

## Meeting minutes

Port Botany Neighbourhood Liaison Group

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Date: Tuesday 21 February 2012

Time: 5.30-7.40pm

Meeting No. 16

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Location: Sydney Ports Operations Centre – Dampier Room

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### Attendees

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Charles Abela – Community Representative	Jason Webb – DP World Stevedores
Nancy Hillier – Community Representative	Neil Truskett – Patrick Stevedores
Lynda Newnam – Community Representative	Ron Brennan – Origin Energy
Kellie Parkin – Community Representative	Alan Hill-Hartporter – Origin Energy
Paul Pickering – Community Representative	John Kellaway – Vopak
John Burgess – Community Representative	Nathan Barnes – Vopak
Karen Armstrong – Randwick City Council	Andrew Hogg – Terminals Pty Ltd
Steven Poulton – City of Botany Bay Council	Aldo Costabile – Elgas Limited
Jacky Wilkes – Rockdale City Council	Pamela Meers – Caltex
Simon Lawton – Roads and Maritime Services	Cliff Bell – Caltex
Joanna Fielding – Workcover NSW	Peter Grosskopf – QENOS Hydrocarbon Terminal
Tony Brown – Botany Cemetery and Eastern Suburbs Memorial Park	Mark Walker – QENOS Hydrocarbon Terminal
	Christa Sams – Sydney Ports Corporation
John Evic – State Transit	Shane Hobday – Sydney Ports Corporation
	Saskia Starr – Sydney Ports Corporation
Sandra Spate – Minute taker	Alison Karwaj – Sydney Ports Corporation

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Meeting minute taker: Sandra Spate

Meeting Chair: Shane Hobday

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Apologies: Tony Steiner – Community Representative; Stuart Tierney – Customs;  
Karen Browne – Electorate Offices for Member for Maroubra

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## Meeting minutes

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### MINUTES

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#### Agenda Items

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##### **1. Apologies and introductions**

Attendees introduced themselves and were welcomed to the meeting. Apologies are as noted above.

##### **2. Accept minutes of last meeting**

Minutes from November's meeting were accepted with submitted amendments made by JB and JF. These will be placed on the Sydney Ports website.

##### **3. Actions arising from previous minutes**

Regarding the action for Sydney Ports to continue to invite the EPA to meetings, SH reported that although they expressed a wish to attend if there is a specific topic they can contribute to, no one from EPA is available to attend tonight.

Regarding the action for Sydney Ports to advise the NLG of the next emergency exercise, SH reported there was to be one early this year but due the absence of Local Area Commander, Superintendent Karen McCarthy, the middle of the year is now being targeted for the next exercise. SH reported that a couple of the incidents in the Port late last year tested the emergency management arrangements, with debrief conducted after the events to consider lessons learnt. Sydney Ports is keen to have an exercise, but need to engage the emergency services.

SH reported on the action to ensure attendance at LEMC meetings by a Sydney Ports representative. He has spoken to the representative, and Sydney Ports will ensure attendance at future meetings.

##### **4. Update on NSW Government refinancing of Port Botany**

SH reported that Morgan Stanley is undertaking the scoping study of the refinancing of Port Botany on behalf of NSW Treasury. This is expected to be completed by June. They will visit the port in the next few weeks.

PP asked whether the same level of security around the boat ramp would continue. He also asked if other public facilities such as the beach and parking area would be privatised.

KP asked whether it is likely that the most profitable parts of Port Botany would be leased.

SH replied that the public facilities will remain but management of these is yet to be determined. There will be ongoing traffic control and security issues to be managed. Sydney Ports has a commitment to continue environmental monitoring of Penrhyn Estuary for five years and has engaged a consultant, Cardno, who will start this month. Decisions around what will be included in the leasing arrangements are yet to be made. The target of mid 2013 has been announced for completion of the process.

JB noted there were community concerns around the ongoing obligations to maintain public facilities.

NH asked about the future role of the NLG committee, and whether the NLG could have input into the scoping process.

SH will report back to the committee on the scoping process. He replied that Sydney

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Ports' existing community committees will continue to function but who will run the NLG meetings in future is yet to be determined. Morgan Stanley is undertaking the scoping, and input from the NLG would be via the publicly available minutes from the meeting. SH is happy to raise issues from the NLG with Morgan Stanley.

