

**Port Botany Expansion  
Construction and Operations Community Consultative Committee  
Minutes**

**Date:** 2 July 2013

**Meeting number:** 45

**Attendees:**

Roberta Ryan (RR) – Chairperson  
 John Burgess (JB) – Community Representative  
 Paul Pickering (PP) – Community Representative  
 Bronwyn Englaro (BE) – Randwick City Council  
 Steven Poulton (SP) – City of Botany Bay Council  
 John Ieroklis (JI) – Hutchison  
 Eladio Peres (EP) – EPRM/SICTL  
 Karl McCarthy (KM) – Sydney International Container Terminals  
 Noel Storan – Sydney International Container Terminals  
 Jason Ambler – Laing O’Rourke  
 Anthony Lee (AL) – Patrick  
 Shane Hobday (SH) – NSW Ports  
 Alison Wedgewood (AW) – NSW Ports  
 Adem Long (ALo) – NSW Ports  
 Sandra Spate (SS) – Minute taker

**Apologies:** Michael Kavanagh – Business Representative, Peter Engelen – NSW Ports, Paul Jerogin – Sydney Ports Corporation, Richard Pollock – Patrick, Paul Matthews – Patrick

Item	Issue	Action	By whom	When
<b>1</b>	<b>Welcome, introductions and apologies</b>			
	The Chair welcomed attendees and apologised for any inconvenience caused by the change in meeting date.			
<b>2</b>	<b>Accept minutes of last meeting</b>			
2.1	<p>Actions from the May meeting are as follows:</p> <p>Item 3.6. Send the website link to tonight's presentation to CCC members. This was done, the action is closed.</p> <p>Item 3.10. The Traffic Management Plans for Patrick's works be provided to Botany Bay and Randwick Councils. It was this occurred as part of the EIS. Follow up with SP.</p>			

	<p>Item 4.4. SPC (SH) to send the website link for environmental monitoring to CCC members. This has been done. The link is again provided below.</p> <p><a href="http://www.hutchisonports.com.au/port-botany-expansion">http://www.hutchisonports.com.au/port-botany-expansion</a></p> <p>Item 4.4. Penrhyn Estuary Monitoring be placed on the agenda for the next meeting after the full report becomes available. SH noted the full report is not yet available. When available the final report will be placed on the Sydney Ports website. SH will provide the link to this to CCC members when it is provided.</p> <p>Item 4.8 Provide an update to the CCC on the results of the physical modelling for Foreshore Beach. Modelling is continuing and is expected to finish by the end of July with a report in August. The proposal will then go to tender for two or three groynes which will be coordinated with Sydney Water. Construction will be during the winter months in 2014. Sydney Water is also undertaking a flooding study of the Botany hinterland.</p> <p>Item 7.1. The OEPM be circulated to members prior to the CCC meeting for discussion at the next meeting. This was done, the action is closed.</p> <p>Item 7.3. SH to forward the "blurb" regarding CCC membership to the Councils. Discussed under agenda item 8.4.</p>			
2.2	The minutes from the May 2013 meeting were accepted.			
<b>3</b>	<b>Update on construction and activities</b>			
3.1	<p><b>Patrick Development</b> <u>Presentation by Patrick</u></p> <ul style="list-style-type: none"> <li>- Knuckle area</li> <li>- Existing Terminal redevelopment</li> <li>- Ramp D</li> </ul>			

	<p>AL reported placement of sub-grade will occur over the next months. Work has been affected by rain.</p> <p>The CEMP for Ramp D has been approved and a contractor is being formalised to start work in the upcoming two months.</p> <p>The application for the main works was on public display till last week and now awaits the collation of comments by the DP&amp;I. A determination is expected to take approximately 60 days after that. Patrick will provide more details at the next meeting.</p>			
3.2	<p><b>Sydney International Container Terminal Works</b></p> <p><u>Presentation by SICTL</u></p> <p>Jl presented an overview of the OEMP which was sent to CCC members last week. The presentation was distributed at the meeting.</p> <p>There are national and international standards regarding health and safety, environment and rail and there is a need to create management systems to meet these. The presentation outlined proposed management systems and identified four applicable recognised Australian and International Standards Organisation publications. Hutchison will look at gaining ISO accreditation when management systems are up and running.</p> <p>The consultation process ensures stakeholder needs are considered.</p> <p>Jl suggested the Noise Management Sub-plan and the Operational Traffic Management Sub-plan are likely to be key Sub-plans.</p> <p>While shipping lines control the relationship with trucking companies likely controls to minimise impacts could include encouragement of use of B-doubles, backloading and night time slots to try and flatten the demand curve and reduce impacts.</p> <p>ALo noted the Port Botany Landside Improvement Strategy (PBLIS) helps</p>			

