	07_0061
Proponent:	Vopak Terminals Sydney Pty Ltd
Approval Authority:	Minister for Planning
Land:	Lot 6 DP 1053768, Port Botany
Project:	<p>The construction and operation of a second bulk liquids berth facility adjacent to the existing bulk liquids berth at Port Botany comprising:</p> <ul style="list-style-type: none">• a central working platform (measuring approximately 76 metres by 32 metres) 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 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;
- support infrastructure including fire control facilities (pumps, foam/water monitors and associated tanks, gatehouse and amenities (the need for a gatehouse is dependent on site security arrangement);
- berth fitout, including fire fighting monitors, services such as water, sewer, electrical and communications, amenities and blast proof operator shelter; and
- pipelines to user facilities including support and access structures such as pipe racks and culverts.

Major Project:

The proposal is declared a Major Project under section 75B(1)(a) of the *Environmental Planning and Assessment Act 1979*, because it is a development of a kind described in clause 22 of Schedule 1 to *State Environmental Planning Policy (Major Projects) 2005*.

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SCHEDULE 2

Act, the	<i>Environmental Planning and Assessment Act, 1979</i>
Conditions of Approval	The Minister's conditions of approval for the project.
Council	Randwick City Council
Day	the period from 7am to 6pm on Monday to Saturday, and 8am to 6pm on Sundays and Public Holidays
DECC	Department of Environment and Climate Change
Department, the	Department of Planning
Director-General, the	Director-General of the Department of Planning (or delegate)
Director-General's Approval	<p>A written approval from the Director-General (or delegate).</p> <p>Where the Director-General's Approval is required under a condition the Director-General will endeavour to provide a response within one month of receiving an approval request. The Director-General may ask for additional information if the approval request is considered incomplete. When further information is requested the time taken for the Proponent to respond in writing will be added to the one month period.</p>
Director-General's Report	The report provided to the Minister by the Director-General of the Department under section 75I of the EP&A Act.
EA	<i>Environmental Assessment: Bulk Liquids Berth No. 2 – Port Botany</i> (prepared by Sinclair Knight Merz Pty Ltd, November 2007).
EPL	Environment Protection Licence issued under the <i>Protection of the Environment Operations Act, 1997</i>
Evening	the period from 6pm to 10pm on any day
Minister, the	Minister for Planning
Night	the period from 10pm to 7am on Monday to Saturday, and 10pm to 8am on Sundays and Public Holidays
Proponent	Vopak Terminals Sydney Pty Ltd
Publicly Available	Available for inspection by a member of the general public (for example available on an internet site or at a display centre)
Sensitive Receiver	Residence, education institution (e.g. school, TAFE college), health care facility (e.g. nursing home, hospital) and/or religious facility (e.g. church) defined as noise sensitive locations in the <i>NSW Industrial Noise Policy</i> (EPA, 2000)
Site	Land to which Major Projects Application 07_0061 applies

1. ADMINISTRATIVE CONDITIONS

Terms of Approval

- 1.1 The Proponent shall carry out the project generally in accordance with the:
 - a) Major Projects Application 07_0061;
 - b) *Bulk Liquids Berth No. 2 – Port Botany: Environmental Assessment* dated November 2007 and prepared by Sinclair Knight Merz Pty Ltd;
 - 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);
 - d) *Response to Submissions Report* prepared by Sinclair Knight Merz Pty Ltd and dated 26 February 2008; and
 - e) the conditions of this approval.
- 1.2 In the event of an inconsistency between:
 - a) the conditions of this approval and any document listed from condition 1.1a) to 1.1d) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and
 - 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.
- 1.3 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

Limits of Approval

- 1.4 This approval shall lapse 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.
- 1.5 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.

Statutory Requirements

- 1.6 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 the site at all times during the project.

Compliance

- 1.7 The Proponent shall ensure that employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities.
- 1.8 The Proponent shall be responsible for environmental impacts resulting from the actions of all persons on site, including contractors, sub-contractors and visitors.

Utilities and Services

- 1.9 Prior to the 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.

- 1.10 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. 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.
- 1.11 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.

