

Draft Minutes
MEETING # 10
Port Botany Neighbourhood Liaison Group

Location: Sydney Ports Operations Centre – Dampier Room
Date: Tuesday 23 November 2010
Time: 5.30pm to 7.00pm

Attendees	
<p>Community Members: Nancy Hillier (NH) – Community Representative Lynda Newnam (LN) – Community Representative Tony Steiner (TS) – Community Representative Kellie Parkin (KP) – Community Representative</p> <p>Council Representatives: Karen Armstrong (KA) – Randwick City Council Steven Poulton (SP) – City of Botany Bay Council</p>	<p>Business Representatives: Richard Johnstone (RJ) – DP World Stevedores Neil Truskett (NT) – Patrick Stevedores Ron Brennan (RB) – Origin Energy Aldo Costabile (AC) – Elgas Limited Pamela Meers (PM) – Caltex Colin Broom (CB) – Caltex</p> <p>Sydney Ports representatives Shane Hobday (SH) Kathy Lloyd (KL) Allan Flynn (AF)</p> <p>Sandra Spate – Minutetaker</p> <p>Apologies John Burgess – Community Representative Erika Roka – Rockdale City Council Brad Crockett – Terminals Pty Ltd Peter Riley – Caltex</p>

Agenda Items:
<p>1. Apologies and introductions Apologies were received from John Burgess; Erika Roka; Brad Crockett and Peter Riley. Members were welcomed to the meeting and introductions made for the benefit of new attendees.</p>
<p>2. Accept minutes of last meeting as correct The minutes from the August meeting were accepted.</p>
<p>3. Actions arising from previous minutes The only action from the previous meeting was that SPC circulate a contact list of members. This was distributed at the meeting.</p>
<p>4. Development activities in the port - Port Botany Expansion, BLB2 – SPC</p> <p>SH reported that the Port Botany Expansion is progressing well with the Counterfort wall and major dredging complete. The main silt curtain will be removed following approval from DECCW. The silt curtain was only required whilst dredging was being undertaken. Reclamation and compaction activities are on schedule and are expected to be completed by April 2010. Hutchison will then move on to site to commence construction of the “fit out” which is expected to be complete by the end of 2012.</p> <p>The Port Botany Foreshore has been officially opened. This area includes the Port Botany Boat Ramp, Millstream Lookout, Foreshore Road Pedestrian Bridge and shared path. The Estuary lookout is expected to open in March 2011.</p> <p>LN sought clarification as to whether public access would be excluded from the Estuary lookout till March, over the main bird watching season.</p> <p>KL confirmed that only specialists would be able to enter the Penrhyn Estuary to monitor birds over this period.</p>

SH reported that the Grade Separation Works on Penrhyn Road have commenced. This part of the Port Botany Expansion development will provide a separation of road and rail. The structure will be 6-7 metres above the rail line and is expected to be finished in 12 to 15 months. The separation will allow for better access to the port and extend the approach for truck queuing to Patricks. The works are being undertaken by Baulderstone under a separate contract from the expansion.

Request for Tenders are being distributed to the shortlisted tenderers this week for construction of the Bulk Liquids Berth 2. It is expected that bids will be received in late January with construction commencing in April 2011.

Regarding the Enfield Intermodal Centre, preliminary works have commenced at the site. LN asked whether there was an intention to apply to raise the cap from 300,000 TEU. SH replied the cap stands at 300,000 TEU. This cap will provide enough scope in the short to medium term, due to plans for other intermodal terminals such as Moorebank and Eastern Creek.

LN questioned the intention to raise the cap at Moorebank from 500,000 to 1 million. SH noted the proponent at Moorebank, which is not an SPC development, has this intention.

NH indicated it was her view that more effort was being put into movement of freight by road than by rail.

AF reported that the Port Botany Rail Team are working on improving the reliability of rail. ARTC has spent \$29mil upgrading the botany rail yards and is currently improving the reliability of the rail network to make more rail efficient and cost effective which would result in improved profitability and make it more attractive to potential users. A cultural change regarding perceptions of rail transport is needed.