JB noted targets for movement of freight by rail have been reduced from 40% to 28%. He asked whether there is a chance that the 3.2 million TEU cap on TEUs through Port Botany will be lifted to make the proposal more attractive to the tenderers.

### **5. Freight issues – Port Botany and Sydney Airport Transport Plan - Empty containers; NSW Government rail strategy**

SS asked for clarification from LN on information she was seeking in relation to empty container management noted by LN as an issue in the Port Botany and Sydney Airport Transport Plan. SS reported that the intermodal terminal at Enfield will include availability for couple of container parks which will take much of the bulk of empty containers from Port Botany.

LN requested information regarding numbers of containers and projections for the future. What happens if the number of TEUs through Port Botany reaches 6 million, and which port will empty containers be shipped from? She requested a presentation showing volumes of containers, projections and how this will fit within the Sydney basin.

CS noted the Port Botany and Sydney Airport Transport Plan will be open for public consultation in early 2013.

**Action:** Sydney Ports to present to the NLG projections and plans for empty containers, including volumes.

JB suggested it is long overdue that throughputs in and out and projections are revised, particularly in light of a potential new investor and the revised government figures for percentages of freight to be moved by rail.

SH reported that last year 14% of freight was moved by rail. The new target adopted by the current NSW Government is to more than double that figure to 30% by 2021. With overall growth in the number of containers, the number being moved by rail is the same, but the percentage has dropped from around 25% six years ago.

PP suggested the desirability of using barges and smaller shipping for movement of containers along the coast.

LN took issue with the language used in the Government announcement, hailing a doubling of the proportion from 14% to 28% without giving any background.

### **6. Development Activities in the Port Sydney Ports developments Port Botany Expansion**

SH reported that significant works have been carried out in relation to the Banksia St overpass. The plan is to hand this overpass to Botany Council once complete.

PP asked whether there were plans to hand Foreshore Beach to Council.

SH replied there weren't. Sydney Ports is currently undertaking a study regarding erosion at the beach.

JB asked about progress on issues at the boat ramp.

SH replied that one of the pontoons at the boat ramp would be moved to the southern side of the in April/May at the request of the boating fraternity which will give larger vessels more turning room.

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SS reported that a continuous concrete pour would be undertaken for the Grade Separation works at Penrhyn Road over the weekend of March 24<sup>th</sup> and 25<sup>th</sup>. About 500 truck movements would be involved. Cooperation had been received from Patrick's regarding truck management.

### **Bulk Liquids Berth 2**

SH reported that BLB2 construction was progressing on schedule, with pile driving having had no reported impacts on adjacent facilities or the community. The project is expected to be completed by the end of this calendar year and operational in 2013. This will mean two berths are available for chemicals, LPG and refined fuels.

### **Truck Marshalling Area**

SS reported that concrete was poured this week for the truck marshalling area. Completion is expected in June and operation to commence in July 2012. Space will be provided for approximately 50 B-Doubles. Trucks would be allowed to stay for an hour, but there would be a grace period for those trucks travelling from out of area before fines are imposed.

AK reported that as a condition of consent, prior to vegetation clearing an ecologist's report was prepared. A bearded dragon found on site was relocated to Yarra Bay. TB introduced himself as from the Cemetery Trust. He reported that they are undertaking a significant project on their site, and the truck marshalling facility is close to their boundary. He raised concerns with air emissions and noise arising from the potential for parking of 50 vehicles with the cemetery located on the upside of the site and subject to updraft. When he previously asked, it had been suggested that no study into emissions or noise had been undertaken. There are heritage issues the cemetery has to comply with. As a result of emissions they will have to undertake regular cleaning of sandstone. They want to work with Sydney Ports but have had little feedback. He has asked about planting new vegetation on the boundary to minimise fumes. He suggested bamboo works well as it grows to 6m and has a lot of leaves which absorbs fumes and noise, but feedback was that it needed to be consistent with the Sydney Ports Development Code. However, other plants wouldn't survive. The Cemetery Trust has unique customers requiring quiet enjoyment. TB finds it hard to believe no environmental study was done prior to commencing the works.

SH replied that a comprehensive Review of Environmental Factors was undertaken prior to the works being approved.

CS reported the Review of Environmental Factors included consideration of noise and air emissions. It didn't specifically assess the emissions from trucks idling at the site but as there would be no additional trucks generated by the facility, the overall impacts were expected to be limited. CS will follow up TB's concerns with the project team.