	<p>stevedores manage relationships with the trucking companies by providing a framework for truck bookings and imposing penalties for arriving too early or late. Measures/incentives are in place to avoid queuing.</p> <p>Jl reported that SICTL will apply for an Environmental Protection Licence from the NSW EPA under Schedule 1 for 0-5,000 kL Chemical Storage.</p> <p>All monitoring results are on the Hutchison website and publicly available.</p> <p>Annual monitoring reports go to the Executive to make any necessary changes. Impartial auditing is mandated by the Conditions of Approval. Audit reports go to management for monitoring.</p>			
	Questions and Discussion			
3.3	<p>AW asked whether Conditions of Approval noise criteria are included in the Noise Sub-plan and does it cover ship generators. Jl replied it doesn't cover ship generators. While not immediately available, there is provision for the cabling associated with shore based power which would reduce ship noise when active.</p>			
3.4	<p>AW asked whether the Noise Sub-plan includes traffic noise impacts and out of hours traffic. Jl replied that the Noise Sub-plan covers terminal noise. Traffic noise comes under the Operational Traffic Management Sub-plan. He noted that while SICTL can encourage the use of B-doubles but the trucking company determines the fleet. SICTL can encourage but not enforce. Trucks loitering in local streets is addressed in the Sub-plan by flattening out demand. There will be a driver amenities building in the SICTL truck marshalling area. Truck drivers will undergo inductions before coming into the SICTL terminal.</p>			
3.5	<p>PP asked about the scope of the Air Quality Sub-plan, noting that at the Terminal 3 end of port emissions from dirty motors can blow</p>			

	<p>over residence when engines fire up. SH responded that the specifications of the fuel that ships burn is governed by the International Maritime Organisations. EPA regulations allow flushing up of engines which can produce dark smoke prior to departure or once underway. If ships flush engines and don't depart this should be reported to Sydney Ports and Sydney Ports can contact the shipping company. New fuel specifications for ships are gradually being introduced reducing the sulphur content and particulates..</p> <p>ALo suggested Hutchison can play a role as it has a contract with the ship.</p>			
3.6	<p>RR sought confirmation that once heavy material is separated from water, water is discharged.</p> <p>Jl confirmed this is the case. The quality of the discharge is measured.</p> <p>RR asked whether in that case, the KPI should be quality of water discharged rather than the number of times the pollutant concentration limit is exceeded.</p> <p>Jl responded the KPI doesn't refer to a dramatic pollution event but the number of times water is discharged above requirements. It is both qualitative and quantitative.</p> <p>AW suggested it is not written as such, but the term pollution event does refer to the quality of water – an event could be an exceedence of criteria.</p> <p>Jl noted a bypass system included for runoff discharged through separator tanks. By this time the first flush has already been treated with the majority of pollutants caught in the first flow of a heavy rainfall event. Each part of the SICTL catchment goes through these devices and has storing compounds for storing water in a bunded area for automatic shut off. There is an alarm to the control system and the event is investigated.</p>			
3.7	<p>ALo asked whether Sub-plans for Traffic Management or Dangerous Good cover distribution and receival responsibility, i.e.</p>	<p>NSW Ports (SH/ AL) to provide</p>	<p>NSW Ports</p>	

	<p>what drivers need to have in place to take goods.</p> <p>SH report that EPA have been active in policing and enforcing transport of dangerous goods regulations over the past 12 months. The terminals are responsible for ensuring drivers have correct documentation before they leave the terminal. Each terminal has their own responsibility for this.</p> <p>Jl noted this area is an overlap between safety and environment. Truck driver requirements are included. Sydney Ports deems whether a ship with a leaking container can dock. SICTL has methods of dealing with the goods e.g. a spill trailer which can contain the leaking product .</p> <p>JB asked if the spill trailer belongs to SICTL. KM replied it does.</p>	Hutchison (Jl) with container terminal procedures for dangerous goods information for truck drivers.		
3.8	<p>PP asked whether SICTL is responsible for debris which gets washed against its wall in adverse weather. He noted litter from the Terminal 3 area gets washed to the beach. SH replied this is a Sydney Ports responsibility.</p>			
3.9	<p>PP asked who is responsible for security in the area where ships are moored. SH replied this SPC and it is part of the Port Botany Maritime Security Plan. Sydney Ports conduct random patrols.</p>			
3.10	<p>BE asked what the timeframe is for Sub-plans.</p> <p>Jl suggested they will be available this week or next.</p>			
3.11	<p>ALo asked whether the EPA licence for 5,000 kL includes containers that may be travelling by rail and held over the weekend in addition chemicals required for operation. Jl confirmed this is the case. Calculations are based on SICTL's storage capacity which exceeds the EPL trigger value. The scale of the licence was calculated by measuring throughput which does not exceed 5,000kL..</p>			
3.12	<p>JB reported he has been approached by the EPA to comment on noise issues as this has received attention from the Minister. JB</p>			