NH suggested that rail doesn't appear to be attractive to Patricks.

NT replied that while Patricks supports rail, it is up to clients to move freight as they see fit.

LN asked whether the rail line would accommodate double stacking.

AF replied that it wouldn't due to the location of 26 low bridges over the line throughout the metropolitan area and the costs required to change this infrastructure.

KP asked whether the current storage practice is stacking 5 containers. She noted ACFS' application to raise the container stack height from 5 to 6 on the Bumborah Point Road and asked whether paving in the expansion area would allow for stacking of up to 8 containers. SH, RJ and AF noted difficulties with stacks higher than 6 due operation issues such as equipment design. SH noted that SPC will be providing a compacted sand area at the expansion site, but the detailed designed for the pavement has not yet been finished by the operators.

Note following meeting – Randwick City Council approved Tyne/ACFS' application to stack containers 6 high.

Action: KL to report back on any approval conditions relating to stacking height in the expansion area.

KP asked what the expected capacity of the Port was based on.

SH responded that it was based on what is expected for the three operators at the Port.

LN asked what happens when the 3.2 million cap is reached.

SH noted containers through put is currently at 1.928 million TEUs.

SH reported, in relation to other SPC activities, that approval was being sought for a new cruise passenger terminal at White Bay 5. The Environmental Assessment was on exhibition for a month. 161 submissions were received and SPC is in the process of responding to these before forwarding to the Department of Planning. The Minister for Planning will determine whether the development will go ahead. Perceptions exist that passengers will be tourists to Sydney being dropped at White Bay and travelling to the city, but most are Sydney based and few will want to travel to the city. The terminal has now moved from Barrangaroo 8 to Barrangaroo 5 (formerly Darling Harbour 5) and is currently located within a marquee that will be in place for at least 2 years. International cruise ships

will continue to use the Overseas Passenger Terminal and those such as Queen Mary II will use Garden Island.

LN suggested she thought that overall the whole thing, including moving the car terminal, doesn't sound well planned. NT noted residents weren't happy.

SH replied that the domestic cruise passenger terminal option was one with fewer impacts on residents.

- Tenant developments

RJ reported that DP World now has two rail lines working and by February will have three, in line with IPART recommendations for higher volumes of freight movement by rail. By the end of February 2011 they expect to have good capacity for movement by rail, with the ability to discharge boxes directly from ship to rail. The aim is to run full container trains out of the terminal. With the current line 20% was moved by rail. The additional lines are expected to move up to 25% of all containers in the DP World terminal quickly with two rail lines.

KP asked who is marketing rail.

AF replied marketing is based on the intermodal terminals.

LN's view is that 12 years has been a long time for the Enfield terminal to be undertaken, and that residents near the Enfield Intermodal don't like the terminal. This will worsen as the population increases.

SH noted that the Enfield site is surrounded mainly by commercial enterprises. There is good community engagement with a community consultative committee made up of residents and industry representatives.

KP asked whether management of impacts differed at Enfield from Port Botany. Are there restrictions on reversing beepers?

SH replied that the principals of management are the same.

RB reported that Origin Energy has had a site visit from the DECCW looking for the source of a reported odour. He informed the meeting that the DECCW hadn't found Origin Energy to be the source.

SH reported that SPC had experienced an odour issue and had reported it to DECCW as it had impacted on staff.

KP reported that residents of Harold St, Matraville had also been subject to odour.

LN asked whether DECCW had taken action.

SH replied that they had been made aware of the issue.

NT reported that the Patricks terminal was working well with the Grade Separation Works. A new truck entry road and system would be introduced over the coming weeks.

RB reported that they had experienced problems with trucks parking in clearly marked no parking areas making entry for B Doubles difficult.

Action: AF to follow up the issue of trucks parking in marked no parking areas on Port roads.

