

Meeting minutes

Port Botany Neighbourhood Liaison Group	
Date: Tuesday 22 February 2011	Time: 5.30pm - 7.00pm Meeting No: 11
Location: Sydney Ports Operations Centre – Dampier Room	
Attendees	
Nancy Hillier – Community Representative	Neil Truskett – Patrick Stevedores
Lynda Newnam – Community Representative	Aldo Costabile – Elgas Limited
Thomas Nolan – Community Representative	Pamela Meers – Caltex
Kellie Parkin – Community Representative	Shannon Mitchell – Origin Energy
Paul Pickering – Community Representative	Kathy Lloyd – Sydney Ports Corporation
David Dekel – Rockdale City Council	Shane Hobday – Sydney Ports Corporation
Karen Browne (KB) – Electorate Offices for Member for Maroubra	Terry Bones – Australian Rail Track Corporation
Steven Poulton – City of Botany Bay Council	Brian Dale – Australian Rail Track Corporation
	John Dahlenburg – Sydney Metro CMA
Meeting minute taker: Sandra Spate	Meeting Chair: Shane Hobday
Apologies: Erika Roka – Rockdale City Council, Ron Brennan – Origin Energy, Colin Broom – Caltex, Karen Armstrong – Randwick City Council, Tony Steiner – Community Representative, Charles Abela – Community Representative, John Burgess – Community Representative	

MINUTES

Agenda Items

1. Apologies and introductions

SH welcomed attendees to meeting number 11. Apologies were received from Erika Roka, Ron Brennan, Colin Broom, Karen Armstrong, Tony Steiner and Charles Abela.

2. Accept minutes of last meeting

Minutes of the last meeting were accepted.

Matters arising from the last minutes were:

An action regarding additional information on container stacking at T3. Container stack heights are addressed in the Visual Amenity Management Plan and will be limited to six containers high at T3. This is consistent with Patricks and DP World.

NH asked what research had been undertaken regarding the safety of a stack of containers six high. Has there been a Hazard Risk Assessment? Is there no possibility of empty containers blowing away?

SH replied that containers stacked six high are mostly full. If empty, they have to be tiered. There is still some possibility of being dislodged in high winds but this would be within the site boundary. It is up to operators to manage.

NT noted containers could be stacked nine high, but are only stacked to six at Port Botany.

Arising from a discussion at the last meeting regarding trucks parking in no parking zones, additional flyers have been distributed to improve behaviour and notices placed on stevedores' communication systems. As well, there is 24 hour security and truck marshals trying to improve truck driver behaviour in the port area.

The local member, Michael Daly has established the Port Botany Working Group which includes the RTA, Police, SPC, Councils and community members to discuss truck issues and look at initiatives such as removal of parking on Bumborah Point Road. There is a recommendation from the Group that trucks greater than 12.5m in length who are not

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going to local industry not be allowed on Bunnerong Rd between Wentworth to Military Roads.

LN suggested they also don't belong south of Military Rd.

SH said Sydney Ports also does not see the need for trucks to travel south of Military Rd.

There was an action at the previous meeting to invite Sydney Water to attend meetings. KL has spoken to DECCW and Sydney Water and there is a suggestion that a special meeting could be held to address water quality at Foreshore Beach. KL will investigate suitable times and bring this back to members.

TS had reported issues with moss at the boat ramp. There is now a regular maintenance program to remove the moss. The boat ramp was finished in 2009 and there was a build up of moss over time. Ports are also working with the boating community to address the issues of signage and other refinements to the boat ramp facilities.

KP asked whether the issue of slipping was due to moss and not angle.

SH replied that moss was the issue.

PP asked whether nutrients were an issue.

SH replied that there are locations in Botany Bay as in Sydney Harbour where you get a more rapid build up of moss, and a maintenance program will now address this.

PP asked whether there are silting problems.

SH responded that there is a movement of sand along Foreshore Beach towards the boat ramp. SPC are waiting for the beach to stabilise to enable decisions regarding the best course.

LN suggested there needs to be more swimming hazard signs. There are only two signs and people walking in from a certain direction don't see these.

Action: SPC (KL) to investigate whether more swimming hazard signs are required and where these should be positioned.

NH raised the issue of semis dropping off trailers in McPherson St. SPC should have a truck parking area.

SH noted that McPherson St is a council road, and this is a Council issue. There is proposed to be a truck marshalling area in the Port Precinct by the end of 2011 with amenities on site.

