

Meeting minutes

Port Botany Neighbourhood Liaison Group

Date: Tuesday 17 May 2011
Time: 5.30pm-7.15pm
Meeting No. 12

Location: Sydney Ports Operations Centre – Dampier Room

Attendees

Charles Abela – Community Representative	Geoff Millard – Terminals Pty Ltd
Nancy Hillier – Community Representative	Andrew Hogg – Terminals Pty Ltd
Lynda Newnam – Community Representative	Aldo Costabile – Elgas Limited
Thomas Nolan – Community Representative	Pamela Meers – Caltex
Kellie Parkin – Community Representative	Kathy Lloyd – Sydney Ports Corporation
Bronwyn Enlargo – Randwick City Council	Shane Hobday – Sydney Ports Corporation
Steven Poulton – City of Botany Bay Council	

Meeting minute taker: Sandra Spate

Meeting Chair: Shane Hobday

Apologies: Brad Crockett – Terminals Pty Ltd, Karen Browne – Electorate Offices for Member for Maroubra, Erika Roka – Rockdale City Council, Peter Riley – Caltex, Karen Armstrong – Randwick City Council

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Agenda Items

1. Apologies and introductions

Andrew Hogg and Geoff Millard from Terminals Pty Ltd were introduced and welcomed to the meeting.

2. Accept minutes of last meeting

The minutes from the last meeting were accepted without amendment.

Actions arising from previous minutes

Regarding the action for KL to investigate additional swimming signs, SPC has agreed that more will be installed. It is noted that additional signs regarding the leashing of dogs may also be required.

Regarding the action for SPC to organise a special meeting with DECCW and Sydney Water to address water quality issues, KL reported that since the change of government DECCW has become the Office of Environment and Heritage and she has contacted them but is waiting on a response.

NH asked whether there had been any feedback from the Port Botany working group which was under the auspice of the Member for Maroubra Michael Daly.

SP reported that a ban had come into effect on 1 April 2011 on long vehicles travelling down Bunnerong Rd south of Wentworth Ave. However, an exemption has been given for vehicles in excess of 25m long, as the bypass along Gardeners Rd and Millpond Rd

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doesn't accommodate them at Millpond Rd. These vehicles number approximately 10 a day, and have been provided with exemption documentation.

KP asked whether these trucks could travel via Southern Cross Drive.

SP responded they would then still have to go through the Millpond Rd intersection and can't. He referred members to the RTA website for further information (http://www.rta.nsw.gov.au/heavyvehicles/downloads/permitnotices/bunnerong_road_ministerial_declaration_order.pdf).

NH asked whether the working group intends to meet in the future.

SP replied he wasn't aware that it would, as an agreement has been reached on trucks and this would be reviewed by the RTA in September 2011.

4. Development activities in the Port

SPC

– Port Botany Expansion

SH reported that works on the expansion are approximately a month from being completed, at which time Baulderstone would hand the site back to SPC which would then be handed to Hutchison (SICTL). The hand over to SPC would include the community works such as the bird hide and the shared path.

LN asked if there would be an opening ceremony, as this was the original intention.

SH replied that there would not be an opening ceremony due to the gradual nature of the handover. He noted the boat ramp had been open for 18 months.

– Bulk Liquids Berth 2 (BLB2)

Award of the contract to construct the new berth is imminent.

– Tenant developments

Terminals Pty Ltd

GM delivered a presentation on behalf of Terminals Pty Ltd on the development of a Bitumen Storage and Dispatch Facility on their existing site. Notes from the presentation were distributed to members.

The facility would be for importing two grades of bitumen and would involve 33 ship movements per year through the Bulk Liquids Berth and an average of 15 trucks per day. It would be located in the Stage 5 area adjacent to Simblast Rd.

The facility would include one dockline heated to between 150°C to 190°C as well as storage tanks and batching tanks, a preheating tank and two aeration towers. Odours would be treated with a combustor and vapour balancing. Heating would be with oil heaters using natural gas.

CA asked whether there would be hydrocarbons emission from the aeration towers. He noted the poisonous nature of some gases.

GM replied there would be some but of more concern was odour abatement which would be treated by vapour balancing. Filling tankers will have vapours extracted. This is driven by tanks and fans if needed. H₂S and sulphur compounds will be burnt. Terminals Pty Ltd has successfully operated a similar facility in Geelong for the past three years and it is a well known system used in other locations in Australia.

KP and LN asked about the visual impacts of the new facility.

GM replied that the tanks are 20m high, but are below the breakwall so visibility would be limited.

