

Meeting minutes

Port Botany Neighbourhood Liaison Group

Date: Tuesday 16 August 2011

Time: 5.30-7.00pm

Meeting No. 14

Location: Sydney Ports Operations Centre – Dampier Room

Attendees

Nancy Hillier – Community Representative Danny Bannatyne – DP World Stevedores

Lynda Newnam – Community Representative Robert Jackson – Patrick Stevedores

Kellie Parkin – Community Representative Ron Brennan – Origin Energy

Paul Pickering – Community Representative Andrew Hogg – Terminals Pty Ltd

John Burgess – Community Representative Aldo Costabile – Elgas Limited

Karen Armstrong – Randwick City Council Pamela Meers – Caltex

Steven Poulton – City of Botany Bay Council Cliff Bell - Caltex

Joanna Fielding – WorkCover NSW Christa Sams – Sydney Ports Corporation

Karen Browne – Electorate Offices for
Member for Maroubra

Shane Hobday – Sydney Ports Corporation
Saskia Llowarch – Sydney Ports Corporation

Meeting minute taker: Sandra Spate

Meeting Chair: Shane Hobday

Apologies: David Dekel – Rockdale City Council; Mark Bellears – DP World Stevedores; Neil Truskett – Patrick Stevedores; Erika Roka – Rockdale City Council

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Agenda Items

1. Apologies and introductions

Apologies were received. SH welcomed members to the meeting, and introductions were made.

2. Accept minutes of last meeting

SH requested that comments be provided by the end of the week for the minutes from the meeting of May 17 and the special meeting on June 28 to enable finalisation and placement on the website.

3. Actions arising from previous minutes

Regarding the action for SPC to install more signs for swimming safety and leashing of

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dogs, SH reported that more signs regarding leashes have been installed. SPC is taking advice from Beachwatch and the Office of Environment and Heritage (OEH) on swimming safety wording and is in the process of installing more signs.

The action to hold a special meeting with OEH and Sydney Water regarding water quality issues is closed, as this meeting was held on 28 June.

Regarding the action to provide additional information around the Risk Contour Map, CS reported that assumptions of the 1996 Port Botany Landuse Safety Study by the Department of Planning (DoP) regarding risks of port operations are based on all existing facilities at the time, postulated growth at the port and facilities that had been approved for development such as e.g. Elgas, and the outcomes of the assessment remain the same. It was based on two existing container terminals and postulated a third. The Risk Assessment assumed all of the above and resulted in a Risk Contours Map which included the one chance in million of a fatality contour within which there should be no residential development. Copies of the Contour Map were tabled at the meeting. SH also noted the Contour Map postulated three bulk liquids berths.

JB understands a subsequent report had been prepared, possibly by Randwick Council. He suggested consideration could be given to an updated report. He recalled the geographic location on which the Port assessment was based didn't extend to the new area occupied by Hutchison and the safety zone was on the cusp of Dent St. Given the port expansion does the contour extend into Dent St?

KA noted the State Government had prepared the landuse safety studies, with the Randwick/Botany study which was updated in 2000 to reflect changes at Orica. Council's Local Environment Plan previously considered the Port Botany safety study, but with no risk issues for the residential area, DoP requested Council remove references in their LEP.

SH noted there had been a risk assessment study undertaken for the port and another for the Botany industrial area. Modelling for the port study was prepared by the DoP was based on an assumption of storage of dangerous goods at an area proposed for the third terminal and the location has not changed.

LN asked whether there have there been changes in the method of risk assessment in the last 10 years, post 11 September 2001.

SH replied port security has increased, but risk methodology and the contours within which residents shouldn't be located is the same.

Action: JF will send the relevant risk methodology website link to LN.

KP asked what type of events are considered?

SH replied that individual events at any terminal were considered as well as possible knock-on effects. It is a cumulative risk study looking at interaction between terminals. It includes fire, explosions and gas leaks. CS noted various types of events are contained in the document and suggests members read the document.

Action: CS to email copies of the 1996 Port Botany Landuse Safety Study to NLG members.

KP asked in light of recent publicity regarding Orica, whether the contour map indicates

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this is as far as plumes of gas would reach. If more residents come closer to the line what happens. SH noted it is a land use planning contour, recommending no residential zoning within the contour. The report was prepared independently by the DoP. When the DoP looked at ICI, and undertook the Botany Land Use Safety Study, they re-examined the port as well. NH asked if a disaster occurred at one terminal would the other two close? SH replied that under the Port Botany Emergency Plan each is made aware of what is happening at other terminals and actions suggested via a radio system that is tested each week. Each company has appropriate safety systems on site approved by the DoP.

CS noted the Risk Assessment does not give operators permission to operate. All have to go through individual DoP planning applications and relevant hazard assessments. PP asked when Elgas put its tank below ground did other risk factors increase. AC replied that risk factors hadn't increased. It is the safest practice to store below ground. Some of the area that was postulated for dangerous good storage, is currently used for container packing and unpacking excluding dangerous goods which is a lower risk activity than was postulated.