2. SPECIFIC ENVIRONMENTAL CONDITIONS

Hazards and Risk

Pre-Construction

- 2.1 One month prior to the commencement of construction of the project (except for preliminary works such as survey, fencing, minor adjustment to public utilities/services and test excavation works), or within such period otherwise agreed by the Director-General, the Proponent shall prepare and submit for the approval of the Director-General, the following studies:
- a) a **Fire Safety Study** covering the relevant aspects of the Department of Planning's *Hazardous Industry Planning Advisory Paper No. 2 - Fire Safety Study Guidelines* and the NSW Government's *Best Practice Guidelines for Contaminated Water Retention and Treatment Systems*. In addition to approval from the Director-General, approval for this study shall also be obtained from the Commissioner of the NSW Fire Brigades;
 - b) a **Hazard and Operability Study**, chaired by an independent and qualified person approved by the Director-General prior to the commencement of the study. The study shall be carried out in accordance with Department of Planning's *Hazardous Industry Planning Advisory Paper No. 8 - HAZOP Guidelines*. The study report shall be accompanied by a program for the implementation of all recommendations made in the report. If the Proponent proposes to defer the implementation of a recommendation, full justification must be included;
 - c) a **Final Hazard Analysis** prepared in accordance with the Department of Planning's *Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis*; and
 - d) a **Construction Safety Study** prepared in accordance with the Department of Planning's *Hazardous Industry Planning Advisory Paper No. 7 - Construction Safety Study Guidelines*. Because the construction period exceeds six months, the "commissioning" portion of the study may be submitted two months prior to the commencement of commissioning.

Construction, other than of preliminary works, shall not commence until approval has been granted by the Director-General.

Pre-commissioning

- 2.2 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 the approval of the Director-General:
- a) 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
 - b) 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*.

Air Quality Impacts

Odour

- 2.3 The Proponent shall not permit any offensive odour, as defined under section 129 of the *Protection of the Environment Operations Act 1997*, to be emitted beyond the boundary of the site unless as otherwise permitted by an Environment Protection Licence.

Dust Emissions

- 2.4 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.

Noise Impacts

Construction Noise Impacts

- 2.5 To mitigate construction noise impacts associated with the project, the Proponent shall only undertake construction activities that are audible at any residential receptor during the hours listed below:
- a) all works undertaken on Mondays to Fridays shall only be carried out between 7:00 am to 6:00 pm;
 - b) all works undertaken on Saturdays shall only be carried out between 8:00 am and 1.00 pm; and
 - c) no construction works shall occur on Sundays or public holidays.

This condition does not apply in the event of a direction from police or other relevant authority for safety or emergency reasons. *Note: 'safety or emergency reasons' refers to emergency works which may need to be undertaken to avoid loss of life, property loss and/or to prevent environmental harm.*

- 2.6 The hours of construction activities specified under condition 2.5 of this approval may be varied with the prior written approval of the Director-General. Any request to alter the hours of construction specified under condition 2.5 shall be:
- a) considered on a case-by-case basis;
 - b) accompanied by details of the nature and need for activities to be conducted during the varied construction hours; and
 - c) accompanied by sufficient information for the Director-General to reasonably determine that activities undertaken during the varied construction hours will not adversely impact on the acoustic amenity of receptors in the vicinity of the site.
- 2.7 Notwithstanding condition 2.5, no audible piling activities are permitted to occur on the weekend or public holidays.
- 2.8 No driven piles are permitted for the construction of wharf structures unless otherwise agreed by the Director-General.

Operation Noise Impacts

- 2.9 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).
- 2.10 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:
- 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 3°C per 100 metres and wind speeds up to 2ms⁻¹ (measured at 10 metres above ground level).

Table 1 - Operational Noise Limits for Representative Residential Receivers

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)	35	38
Elaroo Avenue (Location A)	35	38

2.11 For the purpose of assessment of noise contributions specified under condition 2.10 of this approval, noise from the project shall be:

- Measured at the most affected point on or within the residential boundary to determine compliance with the L_{Aeq}(15 minute) and L_{Aeq}(night) noise limits outlined in condition 2.10; and
- 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 *New South Wales Industrial Noise Policy* (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.

Soil and Water Impacts

- 2.12 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.
- 2.13 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.

