

Meeting minutes

Port Botany Neighbourhood Liaison Group

Date: Tuesday 26 February 2013

Time: 5.30pm-7.00pm

Meeting No. 20

Location: Sydney Ports Operations Centre – Dampier Room

Attendees

John Burgess – Community Representative Richard Pollock – Patrick Stevedores

Lynda Newnam – Community Representative Nathan Barnes – Vopak

Thomas Nolan – Community Representative Aldo Costabile – Elgas Limited

Paul Pickering – Community Representative Ken Kelsall – Elgas Limited

Janice Dennay – Randwick City Council Pamela Meers – Caltex

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

Sharon Cook – WorkCover Christa Sams – Sydney Ports Corporation

Simon Lawton – Roads and Maritime
representative Shane Hobday – Sydney Ports Corporation

Guests Alison Karwaj – Sydney Ports Corporation

Melissa Dunn – GHD on behalf of Patrick Saskia Starr – Sydney Ports Corporation
Stevedores

Adem Long – Sydney Ports Corporation

Chris Newbold – Sydney Ports Corporation

Sandra Spate – Minutetaker

Meeting minute taker; Sandra Spate

Meeting Chair: Shane Hobday

Apologies: Nancy Hillier – Community Representative, Kellie Parkin – Community Representative, Greg Sheehy – EPA representative, Stuart Clark – EPA representative, Karen Armstrong – Randwick City Council, Oscar Guillen – Randwick City Council, Jacky Wilkes – Rockdale City Council, Stuart Tierney – Customs, Ron Brennan – Origin Energy, Neil Truskett – Patrick Stevedores.

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Agenda Items

1. Apologies and introductions

Introductions were made. Apologies were reported as above.

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2. Accept minutes of last meeting

The minutes from meeting number 19 were accepted with the following amendment. Item 6, Tenant Developments, paragraph 2 should read " . . . a milestone for Elgas on October 3 when they clocked up 4,000 days without a lost time injury."

3. Actions arising from previous minutes

Regarding the action that air monitoring results from the cemetery to be provided to the NLG as well as the Cemetery Trust, and be forwarded to the EPA for interpretation, SH reported that at this stage follow up monitoring has not been undertaken as there has been less than a 50% utilisation of the Truck Marshalling Area. This is positive as it indicates less trucks are arriving ahead of time. Monitoring was conducted prior to opening the Truck Marshalling Area and further monitoring at this level of utilisation won't show significant changes. This has been communicated to the Cemetery Trust and they agree with the position.

Action: Sydney Ports to provide results once available.

LN noted a lot of trucks on Prince of Wales Drive, some parked.

SH reported a number of automatic readers have been installed in the Port Botany area recording whether trucks arrive more than one hour early. There is one on Bumborah Point Road. Trucks can't come to the marshalling area more than an hour early.

AL said the readers are being rolled out. He suggested the message that trucks can't come to Port early is getting through.

LN asked whether trucks can come down Military Rd.

Action: Sydney Ports (AL) to provide the location of truck readers to the NLG.

Regarding the action that Sydney Ports follow up with stevedores the issue of the wind alarm sounding all weekend, SH noted that Sydney Ports has followed this up with Patrick and DP World, but most cranes don't have an acceptance button to silence the alarm and therefore the alarms continue to sound when the wind is above 40 knots. Sydney Ports is still trying to resolve this with terminal operators.

Action: The action remains open for response from Patrick and DP World.

SC reported that regarding the review of Major Hazard Facilities, WorkCover has received 43 Safety Reports and is currently undertaking a detailed assessment of these. It will take time to get through these, with WorkCover undertaking serious deficiency checks, requesting additional information if required, and undertaking visits from the safety analyst. A review of Emergency Plans is done with emergency services, Department of Planning, and WorkCover and NSW Police are involved in reviewing the Security Plans. The process requires a decision within six months as to whether to issue a licence. The WorkCover officer involved is very experienced in the major hazard facilities and Port Botany.

Regarding the action that Sydney Ports (SH) confirm the intention to include ongoing public access to Molineux Point in the proposed 99 year lease of Port Botany, and to convey to Treasury that the NLG requests guarantees that articulated trucks be restricted from access to Molineux Point, SH read the relevant extract from the Port lease to the meeting. It requires the lessee guarantee access to Molineux Point lookout and Prince of Wales Drive under the same arrangements that apply currently and that the area be

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maintained in the same condition. LN raised concerns around the wording of "consistent with the commencement date" and suggested changes could occur in the meantime. SH suggested the commencement date is likely to be around the end of May 2013 and there are unlikely to be changes between now and then. There is not 24 hour access for safety reasons.

JB suggested there is only a small safety risk.

It was reported that the strategic reports on transport and traffic volumes were provided by links being included in the previous minutes to key NSW Government reports and new reports will be forwarded to the NLG as they become available.

Regarding the action that Sydney Ports respond to the issue of the overall size of the saltmarsh area, LN noted she raised the issue in the context of the strict Conditions of Consent concerning the saltmarsh and sought confirmation as to whether the intent of the plan had been met.

CS reported that more saltmarsh has been planted than was required in the EIS and there is no net loss in either the area of saltmarsh or the number of plants, meeting the Conditions of Consent.

AK noted monitoring has indicated no dead plants with the next monitoring due in March 2013.

There was discussion around reluctance of birds to use the bird roosting island, and there is a need to replace sand to reduce impacts of erosion.