Regarding the previous action to forward a copy of radar coverage to CA and LN. Copies of this are available from CS and can be obtained after the meeting.

The last action was to invite the OEH to attend a meeting to discuss noise issues. They have been contacted and are considering the invitation.

KA reported a mayoral minute to council asking for State Government assistance to coordinate further testing and responses to noise complaints. There have been additional complaints in the area to Council and there are concerns that impacts require new measurements by the State Government. The minute asked about cumulative effects of expansion and seeks liaison regarding noise mitigation. It will be on the Council website (www.randwick.nsw.gov.au) from Wednesday.

Action: KA to provide link to the document for CS to circulate to NLG members.

CB asked whether noise was generally related to operation or construction activities. SH replied that most recently it has been operational. KP reported issues with forklift noises being heard at night with windows shut and radios on as far back as Mons Ave in Maroubra. The other noise issue is related to ships' generators. LN also reported being awoken in the night. SH noted low frequency generator noise from ships can be problematic and encouraged people to complain at the time, as the complaints are investigated which can help in identifying problems with particular ships. KP asked that more information regarding complaints procedures and protocols be provided to the Harbour Control staff. SPC will take this feedback on board, as there are new staff located at Port Botany who work in Harbour Control. LN and KA asked for a mechanism for feedback from complaints. KA noted the SPC website provides monitoring reports from other locations. Can this occur for Port Botany? SH replied that SPC holds Environmental Protection Licences in relation to Glebe Island/White Bay and posts information regarding these on the website, but at Port Botany no licences are held by SPC. Some but not all tenants are required to hold these licences. PM noted the information available on the OEH website, particularly regarding non compliance and community complaints, but it can be difficult to navigate the website.

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4. Development activities in the Port

Port Botany Expansion, BLB2, Truck Marshalling Area – SPC

SH reported that the expansion area was handed to Hutchison on 1 August. 18 hectares of the expansion area is expected to go to Patrick and 47 hectares to Hutchison who will operate the terminal as Sydney International Container Terminal Ltd (SICTL). LN asked about the ownership of SICTL. SH replied it is 100% owned by Hutchison Port Holdings.

SH reported that grade separation works are continuing on Penrhyn Rd. The new footbridge over the railway at Banksia St is about to start with preparatory work being undertaken. It should be completed around the end of the year.

The Bulk Liquids Berth 2 contract has been awarded to John Holland, and pile driving is expected to start in late October. NH expects noise associated with this. SH reported the consent imposes strict hours of work with respite times. PP asked what effect pile driving would have on Elgas. AC reported he felt measures are robust and adequate. If issues arise procedures are in place to respond. SH reported that it was originally intended to screw piles, but this is not possible. DoP has given permission to drive piles with detailed vibration monitoring. Probes are located at the level of the Elgas cavern. Vibration levels are expected to be about one tenth of the agreed maximum levels. JB asked what the avenue for complaints will be. CS replied this will be through Harbour Control.

The plan for the truck marshalling area on Bumborah Point Rd at the Simblist/ Military Rd intersection is proceeding, which aims to ease truck queuing in the port area. A system is in place to encourage to arrival on time instead of early but in case of early arrival a truck marshalling yard will be established. It will provide 52 parking bays. LN asked how many additional truck movements per day are expected to this area as a result. CS noted that the marshalling area is not designed to take trucks from the Hutchison terminal as this area already provides adequate area for trucks. SH noted a Consent Condition for Hutchison is that there will be no queuing outside the terminal. SL understands the marshalling area will take trucks which are already queuing on Simblist and Military Roads. Monitoring will be undertaken and if trucks come excessively early or habitually early they will be fined.

Action: SL will provide LN with figures for additional expected truck movements to the Bumborah Pt Rd, Simblist Rd, Military Rd area as a result of the truck marshalling yard.

PP asked what amenities will be provided. SL replied that toilets will be provided. KP asked what trucks currently do. She noted the public perception is that truckies are doing it hard, driving hours on end. SL replied that they park on the roadside or drive around the roads. They can only drive 8 hours a day, with compulsory breaks. This is logged and terminals are required to check the log book. SH noted most trucks are doing short hauls within Sydney. They are booked into a time slot and have to arrive within an hour of slot but tend to give themselves extra time. RB reported that the driver, the person contracting them and the terminal which they are going are all responsible under law to ensure strict conditions are adhered to. If drivers are found to be in breach they are sent to a motel and the truck parked in the terminal. JB asked whether 52 bays is enough or is this all the area would allow. SL replied that the site had to be able to cope with the expected number of trucks. Thirteen sites were looked at in total before the current location was decided on. KP and LN asked whether the time allowed and

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penalties would be fair. SL noted the time allowed is still under review, but penalties would apply to trucks arriving say 6 hours early. SPC doesn't want to encourage drivers sleeping in the yard. KA asked about planning approval. CS replied it is being assessed under Part 5 of the Environmental Planning and Assessment Act by SPC. Construction should commence around the end of the year, and not much construction is involved, namely hardstand, fencing and amenities. LN asked what liaison had occurred with Sydney Buses. Her perception is that SPC would like to squeeze them out of the area. SH replied that SPC would prefer Sydney Buses to be located off the port site if there were suitable land of equivalent size (6 hectares) available in the area but as it is not available there is no proposal to move Sydney Buses off site. It would need to be considered as a long term objective. KA noted Council supports Sydney Buses staying at the current location.