KP asked whether this area would be for port traffic only.

SH replied it would be for port traffic only.

LN asked whether they would be allowed more than one hour.

SH wasn't currently in a position to answer that. KP asked whether a truck refuelling space would be included within the port. If not, the nearest is Botany Rd, but trucks are not meant to go there.

SH reported that the viability of a truck refuelling facility in the Port has been investigated within port at different times but there is no current proposal for a facility within Port.

LN asked whether the Port Precinct referred to port owned land.

SH replied it does.

PP asked whether the current recreational boating lane will be widened now dredging is finished.

SH reported it is now the final configuration. It is wider than during construction. The current 8 knot speed limit is under review.

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3. Port Botany Foreshore – Water Quality –

A presentation was given by John Dahlenburg regarding work in Botany Bay through the Botany Bay Water Quality Improvement Program (BBWQIP). The aims of the program are to achieve long term protection for the surface waters of Botany Bay.

The primary focus of the program funded by the Federal Government and the Catchment Management Authority (NSW) was sediments and nutrients. Subcatchments included the Georges River, Woronora River, Cooks River and that flowing directly into the Bay. Botany Bay catchment is mostly bushland and soft catchment. Suspended solids (sediments) are highest from the Georges River. The second biggest source is from stormwater flowing directly into the Bay.

Modelling compared pollution levels to predevelopment and projected modelling for the future at current rates of development. However, these levels could be reduced with Water Sensitive Urban Design which treats pollution closer to source, for example, development of new buildings to reduce pollution and can include measures for treating and/or reusing stormwater e.g. rainwater gardens, bio retention systems.

In a survey of community views regarding waterways the top seven categories of concern were non human centred and rated impacts on the natural environment above recreational and commercial.

The draft Water Quality Improvement Program has been released for comment with a version incorporating collated comments due for release in April.

There needs to be a nutrients reduction in all areas. In the Lower Cooks River estuary and direct to Botany Bay this needs to be over a 50% reduction. Turbidity targets in these areas are regarded as being met largely because of the effects of salty water.

Recommendations of reductions of 90% of gross pollutants, 80% of sediment and 50% in nutrients overall in the catchment are believed to be achievable.

Questions and discussion

PP asked whether nutrients were from sewerage overflows.

JD replied it was mostly from stormwater. There is no sewerage going directly to the Georges River as was previously the case. This only occurred due to overflows.

LN asked whether it is possible to get a monitor located at the Foreshore Beach area. This is the only beach left in the area.

KP noted the majority of the built up area is on the eastern side of the Bay.

JD replied the monitors had been placed in the best locations at the Lower Cooks River, the Upper Cooks, two in Georges River, and on the western side of Botany Bay. Around the port area they would be too close to seawater but perhaps a monitor could be placed at the Millstream, though data would be too localised for modelling. They are monitoring the amount of light, average nutrients (chlorophyll) daily, turbidity, dissolved oxygen, salinity and temperature.

PP asked whether targets are shown for particular locations.

JD replied that data has only been collected for six months and more data would be needed to determine a baseline and whether levels are higher or lower than the baseline. More information can be obtained from the website: www.sydney.cma.nsw.gov.au/bbcci

PP asked if anyone is responsible for collecting pollution in the bay.

JD replied that the Georges River Combined Councils have a keeper responsible for cleanups along the river and there is one for Cooks River. He is not sure about the Bay

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itself. The key is to trap pollutants on site before it enters waterways.

LN suggested the issue for this committee is that they only have a small beach which is signposted "swim at your own risk" How do we get to the point where there is no risk? JD suggested the need to look at where pollutants come from. Look at catchments for direct pipes to the beach and the Millstream and treatment of these. One area which is currently being looked at is the ponds at Centennial Park. As coverage increases there will be fewer pollutants in the stormwater.

LN asked who is impacting on the stormwater and the Millstream.

DD noted the State of Beaches report gives a description of beaches and gives hints of the source of pollutants e.g. sewer overflow.

SH noted that as a result of KL's discussion DECCW is available to present to the Group with Sydney Water on water quality generally and specific to Foreshore Beach. As it would be a two hour presentation a special meeting would need to be called.

LN suggested that initiatives and clean up around the catchment may push Sydney Water to action.

PP wondered if the work to reline the south west main sewer line would result in less overflow events.