**Action:** Sydney Ports to follow up concerns in relation to mitigation of potential impacts from the truck marshalling facility on the Cemetery Trust.

LN suggested that the Cemetery Trust should have been formally consulted in August. Major stakeholders never had input and were consulted only after the event.

CS noted the proposal was presented to the NLG at the August meeting.

**Action:** Sydney Ports to attach the Plan for the truck marshalling area to the minutes.

LN noted that Sydney Ports' preferred option was for a site west of the port, not east.

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SH replied that there was no suitable sites to the west that were available.

JB suggested that while this facility is a good start, it is not a solution. It is a fallback site which will only cater for 50 trucks. Trucks would continue to hide around the backstreets. LN suggested that the bus depot, Cemetery and Customs are not happy with the development. Major stakeholders didn't get the opportunity to lobby in an open process or see other potential sites.

SH suggested it isn't the norm to discuss all site selection options publicly.

TB reported that he hadn't heard about the truck facility till mid December. Had they known about it they would have talked to Sydney Ports.

JK asked about parking in Simblist and Friendship Roads. He suggested issues for Vopak with trucks accessing the ACFS site. He suggested extra personnel were required on busy days to manage traffic for safety and business issues.

SS replied that from mid-year trucks will gather in the new marshalling yard. If there is an overflow some will go to Friendship and Simblist Roads. The marshalling yard will assist in addressing trucks currently parking in no parking zones. There will be two guards at the yard in contact with the terminals to manage traffic flows. The yard will have toilets and a picnic bench but is not designed as a traditional rest area. It is only for container trucks and drivers will be fined for overstaying.

KP questioned the decision not to include a café, as this is what truck drivers stop for.

SS replied that Sydney Ports don't want to encourage drivers to congregate at the Truck Marshalling Area.

### **Sydney Ports Development Assessment and Approvals**

CS reported that since the last meeting approval has been given by Sydney Ports for construction and operation of the Vopak bitumen import and dispatch facility.

Other developments which have been notified to Sydney Ports are pavement upgrade at DP World; and weighbridge relocation at Terminals. Formal applications have yet to be received.

Details of approved projects are available here:

[http://www.sydneyports.com.au/corporation/planning/part\\_5\\_applications](http://www.sydneyports.com.au/corporation/planning/part_5_applications)

### **Update on Tenant developments**

Patrick reported two cranes are being demolished and will be replaced in late April.

KP asked whether they would be less noisy. She also asked about the colour of the cranes.

NT replied that the existing cranes have been operating since 1979. The new cranes are the same, but would not be as noisy. They would be red, which is the Patrick colour.

DP World reported rail duplication works are on target and rail is due to reopen on 27 April 2012.

Caltex reported no new developments. CB reported that four marine loading arms are currently visible at the bunkering berth instead of two. The arms were not positioned correctly for the current barge. In April the new arms would be repositioned and the old arms removed. The new refuelling barge is a doubled hulled barge with less risk of spill impacts.

Terminals reported completion of installation of tanks for the bitumen plant with the first ship expected in August 2012. Insulation of the pipe work will be carried out over the next

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two months.

Vopak reported their new office building is due for completion by the middle of the year. The other development is the bitumen development as noted above.

Origin Energy is currently testing pipelines to the wharf and undertaking painting.

CA asked whether the cause of the fracture resulting in the leak at Elgas discussed at the last meeting has been identified.

AC replied that the fault was inside the relief valve. That valve has now been made safe, and a review of operations from the wharf to the Cavern is identifying valves that will be changed. They will be replaced with valves of a different design. Elgas hopes to complete this by the next meeting.

LN asked SL from Roads and Maritime Services whether the RTA is undertaking a comprehensive study into how roads will cope in light of the revision by government of the target for rail freight dropping from 40% to 28%. The proportion moved by rail is currently 14%, but previous studies and the Port Botany Expansion EIS have been based on a target of 40%, and 3.2 million TEUs. We would like to know how the roads will cope. With no proper planning we will end up with a compromise situation.

JB suggested the figure of 3.2 million TEUs will have to be increased.

SL noted that though he is with Maritime rather than RTA, he understands there have been a lot of studies into operations of roads.

PP asked whether it is viable to move empty containers up the coast line by ship.

SH replied that most shipping lines do this at present.