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KP asked how big the trucks will be and whether reversing alarms would be minimised. GM replied that it is anticipated they will usually be singles but provision has been made for B Doubles. The one way system curvatures allows for fitting single articulated trailers and B Doubles and with an average of 15 trucks a day. It would be unlikely that four trucks would be there at any one time.

CA asked whether bitumen would be moved in drums and how will the system be managed.

GM replied that bitumen will be moved directly into road tankers, at between 150°C and 190°C. There is no direct flame with heating from hot oil heaters, and well below the flammable flashpoint of about 230°C.

AH noted it is a fully automated system with trucks taking delivery of a pre determined mix, but there will be a shift supervisor on site.

KP asked where ships will mostly be coming from and who orders of bitumen will go to. AH and GM explained the ships will come from various destinations overseas. Terminals Pty Ltd will store the bitumen on behalf of the client. As a storage and handling facility Terminals don't own the bitumen. The client sells the bitumen on to a variety of customers including councils. There is less odour from importing it than producing it. SH noted this is a recent change as it used to be manufactured here but some facilities have closed or may close.

CA reported it used to be made on the corner of Military Rd and Bunnerong Rd and the importation facility is preferable.

LN asked whether this would a pass sustainability test.

KP asked what the finish date would be.

GM replied completion was expected about the middle of next year.

NH asked how many fire boats are available in case of fire and how many booms for spills.

SH responded there are two fire boats at Port Botany, one from SPC and one from Svitzer. Port Botany is well equipped for spillage, having recently bought a package of oil spill equipment from SA. Before this it was already the best equipped port for such an eventuality.

NH asked whether it could be guaranteed there is no risk to human life or the environment. In her opinion it is another hazard on the roads with the potential for overturning of a tanker, or to the water with the possibility of ships sinking.

GM replied the main hazard for people would be to workers at the facility due to temperature. In case of a tanker overturning damage would be contained as bitumen solidifies quickly.

SP noted that the product is what is used for the smooth surface for council's recent program of resheeting on streets in Botany.

KP asked whether this new facility is additional major hazardous facility in the area.

GM replied it isn't a major hazardous facility.

LN suggested the facility adds to the hazards in the area. She asked whether there has been any update to the Risk Contours map as the latest available is from 1996. She suggested an update showing the composition of the area for the community to view would be useful.

SH replied that the contours map has not been revised as some of what was indicated hasn't been developed. It postulated the full development of the terminals site. There is

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no change to the Risk Contours map.

KL indicated that the SPC website map shows the composition of the site.

CA asked whether the actual berths are included in the Risk Contours.

SH replied they were taken into account, as well as the ships.

Action: SPC (SH) to take on notice the question of the provision of additional information to the NLG regarding the Risk Contours Map.

LN asked whether there has been consultation with Origin Energy.

GM was hoping to speak to them at tonight's meeting. There is no risk to residential areas and it meets all DoP guidelines regarding industrial neighbours.

AH has emailed Origin Energy to try and organise a meeting with them, and the DA has been published and sent to neighbours.

CA asked who approved the project.

Approval was from Sydney Ports Corporation.

LN suggested that she feels there is a communications systems failure overall, not specifically in relation to this project.

Elgas

In relation to Elgas, AC reported they are liaising closely with Ports on BLB2 but don't expect any issues. They are in the middle of Major Hazard Facility work.

Vopak

SH reported that Vopak is conducting an exercise tomorrow with emergency services as part of the program of exercises within the port.

KP asked whether an alarm or siren is associated with this.

SH replied that a radio system is used as a siren may not be differentiated from other port noise. If there is a significant issue the police take overall control and advise local residents through the Botany Local Area Command. The two closest fire brigades carry specialised equipment.

KP asked about procedures for accident reporting and how long since an incident has occurred at the port.

SH noted that WorkCover NSW and the EPA are the authorities reported to. There have been no incidents in the last quarter.

Action: SPC to provide information to the NLG each meeting on work place incidents at the Port.

LN noted research in the US indicated people need to be aware of risks to be prepared, but residents here aren't aware of risks in the region. She noted other Councils such as City of Sydney Council have this type of information on their website and asked whether this information could be made available to people who want it.

SP reported that he chaired the Botany local area emergency committee. The previous emergency plan was publicly available through libraries and at the council chambers. The plans are currently under review as emergency management is being restructured at the state level, with emergency plans of various stakeholders such as councils, Ports and the airport seeing how they fit together with this. Briefings have been given by the police and Botany Local Area Command working group will make submissions to the state government along with other stakeholders. He will report to the group when more

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information is available. The plan will be a public document.

There was some discussion from members of the risks of publicly identifying hazards, and the potential to unduly alarm the public. BE also noted difficulties in publicly outlining procedures for emergencies as the lead authority and the procedure would depend on the specific nature of an incident.