5. Other Matters/Next meeting

- Trucks

LN reported safety issues with trucks parked up to the slip area at the corner of Bunnerong Rd posing a risk for people turning left onto Botany Rd. These trucks had no lights on and were difficult to see.

AF reported that there had been extreme circumstances within the Port precinct that lead to the queuing. This issue had been rectified this week. Sydney Ports has increased the number of road marshals and the moment trucks begin queuing on Bumborah Point Road marshals direct them out of Port precinct.

LN replied that Ports/RTA had to be proactive rather than relying on community to do reporting. It was too big a safety concern and I mentioned that there was the ability to monitor on the website. When there is a queue there needs to be a portable sign put in place at the blind corner so there is a warning for cars rounding the bend.

AF noted that sometimes truck queues can come and go in 15 minutes. LN reported this queue lasted from early morning till after 8.00pm. SH acknowledged that a better job needs to be done regarding truck management. He urged the community to contact Harbour Control for any issue, including truck issues, as staff are available 24/7. Marshals as well as police can be called on to address traffic issues.

- Noise mitigation – reversing alarms

LN raised a recent review of beeper alarms which indicated alternatives to these such as “quacker alarms”. She asked whether this has been investigated for Port Botany. KP reported she can hear noise where she lives, even with all windows shut and the TV on. It is constant and invasive. She noted one instance where a “squashed duck alarm” at another location still didn’t meet community expectations and was converted to a reversing camera. She also noted instances of people ignoring reversing beepers. KL indicated that under NSW OH&S legislation existing beepers could not be changed, but through community forums such as this, tenants could look at options such as squawker alarms when purchasing new equipment. SH noted that there had been many deaths at container terminals due to people being run over by forklifts. Beepers were intended to alert people that vehicles were reversing.

Note following meeting - please see the NSW Department of Environment, Climate change and Water’s website for the report on reversing beepers, <http://www.environment.nsw.gov.au/resources/noise/beeperalarm.pdf>

Action: SH to pass on information regarding beeper alternatives to terminal operators (RJ and NT).

- Proposed marshalling yard

SH reported that a decision regarding the location for a marshalling yard was close, and it was hoped that work could commence early in the new year. AF noted that the two sites initially looked at had proved unsuitable due to financial considerations and other options are being considered. The location is not yet in the public domain. LN asked whether Department of Planning approval would be required. She suggested it would have been better to have had public consultation around the location at an earlier stage. KL indicated it would likely be an application under Part 5 of the Environmental Planning and Assessment Act 1979. Should it fall under this section of the Act, Sydney Ports would be responsible for the assessment and determination. NT asked when the Hale St development would be finished. SP replied that infrastructure is in place and the final works would hopefully be completed over the Christmas period. NT asked whether traffic would be able to enter and exit onto Botany Rd in both directions. SP replied it would.

Note following meeting – the Hale Street extension is now expected to be completed in mid January 2011.

- Restrictions on regional roads

LN requested clarification regarding restrictions on regional roads such as from the intersection of Botany and Bunnerong Roads south to La Perouse, and local roads such as Military Rd. SH indicated there should be no reasons for Port related trucks to travel south on Bunnerong Rd from Botany Rd. However, between Military Rd and Bunnerong Rd is regarded as industrial precinct and port related. There are traffic calming measures in Military Rd.

LN noted recommendations from the Commission of Enquiry into the Plasterboard Factory regarding restrictions on when trucks could access the area. She noted conflict between trucks and the cemetery area. There are no signs to advise that B Doubles should not turn south into Bunnerong Rd. LN noted a Linfox truck of 40 metres was seen in Goorawahl Ave.

Note following meeting – the “Linfox truck” is classified as a tautliner (not a container truck). It is not a B-double. Please see attached document that identifies different types of trucks.

KP suggested there is confusion about what is allowed on local roads. Are B Doubles allowed on the main street at Matraville? There have been photos taken of trucks parked on the median strip outside the pub. With the Amcor redevelopment residents had been concerned that trucks would turn north, but have been assured they will turn south and not into residential streets. An education campaign is associated with this. She asked who was responsible for these types of issues.