DD noted that these systems are designed to overflow in wet conditions to protect the system from complete collapse. Avoiding these completely will never be an eventuality.

LN suggested there maybe better places for the overflow than places where people swim.

Action: SPC to arrange a special meeting with DECCW and Sydney Water to address the water quality issue around Foreshore Beach.

4. ARTC presentation

Brian Dale presented an outline of the structure of ARTC, which is a Commonwealth Government owned corporation established to take over the interstate rail network.

ARTC control the tracks, not the rolling stock. It sells access to the operators. Business operations are funded from track access charges.

Capital projects are funded through a mixture of ARTC and commonwealth funding, with the Southern Sydney Freight Line funded by ARTC and funding for the Port Botany Rail Line Upgrade through Nation Building funding. The NSW rail strategy will complement the national strategy, released today, by increasing the role of rail in the Port with a target of 40% of freight moved by rail. The Commonwealth predicts a 150% increase in containers by 2030 and wants to grow the rail share as the preferred mode of transport.

Terry Bones outlined ARTC plans to connect the gaps existing in the freight network in the Sydney area. There is a dedicated freight network from Macarthur to Sefton Junction, but after that it currently shares the commuter rail network, which means freight movement is locked out of Sydney at optimum times due to passenger trains. ARTC is working to remove freight from the passenger network and encourage a mode shift from road to rail. The dedicated Southern Sydney Freight Line would be adjacent to the passenger track and separated from it. ARTC will own and maintain the SSFL. The aim is to complete the first section by July this year and there is a target for completion by the end of 2012. Service relocation poses issues in the Sydney area.

In regard to the Moorebank Intermodal Terminal the Department of Finance (not ARTC) is conducting a feasibility study. The large site at Moorebank is commonwealth owned land occupied by the School of Military Engineering. This is the only site large enough to accommodate an 1,800 metre train without dividing the train. The other advantage is

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proximity to the SSFL, M5/M7 and industrial centres.

Regarding the Port Botany Freight Line, ARTC is progressively taking up the lease of the freight network to Port Botany. The Port Botany upgrade is to meet growing demand for container transport.

Key elements are:

Stage 1: a rebuild of the Port Botany rail yard to move from a shunting yard to a yard receiving and departing unit trains. This upgrade is now 90% complete.

Stage 2: installation of additional track at Enfield to prevent congestion and advance capacity and to locate signal control for Port Botany at a central ARTC location at Junee. SSFL and the Port Botany rail line will provide a dedicated freight connection to Port Botany and directly connect it to the intermodal terminals. Each return train movement will remove 160 trucks.

Questions and discussion

LN questioned the expectation of meeting the 40% target, particularly with the predicted increase in container traffic outlined in the report. She asked what impacts may be expected for the local community in terms of trains at night, hours of operation and noise controls for residents.

TB suggested the aim was for 30 to 35 trains a day, with increased utilisation of trains. With dedicated unit trains (not shunting) the amount of activity in yard is expected to be less. The yard will operate 24 hours a day, as it does now, with more than one train and hour expected. Noise controls will meet DECCW standards.

LN asked how many trains were expected between Sydney and Melbourne.

TB replied there would be 5 or 6 trains of 1,800m in length daily.

BD noted these 1800m trains would not travel on the Port line. North/south traffic would gradually increase.

LN asked about inland rail.

BD replied this would be a Commonwealth decision based on a feasibility study of inland rail to connect Melbourne and Brisbane.

PP asked whether the upgrade of the Port Botany line would impact on local level crossings, particularly the crossing near the airport.

TB and BD noted that the NSW Government is progressing a feasibility study and looking towards closing the rail crossings.

NH asked how residents can be protected at level crossings. She noted the crossing at Mascot (on General Holmes Drive).

SH replied that the new overhead bridge at Banksia St by the end of the year would remove one level crossing.

LN asked about plans for the duplication of the Port botany line.

BD replied that it is not currently needed, but may be eventually. Rail capacity will be kept ahead of port capacity. They believe that based on predictions the single line won't be a constraint.

5. Development activities in the Port

– *Port Botany Expansion, BLB2 – SPC*

SH report that the Sydney Ports components of the expansion works is scheduled for completion by mid April 2011 and the handover of the shared path and Penrhyn Estuary

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lookout will take place. At this time the tenant will take possession in July and hopes to be in operation in 2012. SPC will be in control of the site between completion and possession by Hutchison.