LN asked whether the review looks at industries within the port.

SH replied it does.

SP noted that each stakeholder has their own emergency plan, but the “*out of fence plans*” look at the areas outside the stakeholder boundaries e.g. how Foreshore Rd ties in with individual plans such as Ports and council plans.

NH asked whether a newsletter or fact sheet could come from the working group.

SP suggested this may be looked at when proceedings are finalised.

TN noted he would email a proposal for the Ports emergency plan to SH.

– Other developments

SH reported that BLB2 had been approved, and SPC is expecting to award the contract by the end of May 2011. Construction, including pile driving, is expected to start around August and work be completed, including the operator’s infrastructure, in the second quarter of 2013.

At the Intermodal Logistics Terminal at Enfield SPC is close to awarding the contract for major works.

Regarding Sydney Harbour the passenger terminal at Darling Harbour 8 was demolished as part of the Barangaroo development and a marquee has been used, with a proposal for new domestic terminal at White Bay having development consent. The new government review of the whole Barangaroo development will include the new terminal.

PM asked whether the terminal may move back to Barangaroo.

SH replied that the whole development is subject to review.

NH asked whether as part of the move of Harbour Control to Port Botany, SH is now based here.

SH replied that Harbour Control has now vacated its Millers Point office and is now based at Port Botany. He spends much of his time here. The hotline number remains the same.

AC asked about a new radar tower at the southern end of the site. He asked about security at the site.

KL reported it is part of a new state of the art radar tracking system.

SH noted that it is in a fenced compound with a locked gate similar to the one at Molineaux Point which hasn’t had problems. Two radars cover Botany and three cover Sydney Harbour.

CA noted that the old radar had a purposeful blind spot over residential areas.

SH said there is no coverage over land areas.

Action: SH to forward a copy of the radar coverage area to CA and LN.

5. Other Matters/Next Meeting

KP asked about the noise that could be heard from the meeting room as it is the noise that has kept her awake at night for the last three nights.

SH noted this was from a ship generator.

KP asked if the noisy ships could be parked away from residents.

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SH indicated they couldn't, vessels are allocated the berth that is free at the time of arrival. While there is no long term effects on crew, ship noise is an emerging issue world wide recognised by the International Association of Ports and Harbours as a need to be addressed particularly in proximity to residential areas.

LN asked whether Ports Australia is looking at this.

SH replied they are. SPC attends their meetings. However, SPC aren't regulators of ships. The Australian Maritime Safety Authority is.

On other noise issues, KP reported submission to Work Safe Australia regarding noise from beepers. She has had trouble finding who is the responsible authority and is seeking a channel to look at this. DECCW (now the Office of Environment and Heritage, OEH) has published safe alternatives to beepers. WorkCover NSW says an alarm is required but don't specify what it needs to be. Surely there is an international best practice for people living within a 3km radius. She asked how this issue can be taken forward.

KL suggested WorkCover NSW and OEH could be the agencies to take this to. SPC has no jurisdiction in this. SPC as a landlord can't say what equipment tenants use. Tenants have responsibility to manage their own noise. She suggests that the OEH is the government authority that complaints can be directed to.

PM noted that residents phoning OEH have achieved results in relation to their operations. If Caltex impacts on the community and residents ring OEH, OEH calls Caltex regularly to ask what they are doing about the impacts.

BE confirmed that in her experience when OEH receives a complaint they allocate it for investigation.

KP suggests it is difficult to ring every time they are affected, but people from Botany, Little Bay and Banksmeadow have commented that they can't sleep with window open. She asked whether tenants would ever consider alternatives.

KL suggested that at the end of the lifespan of current equipment they may.

SH noted that SPC has made container terminals aware of the noise issue but they say they are compliant with safety requirements.

LN suggested that this response from SPC is not good enough. SPC could play a facilitation role perhaps in a working party.

SH replied it is not SPC's jurisdiction to initiate a working party, but they will take the issue up with the OEH to seek that they attend a meeting.

Action: SPC contact the Office of Environment and Heritage to ask them to attend a meeting regarding noise issues.

BE reported on a La Perouse upgrade as well as a Bunnerong Road upgrade specifically around walking/cycling routes. A new cycling/walking map was distributed to members. BE reported an LEP review, which when endorsed would be available for public exhibition for two months from May 31. It would be available on the website and distributed to stakeholders. The main changes regard terminology to make it consistent over all LGAs. The main gain would be additional open space.

The 2009/2010 Sydney Ports Corporation Sustainability Report was distributed at the meeting.

Date of next meeting: Tuesday 16 August

These minutes have been endorsed by the meeting Chair

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Signed: Shane Hobday

Date