SH noted it is an RTA issue. There is clear information on the RTA website. Drivers can be fined by the RTA or police for breaches. He noted that in the case of Amcor there was a direct relationship with truck companies, but this is not the case with stevedores. SPC is trying to educate drivers in the Port precinct and has a relationship with police if issues are identified. Roads in the precinct are privately owned but the rules that apply to public roads also apply to these roads, so police can enforce restrictions.

LN noted there is a lack of alternatives for truck drivers and a lack of signage.

TS noted drivers have indicated they stop on the main road to get food and drinks in order to queue up to enter the port.

- Water quality on Foreshore Beach

KL reported that DECCW is the regulatory body. Foreshore Beach is monitored by Beachwatch, the last monitoring being on November 16th. SPC has erected a sign advising people not to swim up to 3 days after heavy rain which is standard advice.

SH noted that no contamination issues are to do with ports operations. Sewerage overflows go directly into the Millstream. Sydney Water has approval to release down the Millstream if stormwater is at capacity.

LN would like to see an improvement in water quality there. She suggested that with the large area SPC has and 80% of the shore line now lost to the public, SPC and Hutchison could be involved in applying pressure on Sydney Water to improve water quality. It is a good place to take children except for water quality.

NH requested that someone from Sydney Water be asked to attend NLG meetings. She suggested it is either a beach or not. When there was more beach it didn't matter as much.

Action: KL to invite a representative from Sydney Water to NLG meetings.

KL noted that water quality is reliant on the weather. In dry periods the water at Foreshore Beach has a 2 to 4 star rating, but after recent rain was 1 star. Monitoring undertaken with construction at the port shows occasional spikes for some chemicals and metals across the whole Bay. Water quality at the beach is not good after rain, but doesn't have problems due to chemicals.

NT asked whether it would be possible for Sydney Water to run its pipe further out into the bay.

SP thought there would not be a sufficient fall to allow this.

- Boat ramp

TS reported a near death incident in which a vehicle with its brakes on and in gear slid down the boat ramp almost crushing someone between the boat and the trailer. SPC had been warned incidents such as this were likely with the grade of the ramp.

SH noted there is a meeting scheduled with JB to look at options.

Action: SH to report incident to SPC Asset Maintenance for moss removal

- Long term future

LN noted the sale of Port Brisbane for approximately \$2.3 billion. She asked if this would happen in NSW. It is a concern to residents.

SH replied that the NSW Government is the shareholder and there is currently no proposition regarding privatisation.

LN noted that with record growth the cap could be reached in 7 to 8 years, but port planning takes longer than this. Where will this additional freight go once Port Botany reaches the cap? There are concerns around traffic with long term predictions of 8 million through Sydney.

She noted that capacity and cap are two different things.

KL reported that a 30 year plan was being developed.

SH noted that the ports plan looked at the three ports. Once Sydney reaches capacity the intention was to look at Newcastle. The Port Botany cap of 3.2 million was part of the development consent conditions.

KA asked about rail freight targets.

AF indicated that with freight planning there is a focus on reliability of rail, to free up capacity, increase utilisation and improve efficiency.

LN noted that even with 40% moved by rail long term predictions would still see a massive increase trucks, including with movement of empty containers.

AF replied the intermodal terminals include empty container park capacity.

LN questioned whether SPC had made a submission to the Federal Government on Ports Planning.

SH replied that they hadn't had a stand alone submission as the NSW Government had made a submission on behalf of Ports.