	<p>noted he reported that noise associated with construction is under control but he has concerns going forward with operational noise with operations closer to Dent St. The noise abatement wall will contain some, but with new allowances around throughput he is concerned that the Port could revert to 24 hour operations over time. In the longer term operational noise exceedences will be major problem with the expected momentum of the Port. Rail movements, trucks and containers dropping will render the area an unpleasant place to live.</p> <p>JB also reported that he has formally requested Orica relocate its hydraulic pumping stations and crash barriers away from the middle of Foreshore Road adjacent to the Botany Road, Penrhyn intersection to within the Foreshore Road perimeter of the Botany Golf Course. The pumping stations will remain operational for 100 years and he suggested they are currently a dangerous traffic hazard. Traffic management and safety has been raised at the NLG and is an ongoing action item.</p> <p>SH noted that in the last two months the port had received more noise complaints than previously though throughput hasn't changed significantly. These may be associated with yards dealing with empty containers being stacked at night. Automation will remove the need for beeping alarms and allow more exact stacking of containers. In addition the port has always operated 24/7 as does all ports nationally and internationally.</p> <p>BE asked whether noise monitoring could be undertaken for the whole Port.</p> <p>ALo replied that noise monitoring only takes averages and doesn't give high points such as dropping of a container.</p> <p>AW noted that noise complaints are from a specific corridor. There was some discussion about whether this had been caused by the AMCOR building reflecting noise.</p>			
3.13	<p><u>Construction Update</u> JA reported earthworks and paving</p>			

	<p>continuing. Noise wall panel installation will commence in the coming weeks.</p> <p>Monitoring reports are on the website.</p> <p>The real time dust monitor at the golf course registered two exceedences, one on the public holiday and one on a rain day with no construction activities on these days. All else is under the criteria.</p>			
<b>4</b>	<b>Environmental monitoring</b>			
4.1	<p><b>Penrhyn Estuary Port-Construction monitoring program update</b></p> <p>The final report will be circulated when available. All the monitoring reports on the Sydney Ports website. The Penrhyn Estuary page was accidentally deleted from the Sydney Ports website with the changeover, but will be restored shortly.</p>			
<b>5</b>	<b>Update on communication activities including complaints</b>			
5.1	SH reported there have been no complaints related to construction. Noise complaints have been in relation to port operations.			
<b>6</b>	<b>Project modifications</b>			
6.1	<p><b>Modification No. 14 Traffic and temporary use of tug berth</b></p> <p>SH reported this has been approved.</p>			
6.3	<p><b>Modification No 15 Change to Wording of Condition C2.22 Allowing Intrusion into Sydney Airport OLS (SICTL)</b></p> <p>KM reported this is yet to be approved.</p>			
<b>7</b>	<b>Operations</b>			
	<p><b>SICTL - Operations Environmental Management Plan and other operation plans</b></p> <p>Delivered under agenda item 3.</p>			
<b>8</b>	<b>Other Matters/Next Meeting</b>			
8.1	<p><b>Requirements prior to Terminal commencing operations</b></p> <p>KM reported Phase 1 involved installation of quay cranes by end July. These should be operational in September.</p> <p>Phase 2 is the automatic stacking cranes which should be commissioned towards end</p>			

	<p>of November. The terminal should be fully operational in December 2013 or January 2014.</p>			
8.2	<p><b>Foreshore Beach Stabilisation Works update</b> PP asked whether drawings of groynes can be provided to the CCC.</p>	<p>SH to forward drawing of groynes to SS for distribution to the CCC.</p>	SH/SS	
8.3	<p><b>Long term leasing of Port Botany</b> SH reported the NSW Government signed the 99 year lease on May 31st for NSW Ports to control the land side of Port Botany. SPC still controls navigation and marine emergency response activities. SICTL's and other terminal operators now have a relationship with NSW Ports. Approximately 25 staff have transferred to NSW Ports from Sydney Ports Corporation. This building is controlled by NSW Ports and shared with Sydney Ports Corporation. PP asked who the main investors are. SH replied that 80% of investors are Australian based super funds with Industry Funds Management the lead fund. 20% is from an Abu Dhabi investment fund.</p>			
8.4	<p><b>Membership of CCC</b> BE suggested that instead of looking for additional community representatives for the CCC an option could be to integrate the CCC with the Port Botany Neighbourhood Liaison Group. This would enable community representatives to have one conversation instead of two parallel ones, it seems to meet Conditions of Approval, and is more convenient for those attending rather than having two meetings. RR suggested that rather than introduce construction issues to the NLG, the groups may be integrated after the construction phase if the NLG agrees. CCC members agreed to combining the CCC with the NLG after the construction phase. ALo suggested the two groups could hold meetings consecutively in the meantime, with the CCC meeting first for construction</p>	<p>SH and AW to raise with the NLG the proposal to integrate with the CCC.</p>	SH/AW	

	issues then the NLG for operations.			
	The next meeting is proposed for August 20, or earlier if required.			

These minutes have been endorsed by the Chair, Roberta Ryan.

A handwritten signature in black ink, appearing to be 'RR', followed by a horizontal line extending to the right.