3. ENVIRONMENTAL MONITORING AND AUDITING

Noise Audit

- 3.1 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:
- noise monitoring, consistent with the guidelines provided in *New South Wales Industrial Noise Policy* (EPA, 2000) to assess compliance with the criteria specified in Table 1 of this approval;
 - methodologies for noise monitoring;
 - location(s) of noise monitoring;
 - frequency of noise monitoring;
 - identification of monitoring sites at which pre-and post-project levels can be ascertained; and
 - provision of details of any complaints received relating to noise generated by the project, and action taken to respond to those complaints.
- 3.2 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.

Hazard Audit

- 3.3 Twelve months after the commencement of operations of the project or within such period otherwise agreed by the Director-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 *Hazardous Industry Planning Advisory Paper No.5 - Hazard Audit Guidelines*. 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.

4. COMPLIANCE MONITORING AND TRACKING

Compliance Tracking Program

- 4.1 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 necessarily be limited to:
- a) provisions for periodic review of the compliance status of the project against the requirements of this approval;
 - b) provisions for periodic reporting of compliance status to the Director-General;
 - c) provisions for specific reporting requirements as required by conditions 4.2 and 4.3;
 - d) a program for independent environmental auditing at least annually, or as otherwise agreed by the Director-General, in accordance with *ISO 19011:2002 - Guidelines for Quality and/ or Environmental Management Systems Auditing*; and
 - e) mechanisms for rectifying any non-compliance identified during environmental auditing or review of compliance.
- 4.2 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:
- a) dates of study/plan/system submission, approval, commencement of construction and commissioning;
 - b) actions taken or proposed to implement recommendations made in the studies/plans/systems; and
 - c) response to any requirements imposed by the Director-General under condition 1.3.
- 4.3 Three months after the commencement of project operations, the Proponent shall submit to the Director-General, a **Post-Startup Compliance Report** verifying that:
- a) the Emergency Plan required under condition 2.2a) is in place and effective and that at least one emergency exercise 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.

5. COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT

- 5.1 Subject to confidentiality, the Proponent shall make all documents required under this approval available for public inspection on request.

Complaints Procedure

- 5.2 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):
- 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
 - an email address to which electronic complaints may be transmitted.

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.

- 5.3 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:
- 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 action was taken by the Proponent in relation to the complaint, the reason(s) why no action was taken.

The Complaints Register shall be made available for inspection by the Director-General upon request.

6. ENVIRONMENTAL MANAGEMENT

Construction Environmental Management Plan

- 6.1 Prior to the commencement of construction of the project, the Proponent shall prepare and implement a **Construction Environmental Management Plan** to outline environmental management practices and procedures to be followed during the construction of the project. The Plan shall be prepared in accordance with *Guideline for the Preparation of Environmental Management Plans* (DIPNR, 2004).
- 6.2 As part of the Construction Environmental Management Plan for the project, required under condition 6.1 of this approval, the Proponent shall prepare and implement the following:
- a **Construction Traffic Management Protocol** to detail how vehicle movements associated with the project will be managed during construction. The Protocol shall specifically address the movement of heavy and/or oversize loads to and from the site, the management of construction traffic and any restrictions to the hours of heavy vehicle movements to avoid road use conflicts with other port users. The Protocol shall detail the expected routes to the site for construction traffic with the intention that all residential areas are avoided.
 - a **Construction Water Management Protocol** to outline specific mitigation measures that would be implemented as part of the project to minimise the impact of construction on water quality including piling activities and the handling of chemicals, fuels and concrete. The Protocol shall include the use of appropriate stormwater controls, in accordance with *Managing Urban Stormwater: Soils and Construction* (Landcom,

- 2004) and shall outline specific measures that will be implemented at the site to avoid sediment-laden stormwater from entering Botany Bay.
- c) where surface excavation is required below 1 metre or where soil testing prior to the commencement of construction identifies the presence of acid sulfate soils, an **Acid Sulfate Soil Management Plan** prepared in accordance with guidance provided in *Acid Sulfate Soil Manual* (Acid Sulfate Soil Management Advisory Committee, 1998);
 - d) a **Construction Noise Management Plan** to outline construction noise mitigation, monitoring and management measures to be implemented to minimise noise impacts during construction of the project. The Plan shall include, but not necessarily be limited to:
 - i) details of construction activities and a schedule for construction works;
 - ii) identification of construction activities that have the potential to generate noise and/ or vibration impacts on surrounding land uses, particularly residential areas;
 - iii) where the relevant construction noise goals contained in the *Noise Management Guideline – Construction Noise* (formerly published as Chapter 171 of the *Environmental Noise Control Manual*) are predicted to be exceeded at sensitive receivers, provision for the application of all practicable and reasonable noise mitigation measures to seek to achieve the relevant construction noise goals;
 - iv) procedures for notifying residents of construction activities that are likely to effect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints; and
 - v) a description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often this monitoring would be conducted, how the results of this monitoring would be recorded; and, if any non-compliance is detected.