JK reported that that he would provide a Vopak Major Hazards Facilities (MHF) update for site B later in the meeting. The four MHF facilities in Port Botany are Vopak, Origin Energy, Elgas and Qenos. The 2008 legislation requires operators to demonstrate facilities are safe. Vopak is fuel import terminal.

LN asked whether Site A at Vopak is a MHF.

JK responded that Site A is a smaller chemical facility and has changed the profile of chemicals stored there. It is no longer an MHF. It now stores base oils, lube oils and solvents for the Botany Industrial Park. If the profile of the site changes they are required to notify Workcover.

LN asked where the marshalling point is in case of an explosion.

SH reported emergency services will use the boat ramp area.

### **7. Safety and Environmental Incidents and Emergency Exercises**

CS reported a total of 30 incidents were reported since the last meeting. Of these, 21 were reports of water pollution e.g. spills or paint chips in the water. There were no noise complaints, three air complaints (1 dust and 2 odour), four container leaks, one small vessel fire, and one electrical shock to a crew member.

SH noted that Brotherson Dock faces south, and after heavy rain storm water pollution is captured here, resulting in a large number of pollution reports around the port after rain.

LN noted a charred vessel at La Perouse and asked whether Sydney Ports had moved the vessel.

SH replied it was a small boat and the owner was required to move it.

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CA asked what the gas leaks were.

CS replied they were containers venting gas or from the BLB. SH noted that tanktainers have pressure relief valves for venting.

CS reported that damaged containers are placed into a special bunded area.

LN asked where this information is captured.

CS replied that Sydney Ports keep records.

### **8. Combined Major Hazards Facility (MHF) Review: Vopak, Elgas, Origin and Hydrocarbons**

#### **Vopak**

JK reported on the Vopak site B MHF assessment. He reported that the facility commenced in 1996 with the last tanks completed in 2009. The facility handles gasoline, jet fuel and finished petroleum product which comes in by ship and goes out by pipeline or truck. Customers are companies such as Shell and BP. Vopak pipes one third and trucks two thirds of the products. They would like to do more by pipeline. There is a pipeline to the airport and to Mobil at Silverwater. They also handle ethanol and biodiesel. There are about 10 ships per month and the facility is active 24/7.

KP asked how many trucks there are and where do the trucks travel.

JK replied that there were 70 to 120 trucks a day, 6 days a week. There are dedicated truck routes.

CA asked whether the safety analysis includes moored ships.

JK replied this assessment is done by Sydney Ports.

SH responded that ships were included in the Port Botany Landuse Safety Study, prepared by the Department of Planning. Modelling for the 2<sup>nd</sup> and 3<sup>rd</sup> bulk liquids berths also included ships.

PP asked where the ethanol is blended.

JK replied that when trucks pull up they are dosed with 10% ethanol.

NH suggested that with all this activity there doesn't seem to be many spills.

JK said spills happen from time to time. They are reported to the EPA and Workcover. To date all have been contained on site.

SH noted that this is the same for the bulk liquids berths. All facilities are designed to capture spills on site.

LN asked what the source of the biodiesel is.

JK replied it is a soy bean product owned by the customer. Vopak still stores biodiesel. There is a pipeline network connected to the Caltex refinery pipeline and Banksmeadow.

PP asked whether it is possible to put a bike trail on top of the pipes as the grassed area for bikes has been reduced for pipeline uses.

JK is not sure. Sometimes pipes are buried and some above ground.

JK outlined the Vopak MHF risk based safety study which includes potential hazards, potential consequences, preventative controls and mitigative controls. There is an integrated safety management system, manned 24/7, with a monthly safety exercise. Trucks are audited for compliance. Potential major accidents have been identified as a result of a tank overflow or tank leak.

NH asked whether tanks are cleaned.

JK reported a requirement to inspect tanks every 10 years which involves emptying and cleaning to inspect. For jet fuel it is 3 years.

KP asked for clarification of the 4.7 kW/m<sup>2</sup> contour.

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JK replied that this is the heat contour for the consequence of radiation from fire. 4.7 kW/m<sup>2</sup> is the potential for heat radiation.

JF noted this is a Department of Planning risk criteria for off site risk. It has to be demonstrated that the on site risk is reduced to as low as reasonably practicable.

**Action:** JF to send the link to the Department of Planning website risk criteria for distribution to NLG members.

CA asked how far this contour extends. JF noted it depends on the product.