Action: SPC provide information to LN about the level of liaison with Sydney Buses, particularly in relation to the truck marshalling yard.

Tenant developments

Terminals Pty Ltd's bitumen dispatch facility has been approved. Construction has started and is expected to take about 12 months.

The P&O Trans facility is installing a wash down bay for the packing and unpacking container depot to satisfy quarantine requirements.

Patricks and DP World are installing truck weighbridges. There are issues of containers coming in too heavy and trucks taking to roads not knowing they are overweight. They will be able to check the weight of a container before leaving.

JB asked whether the RTA would drop plans to install a weigh station on Foreshore Rd. SH and SL indicated SPC had heard that had been a proposal at one stage but had received no further information about whether it would go ahead.

Caltex is undertaking work at Brotherson Dock to replace the marine loading arms at its Berth for the Bunker Barge. This should take 6 to 8 weeks. The other major job in the terminal is powering up new pumps within the site for jet fuel to the airport. PP asked whether the jet fuel pumps added pressure on old pipelines. PM replied there would be extra loads of fuel through the pipelines but pipelines have been tested for this. The pipeline has never run to capacity.

Origin Energy is installing portable offices. Two of the LPG tanks have been tested, with another one to be tested in this batch and 10 over the next 12 months.

Elgas has been approached by a subsidiary, Stargas, for minor storage for a number of cylinders on site. Application has been made to SPC for approval.

5. Safety & Environmental Incidents and Emergency Exercises

CS tabulated all incidents and complaints which came through Harbour Control since the May meeting and provided information to the meeting. This does not include internal incidents and complaints related to tenant sites.

Community complaints since May have all been in relation to noise, including droning and humming noises from vessels in Brotherson Dock. There have been 4 complaints. Other incidents include 3 in relation to smoke/ vessel exhaust; 2 regarding minor spills and potential water pollution; and 2 related to possible container leaks, with procedures

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in place to deal with this.

LN indicated it is useful for the NLG to receive this information. She suggested there is likely to be under reporting particularly in relation to noise. CS and SH reiterated the importance of registering noise complaints. In relation to ship generator noise, the only way to identify particular vessels is if a complaint is made at the time to allow a port officer to go out and listen. SH noted ships comply with international OH&S requirements. There is no requirement regarding noise impacts on nearby residents, though based on observations at the recent International Association of Ports and Harbours meetings, he is led to believe this may change over time.

KP asked how many extra ships were expected to be in Port with expansion. SH replied there are now 6 or 7 container berths available and there will be another 5 due to the expansion. PP notes that jarring noises to do with container handling are also an issue. LN suggests noise issues are cumulative e.g. the airport and port.

SH also reported that an emergency exercise will occur in October 2011.

The scenario will involve Elgas and Vopak and will be desktop as well as field based.

Action: SPC to advise date of emergency exercise.

6. Other Matters/Next Meeting

LN noted record figures through port last financial year. Given the high percentage of empty containers (25-30%) is anyone looking at this, is there a way to prevent them coming back through Port Botany? In 10 years there may be over a million empties coming through. SH replied as they all come through Sydney initially they also go out through here. The only alternatives would be to go out through Brisbane or Melbourne. LN asked what the predictions are for the early years of the third terminal. SH replied the expected overall growth for the Port remains the same of between 5 – 7%, with the number of containers shared between the three operators.

PP asked whether SPC was now getting a clearer picture regarding sand movements on Foreshore beach. SH said there was significant movement sand towards Millstream and there was sand moving towards the boatramp. A possible solution is a groyne in the middle. Groynes have had success in other areas, such as stabilising the beaches at Sans Souci and Kurnell. LN hoped there would be the ability to walk on any proposed groyne given the small amount of beach that is left.

JB asked whether Botany Council had been able to talk to Sydney Water regarding drainage issues. SP said Council, with assistance from SPC had been collating drawings of drainage lines and are in the process of organising a meeting with Sydney Water.

LN enquired about reports she had heard of the possibility of locating cruise ships in Botany Bay. SH replied that although it is not precluded, there are no facilities here for cruise ships. A cruise ship company was investigating whether an arrangement could be made with Hutchison for a berth, but restrictions from the airport may prevent the larger cruise ships that were being looked at.

LN commended the meeting on the good attendance. SH noted an invitation had been sent to community members to attend the Botany Enterprise Centre dinner next Tuesday as guests of SPC to thank NLG members for their work on the committee.

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Date of next meeting

The next meeting is proposed for Tuesday 15 November.

These minutes have been endorsed by the meeting Chair

Signed

Date