Operation Environmental Management Plan

- 6.3 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 *Guideline for the Preparation of Environmental Management Plans* (DIPNR 2004), and shall include, but not necessarily be limited to:
- 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).

7. ENVIRONMENTAL REPORTING

Incident Reporting

- 7.1 The Proponent shall notify the Director-General of any incident with actual or potential significant off-site impacts on people or 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 causes 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.

Appendix B – HSE Policy

Health, Safety and Environment (HSE) Policy

At NSW Ports we manage ports and intermodal assets that are key trade gateways connecting the people and businesses of NSW to global and domestic markets. We place a high priority on Health, Safety and Environmental (HSE) management to effectively mitigate risk while pursuing sustainable growth for our business.

We are committed to providing safe and healthy work conditions for employees, contractors, visitors and other persons at our workplaces and controlled premises, involved in activities of our undertaking. Together, we strive to prevent work-related injury and ill health.

We are also committed to protecting the environment by preventing pollution, responding to climate change, conserving local ecological and heritage values and using resources efficiently and sustainably.

Our Approach:

Our integrated management system provides a framework to achieve HSE objectives in accordance with our corporate values of care, collaboration, passion, integrity and accountability.

HSE management is a shared responsibility for everyone who works for NSW Ports or visits an NSW Ports workplace. We encourage visible leadership, engaging consultation and active participation of relevant stakeholders in HSE processes. Workers are required to take reasonable care for their own health and safety and the health and safety of others, including complying with any reasonable instruction given by NSW Ports and cooperating with any reasonable policy or procedure.

We implement our HSE Commitments by:

- Setting, monitoring and reviewing measurable HSE objectives and targets.
- Complying with relevant HSE legislation, approvals, licences, regulations, recognised standards and industry practice.
- Implementing an integrated risk management framework to mitigate the risk of hazards via a formal process of hazard identification, risk assessment, and elimination or control.
- Investigating incidents that cause or threaten significant harm to people or the environment and ensuring appropriate actions are taken in a timely manner to prevent a reoccurrence.
- Reporting HSE hazards, near misses, incidents and impacts, and corrective actions to senior management and the Board.
- Establishing HSE responsibilities and accountabilities according to the role, for our staff and other stakeholders such as contractors, visitors, tenants and other persons conducting business or undertakings at our sites.
- Consulting, collaborating and communicating HSE responsibilities, expectations, policies and processes to our staff and other stakeholders.
- Providing appropriate training and support to ensure the competence of staff and others in fulfilling their HSE responsibilities.
- Providing and maintaining adequate premises, facilities, amenities, working conditions and resources to effectively meet our HSE objectives and procedures whilst conducting business.

We regularly review and update our HSE management system to continually improve our safety and environmental management and performance.

A handwritten signature in blue ink, appearing to read "Marika Calfas".