JK replied that it extends outside the Vopak boundary.

NH asked whether tanks are positioned so as not to increase risk.

JK replied this is the case. They are designed to Australian Standards.

LN asked whether reports of operators' compliance to more stringent EPA legislation standards would be placed on the website.

CA asked if there were a major tank fire would the public at La Perouse get burnt.

JK replied this wouldn't be the case.

PG noted operators' responses to new legislation are evolving, but they have to consider the worst case scenario.

LN understands the legislation is not finalised but suggests the desirability of providing information to the community.

### Elgas

Regarding the Elgas safety assessment, AC reported that the Elgas LPG Cavern was commissioned in 2000 and operates 24/7. LPG is stored underground and pressure ensures it remains in liquid form. The safety plan presented covered potential causes, prevention barriers, mitigation measures, and potential consequences. They need to ensure prevention barriers and mitigation measures are sufficient to prevent consequences.

KP asked what happens to shipping operations at the BLB in winds of 35knots.

AC replied that depending on the ship size, and wind direction Sydney Ports would make a decision whether to stop unloading/loading, but could keep connected to the ship.

SH noted this is a conservative standard and takes into account the effect on the loading arm and the potential for the ship to move.

AC noted the fatality risk profile contours are within the site.

KP asked if heat was added would there be a bigger fatality risk.

SH reported that the 1990s modelling for the Landuse Safety Study included more storage than actually exists. The risk contour didn't reach residential areas. You can't have residences in the risk contour area.

CA asked whether if fire at one facility wouldn't affect another, would a gas explosion flatten tanks?

AC replied that Elgas tanks are underground. If the loading arm came apart, there may be a gas cloud.

AH noted heat can't get to tanks. Origin tanks are concrete and are mounded by soil. Safety devices in the loading arm immediately snap shut if there is a differential in pressure. It would result in a tiny amount of gas leak.

PG suggested the purpose of the regulation is to identify what can go wrong and whether safety criteria is there to manage it. The 4.7kW/m<sup>2</sup> measures calibrated risk.

LN suggested community expectations go beyond risk contours. We don't want to live next to a facility if it blows up. This is a limited audience here. We need to look at how to

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get the information to the community, and on to the website.

PP asked about the Elgas cavern domes, whether they store propane and butane.

AC replied it was for propane storage. Elgas don't store butane. There is a robust safety management plan, trained staff and experienced operators.

KP asked why tanks are underground.

AC replied that this is the most convenient way of storing. They wouldn't be able to store those quantities above ground. It is accepted best practice.

KP asked whether there is room for Elgas to expand.

AC said there isn't room for the underground storage area to be expanded.

LN asked whether operators had found the EPA and Workcover audits useful. Do they make submissions to the Office of Environment and Heritage, and are they happy with the new environmental legislation.

JK reported they have had recent visits from OEHL which they found useful. They submit documents to OEHL each year.

AC noted that there is a 14 day reporting period regarding the new environmental legislation. Elgas has started mobilising for data to be placed on the website.

LN asked whether safety management plans would be on the website. She referred to the EPA proposal that requires license holders to put emergency plans on their websites. She has suggested in her submission to the EPA on this legislation amendment that the EPA should hold that information or a link to it on their website along with licence conditions and other material. There are over 30 licensed premises in the Port Botany area and it would be much easier for the community to access information through one site than to have to go to a number and find major variations in layout and language.

RB suggested a possibility that people will overreact if plans are on websites.

### **Qenos Hydrocarbons**

MW reported that Qenos Hydrocarbons is a refrigerated facility which stores ethylene. A concrete bund contains the tank. The tank was built in 1979 and has a stainless steel pipeline to the berth and to the Qenos Botany site. An LPG development in 1986 included propane and butane tanks. These tanks are a high nickel alloy with no chance of corrosion. They support the petro-chemical business at Botany. In 2000 the ethylene refraction plant was built. These are spherical tanks.

CA asked how they know there is no corrosion.

MW replied that there is no oxygen or water inside. They are designed with inherent safety measures, which include a low pressure operation which meets the international standards. There are fire sprays at each tank.

MW outlined the risk assessment and emergency response. They will submit their safety schedule next week. Their plan, as for the other facilities, identifies potential hazards, consequences and safety responses.

NH asked whether contamination problems at the Botany Industrial Park interfere with their operations.