PP reported being increasingly monstered by trucks as he rides by bike to Randwick. Is there intention to extend the shared path? The crossing at Foreshore Road and Penrhyn in particular goes nowhere.

KL replied there are no plans to extend the shared path, particularly with current grade separation works.

LN suggested a need to identify bike paths into work areas for workers travelling by bike.

BLB2 tenders have closed, and Ports hope to award the construction contract in April 2011. There will be an 18 month construction program on existing port land. The existing berth is heavily utilised.

Regarding Enfield, SPC is close to awarding a contract to develop the remainder of the site, with an access bridge being built currently by Leightons.

Approval was granted on 2 February 2011 for a new cruise passenger terminal at White Bay. This is a contentious development, with a strong community view that it should remain at Barrangaroo. However, it can't be accommodated under current plans for Barrangaroo. Access to the new terminal will be from James Craig Rd, a commercial/ industrial road. International vessels will continue to use the Overseas Passenger Terminal t Circular Quay.

NH asked who is paying for the terminal.

SH replied it would be paid for by SPC. The passenger terminal is part of the sale of Barrangaroo.

NH asked what the cost is for mooring ships?

SH reported that at the existing terminals it is \$250 an hour.

LN suggested this charge could be raised to compensate Port Botany residents for impacts.

– *Tenant developments*

– *Caltex*

PM reported that as part of a DA for upgrade of the jetfuel line at Banksmeadow consultation with the community is required. A Federal Government working party reviewed provision of jet fuel to Sydney Airport to 2029. Stage 1, completed in March 2010, was to improve the quality of jet fuel. In May 2010 Caltex announced a project to double capacity to pump jet fuel to Sydney Airport. The pipeline runs under the Bay to the terminal at Banksmeadow, then to the Airport. This pipeline is not being changed, but capacity increased by the installation of jet booster pumps and relocation of "pigging facilities" which will make maintenance easier. The objective is to increase from 200 to 400kL/hr. It is a Major Project under the Environmental Planning and Assessment Act 1979, and approval is hoped to be granted around June, with detailed engineering design expected to be complete by April, and the project finished at the end of 2012.

PP asked whether this would decrease the likelihood of blowout. Is it near residents?

PM replied it is not near residents and would mean less likelihood of a blowout. The pipeline is located 1.2m to 1.4m below ground and comes up from under the Bay to Bumborah Point.

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PP asked whether Shell pipes run in the same corridor.
 PM replied it is a shared pipeline.
 KP asked whether there have been instances of planes not flying due to lack of fuel.
 PM noted it has happened seven times in recent history, particularly around Christmas.
 PP asked whether it is imported fuel or produced at Kurnell.
 PM replied it is both.
 KP asked whether most odour around jet fuel is generated by engines.
 PM replied it was mostly from plane engines, with some from tanks and some from refuelling.
 LN asked if this development would tip the facility over into the Major Hazard Facility category.
 PM said it wouldn't, but Caltex adopts the Major Hazard legislation anyway.
 KP asked about noise impacts.
 PM said the booster pumps are enclosed so will result in no noise increase.

There was nothing new to report from other tenants.

5. Port Botany Foreshore

– *Other management matters (including Port Botany Boat Ramp)* –

SH raised the need to contact the appropriate authorities should there be an issue at the Port Botany Boat Ramp.
 For emergencies – 000
 Navigation issues & pollution incidents – Harbour Control – 9296 4001
 Harbour Control are currently at Millers Point but soon to be relocated here.
 Complaints/issues to Harbour Control are forwarded to Port Botany.

7. Other Matters/Next Meeting

PP asked about the boom around the seagrass.
 SH noted it had been removed two weeks ago.

LN noted she had seen that there were calls for tenders for long term environmental monitoring. She suggested that a presentation at a shorebird workshop on the weekend indicated bird numbers weren't promising, suggesting that offset wouldn't make up for this.

KL and SH noted that SPC are committed to the success of Penrhyn Estuary as a habitat for shorebirds and will continue to work with shorebird experts to achieve this outcome.

KP asked that future meetings be held at a different time, perhaps 6.00pm.
 SPC will take the request on notice. SH indicated the timing had to suit both tenants and community attendees.

Date of next meeting: Tuesday 17 May 2011

These minutes have been endorsed by the meeting Chair

Signed: *Shane Hobday*

Date: 28/02/2011