NSW Ports CEO – Marika Calfas

13/08/2020

Date

Appendix C – Risk Assessment Matrix

1) Consequence Rating						
Rating	Description	Financial	Environmental	Safety	Reputational	Operational
1	Minor	<\$0.1M	Marginal environmental damage/onsite release contained immediately and not requiring notification of EPA.	Minor injury requiring simple first aid treatment.	Isolated complaint by an individual. No media attention.	Interruption of a critical function or process of less than 24 hours, or less than 48 hours for a non-core function or process
2	Moderate	<\$0.2M	Environmental damage requiring notification to EPA.	Medical attention and absence from work for less than 5 days.	Complaint by multiple individual's. Low profile media attention.	Interruption of a critical function or process of between 24 and 48 hours, or between 2 and 7 days for a non-core function or process
3	Major	<1.0M	Environmental damage leading to an EPA investigation.	Injury requiring hospitalisation with absence from work for over 5 days, but no lasting health impact.	Level of public attention diverting significant management resources towards dealing with underlying matter. Delay to or suspension of strategic projects and revision of strategic goals.	Interruption of a critical function or process of between 2 and 7 days, or between 7 and 14 days for a non-core function or process
4	Critical	<\$5M	Environmental damage leading to an EPA enforceable undertaking.	Single serious long term injury or disability.	Severe dent in key stakeholder confidence requiring extensive engagement of top management to restore trust and faith. Significant reduction in stakeholder support	Major or total disruption to operations of between one and four weeks
5	Extreme	>\$5M	Extensive environmental damage leading to a parliamentary inquiry or commission.	Loss of life or multiple serious long term injuries or disabilities.	Loss of key stakeholder confidence affecting future growth and investment. Public outrage	Major or total disruption to operations of greater than four weeks

2) Likelihood rating			
Rating	Definition	Frequency	Description
1	Rare	Once every 25 years (0-10%)	Has not happened previously in our industry, but is a conceivable scenario / The risk will only occur in exceptional circumstances and is almost impossible
2	Unlikely	Once every 10 years (10-40%)	Has happened previously in our industry / The risk event may occur but only in certain circumstances and not likely to occur
3	Possible	Once every 5 years (40-70%)	Has been logged at least once within our organisation or my previous employer(s) / The risk event could occur at some point over the period of the objective
4	Likely	Once every 2 years (70-90%)	Has been logged at least several times within our organisation or my previous employer(s) / The risk event will probably occur at some point
5	Almost Certain	Once every year (90-100%)	Has been logged regularly in this area and others (known industry issue) / Risk event is almost certain to occur at some point

Risk Methodology: Risk Matrix

		Likelihood				
		Rare	Unlikely	Possible	Likely	Almost Certain
Consequence		1	2	3	4	5
Extreme	5	Significant (5-1)	High (5-2)	High (5-3)	High (5-4)	High (5-5)
Critical	4	Significant (4-1)	Significant (4-2)	High (4-3)	High (4-4)	High (4-5)
Major	3	Moderate (3-1)	Moderate (3-2)	Significant (3-3)	Significant (3-4)	High (3-5)
Moderate	2	Low (2-1)	Low (2-2)	Moderate (2-3)	Significant (2-4)	Significant (2-5)
Minor	1	Low (1-1)	Low (1-2)	Low (1-3)	Moderate (1-4)	Significant (1-5)

Appendix D – Biosecurity Response Procedures

Biosecurity Incident Response Procedure

A BIOSECURITY INCIDENT IS AN UNINTENTIONAL, UNFORESEEN OR UNCONTROLLED EXPOSURE TO EXOTIC PESTS, FOREIGN ORGANIC MATERIAL OR DISEASES.

Examples of potential biosecurity risks at NSW Ports:

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Hitchhiker pest on an arriving vessel – ants, stink bugs, bees, snails, etc. • Sighting of a rat or potential exotic pests on the wharf • Pooled water having potential to breed mosquito Larvae • An ants nest near the berth • Soil/organic material contamination | <ul style="list-style-type: none"> • Borer holes or frass under dunnage • Quarantine or organic waste from a ship (food scraps) ie- fruit/veg • A person on an incoming vessel with an unknown illness |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Note - Transfer of viruses and illnesses from incoming vessel crews may also constitute a biosecurity risk.

Exotic pests or diseases may actually be detected during a biosecurity incident, or they may only be suspected. For example, discovering webbing, borer holes, egg masses, or soil contamination are all examples of an actionable biosecurity incident.

BIOSECURITY AWARENESS TRAINING

All NSW Ports berth tenants and operators must complete the National *Seaports Biosecurity Awareness eLearning* package (<http://www.agriculture.gov.au/Documents/seaports-biosecurity-elearning/index.html>)

Training will be issued to all relevant stakeholders parties via NSW Ports Rapid Induct Portal

1.