MW replied it wouldn't.

KP asked how many staff are involved

MW replied there are a minimum of two people on shift 24/7, with an additional seven or eight during the day.

CA asked whether an internal valve failure such as that which occurred at Elgas would result in a leak.

MW replied that they have an operating flare in which gas is safely combusted.

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CA asked whether an incident at Elgas would reach Qenos.  
MW replied it wouldn't.

### Origin Energy

AH reported that Origin's site was defined as an MHF against the 2008 NSW regulations which have since been updated in January 2012. Origin has been here for 30 years. Gas is unloaded direct from ship to terminal by pipeline, and is then loaded into road tankers. Most product has a stench agent added to detect leaks, there are dedicated tanks for small amounts of odourised product. In case of leaks at these a gas detector shuts down operations.

Their risk assessment identified 29 potential risks of which 9 are ranked potential major risks. LPG terminals require air to open valves which are spring loaded to close. In an incident all valves close resulting in automatic shutdown of the system. The 4.7 kW/m<sup>2</sup> contour is within the site. The only potential above ground explosion they could identify was a 20 tonne road tanker.

LN asked if an explosion would affect people sailing boats at Yarra Bay.

AH replied most of the explosion would go upwards.

SH noted the revetment wall would also minimise chance of this.

AH noted that a worst case scenario would stop within the industrial estate and not get towards residents. If there were no safety measures in place, it would take from half an hour to 2 hours before an explosion occurred.

CA asked whether they can't foresee a tank splitting.

AH replied that these are underground and mounded.

AH provided folders for attendees outlining procedures at Origin. Most of this information will be put on Origin's website, and AH is happy to take further questions from NLG members.

AH noted that in addition to safety requirements, they have a security assessment to satisfy emergency services.

SS reported to the meeting that if they wanted to see the process of a tanker exploding, they could do so by entering 'Japanese tanker explosion' into Google.

### 9. Update on noise issues

SS reported that tenants with forklifts in the Port area had received letters and all had been receptive to issues raised. Each tenant conducted a risk assessment and all are happy to replace noisier alarms with a different sort of 'quacker' alarm. Some have existing equipment leases and will have to wait for leases to end before replacements can be made.

Patrick's will have mitigation measures in place. Within 6 months, their noisy equipment should be replaced. There would be a number of forklifts without noisy alarms.

KP asked whether an audit had been done of how many forklifts were causing noise.

SS noted this was not known though all tenants had been supplied with information on what mitigation is available. They can only change equipment if a risk assessment is undertaken. Sydney Ports has done all that is possible. Tenants are responsive but change will take some time. Risk assessments should be complete in two weeks. She noted that there are places other than Port Botany using forklifts. Since a complaint was received last year by the Minister on noise from Port Botany there have been no further complaints.

KP suggested other sites will follow the Ports example. She will be impressed if these

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changes are made within 6 months.

LN congratulated Sydney Ports for its leadership role in this.

### 10. Other Matters/next meeting

SH informed NLG members that Sydney Ports would participate in Clean Up Australia Day activities at Tower Beach near the airport next Tuesday. This would commence at 1.00pm and will include a barbeque. He invited tenants and residents to participate. CA thanked the tenants for their safety presentations.

### Date of next meeting

The next meeting is proposed for **Tuesday 15 May, 2012**

These minutes have been endorsed by the meeting Chair

Signed

Date

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EASTERN SUBURBS  
MEMORIAL PARK CEMETERY

LEGEND:

NOTES:

- 1.

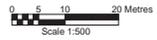
AUSTRALIAN CUSTOMS SERVICE  
CONTAINER EXAMINATION FACILITY

MILITARY ROAD

BUMBORAH POINT ROAD

MILITARY ROAD / SMBLIST ROAD

FRIENDSHIP ROAD



P01	1/11/11	MMH	AS	
Issue	Date	By	Chkd	Appd

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**SYDNEY PORTS**  
 FIRST PORT, FUTURE PORT

Job Title  
 Truck Marshalling Area  
 Detailed Design

ROAD FURNITURE & SIGNAGE  
 LINEMARKING  
 GENERAL ARRANGEMENT

Scale of A1	1:500
Discipline	CIVIL
Job No.	222594
Drawing Status	DRAFT 70% DESIGN
Drawing No.	222594-CRF-DRG-0042
Issue	P01