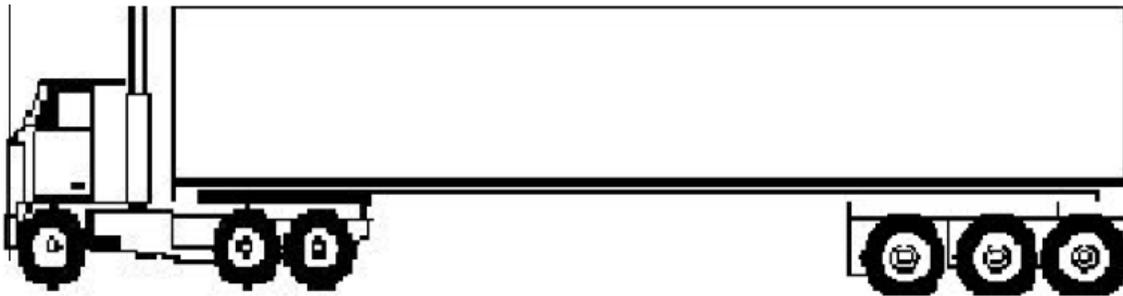
LN asked if there were plans for additional dredging of Botany Bay.

SH replied there is currently no plan for additional dredging at the entrance to the Bay

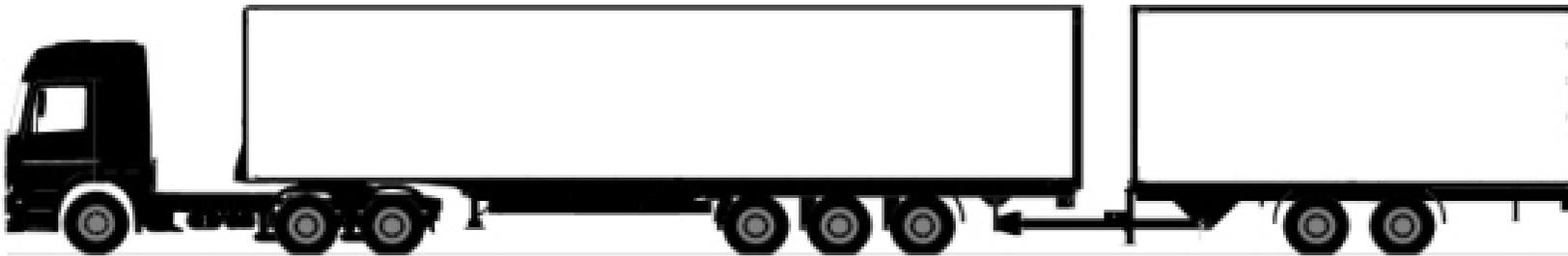
Action: Invite Terry Bones (ARTC) to give an update of ARTC works at the February meeting

The next meeting is on February 22, 2011.

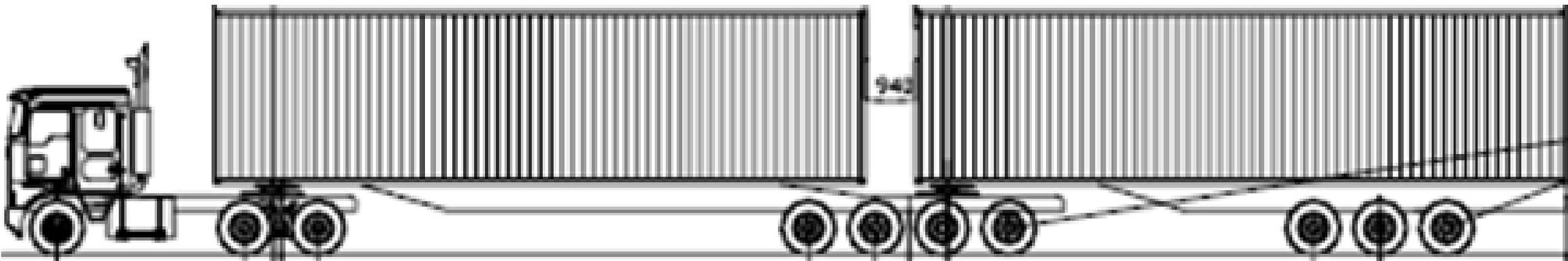
Semi-trailer



B-double



Super B-double



40" Tautliner [Not a port related vehicle]



40" Container Truck