ISOLATE

SUSPECTED OR DETECTED BIOSECURITY RISKS MUST BE ISOLATED IMMEDIATELY:

- Isolate the risk found at the port (such as ants nests, bee hives) using barriers to prevent any movement through the area.
- Isolate biosecurity risk on board vessels where possible
- Confine the suspected biosecurity risk to create an isolation area.
- Display a “Biosecurity Area – Authorised persons only” sign to indicate the biosecurity isolation area.
- closing container or vessel doors or creating barriers
- placing affected cargo in a biosecurity isolation area away from other goods
- If there is an ill crew member, the person must be confined to the vessel for assessment by a biosecurity officer.

Signage is available in the biosecurity kit located at the BLB1 security office

2.

CONTAIN

ALL BIOSECURITY RISKS MUST BE CONTAINED TO AVOID SPREAD WHERE SAFE TO DO SO.

- Contain Any flying or mobile insects, to stop them moving e.g. close door of crate, box, container etc for moths, lady bugs, stink bugs
- Contain spillages of soil, organic material, seeds or nests by collecting and double bagging
- Contain onboard vertebrate and invertebrate species on the vessel where possible until appropriate authorities are notified and present
- Use signage such as flagging or biosecurity tape to section off an area if relevant
- Use tarpaulins to contain contamination or pest infestation

	<ul style="list-style-type: none"> • If possible/relevant, collect a specimen in a jar (seed, plant, insect etc) and provide to Biosecurity personnel to assist with identification • Use tarpaulins or blankets to cover the area or restrict animal movement • Take photos, record the location to assists with identification • As a last resort is to use a knockdown spray (insect spray) on mobile insects. <p>Note – <u>Never use a knockdown spray on Ants, bees or wasps.</u> These can be very dangerous so do not disturb them. Take a photo and record the location. If detected on cargo, do not move it. Instead, take measures to isolate it.</p> <p><u>BIOSECURITY INCIDENT RESPONSE KITS</u></p> <p>A Biosecurity Incident Response Kit is available at the BLB1 office. Each kit contains the following;</p> <ul style="list-style-type: none"> - Gloves - Face shield/Mask - 2 x collection jars for biosecurity specimens - Hazard tape - A copy of this Biosecurity Incident Response Procedure - Waste bag - Knockdown Spray (insect spray) - Virkon medical grade disinfectant <p>The equipment is provided by NSW Ports for use in a biosecurity incident by those in attendance, and will be maintained and inspected annually. Equipment must be replaced if used entirely, empty or expired.</p> <p>In the case of a biosecurity incident, any quarantine waste is to be placed in quarantine bins and disposal shall be coordinated via NSW Ports with approved waste contractor Suez Recycling & Recovery Pty Ltd is (registration N1653). This will occur within 72 hours of an incident or within 48 hours if the waste contains perishable items.</p> <p>Quarantine bins are permanently located at BLB1 and BLB2 for berth users. These bins are managed by NSW Ports and are emptied regularly as required.</p>		
3. REPORT	<p><u>REPORT SUSPECTED BIOSECURITY RISKS OR INCIDENTS IN THE FOLLOWING ORDER:</u></p> <ol style="list-style-type: none"> 1. Local biosecurity office Port Botany 02 8035 5390 or 0408 179 487 2. Dept Agriculture: See.Secure.Report hotline number: 1800 798 636 3. NSW Dept of Primary Industries Biosecurity Helpline: 1800 680 244 4. Port Operations Manager NSW Ports 02 9316 1135 or 0417 217 274 		
4. TREAT	<p><u>BIOSECURITY OFFICERS WILL ATTEND THE SITE AND ADVISE TREATMENT</u></p> <p>After a report is issued, Biosecurity officers will attend to provide further instruction and/or collection of specimens.</p> <p>Biosecurity officers and treatment providers <u>must</u> be given access to undertake urgent responses in a timely manner.</p> <p>Port Botany engages Greenway Pest Control or pest and termite problems, and hygiene services; Phone: 0422 742 008 Email: info@greenwaypestmanagement.com.au</p> <p><i>Note:</i> If a departmentally approved treatment provider is not used to respond to a biosecurity risk, the treatment must be performed under supervision by a biosecurity officer at a fee for service.</p>		
Review	This document shall be reviewed at least every 2 years		
Approved	<u>VERSION No:</u> 02	<u>AUTHORISED BY:</u> GM Jonathan Lafforgue	<u>DATE:</u> Sept 2020