Regarding the action to email a copy of the notice about Foreshore Beach sand relocation works to community members, this was emailed on 30 November 2012 and works were completed prior to Christmas. However, due to the recent storm events much of the sand has now moved back to where it was prior to these works.

CS responded to the action that Sydney Ports contact nominees to the NLG to confirm interest. Ross Salter, a business representative has been contacted and confirmed his interest. There has been no response to date from Elizabeth Fitzsimmons.

NLG members confirmed they agree to invite Ross Salter to meetings.

Action: Sydney Ports to contact Ross Salter to invite to next meeting.

4. Presentation on the Patrick redevelopment

RP delivered a presentation on the Patrick redevelopment. The presentation has been emailed to NLG members. The presentation included an overview of the development on the expansion (the "knuckle site") and the existing site.

The redevelopment is being undertaken to assist Patrick to increase its market share and increase the capacity to 1.6m TEU.

A new administration building and maintenance facilities will be built.

A stacking area on the knuckle site is to be developed.

Environment controls will be improved including improved stormwater management.

Automated straddles will replace manual straddles.

There will be improved safety, efficiency and productivity, and environmental management.

Work on the knuckle site is to commence in March 2013 depending on approvals, and work on the existing terminal late in 2013.

AutoStrad delivery is late 2013 and these will become operational in 2014 after testing.

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MD reported that GHD has been engaged to undertake community consultation. The community is encouraged to provide feedback via email to communitynews@patrick.com.au

There will be regular updates on the website www.patrick.com.au/sydneyautostrad

Notifications include advertisements in the local media and a letterbox drop within 1km of the site which distributed 1,500 letters.

The toll free phone number is 1800 810 680.

Action: Attach the Patrick presentation to the minutes. (The presentation was subsequently emailed to NLG members on 1st March).

MD reported a Director General's requirement for consultation with government agencies. Agencies have been written to and feedback on the Environmental Assessment has been requested. There will be a mid-year display of the Environmental Assessment which will be advertised through a letterbox drop and local media.

Noting engagement of residents in the 1km radius, LN asked about community members further away and community groups. She asked to see the letter distributed to residents. RP suggested this forum could be used to engage other community members.

Action: Attach the letter distributed to residents to the minutes. (This was subsequently distributed to the NLG on 1st March.)

LN asked for clarification regarding capacity. The original was 0.6 million TEUs, and the expansion a further 0.6 million. Is it intended to increase capacity to 1.6 million? She noted the approved capacity of 3.2 million TEUs for the Port has now been removed. What could Patrick handle with 40 AutoStrads?

RP replied that the knuckle is under Sydney Ports' approval. Patrick is looking to increase its market share not to increase overall capacity. The AutoStrads will replicate what exists at present.

LN noted the configuration of buildings is contained in the Conditions of Consent. Are these subject to changes in the Conditions of Consent?

RP replied the only modification is for stormwater management with the inclusion of Gross Pollutant Traps. This modification went to the Port Botany Expansion Community Consultative Committee.

LN sought confirmation this won't impact on birds.

SH replied it wouldn't impact on birds. The stormwater from the Patrick development is to be directed to Brotherson Dock.

RP encouraged NLG members to send questions and feedback to Patrick through the website link.

5. Update on NSW Government refinancing of Port Botany

SH reported that a decision from Treasury on final bids from the shortlist of bidders is expected early to mid April and the transaction currently scheduled to be completed by the end of May. A number of Sydney Ports staff will go to the new organisation.

LN asked whether this is in the terms of the lease.

SH replied it isn't. It is a business arrangement that some key staff who are undertaking roles related to Port Botany will transfer to the private entity Sydney Ports continues to

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carry out functions in Port Botany (marine safety) and Sydney Harbour. Media reports indicate there are now three bidders. The NLG will continue and will be run by the private organisation as will the CCC. SH reiterated there are firm commitments to continue with the NLG.

6. Development Activities in the Port

Sydney Ports developments

Port Botany Expansion (including Foreshore Beach)

SH reported that there are continuing discussions with Botany Bay Council regarding them taking ownership of the Banksia Street overpass.

The Grade Separation works are complete and have been subject to an independent environmental audit.

CB commented that the level of engagement with Caltex during this project was excellent. There were no significant issues regarding access during construction, with briefings, clear guidance and posters regarding directions.

SICTL construction is underway with a goal for the first berth to be operational at the northern end of the expansion area in September 2013. Automated yard equipment will be used.

LN questions whether many jobs would be created within Port as was heralded prior to the expansion.

SH replied that there were significant numbers of jobs during construction. Port was introducing new technology in order to remain competitive internationally.

JB suggested expectations regarding jobs were discounted early in the process.

LN asked whether issues had been resolved with Air Services Australia.

SH replied that they had. Sydney Ports financially supported research into the new radar and they have approval from Air Services Australia for ship operations at the SICTL terminal.

SH reported that an application for a modification has been submitted to use northern end of the expansion area (which is designated as a tug boat berth) for temporary use for tugs and line boats.

Regarding a proposal for a fishing area at the boat ramp, Sydney Ports has not heard back from NSW Fisheries.

JB reported difficulties relating to the fact that most of the NSW Fisheries staff have moved from the Sydney area.

SH reported that physical modelling is being undertaken for stabilisation works for Foreshore Beach to confirm computer modelling for groynes. Sydney Ports will keep the NLG updated. After discussions with Sydney Water there is acceptance by Sydney Water that action is needed with regard to drains blocking with sand.

LN asked whether there will be a contribution from Sydney Water.

SH and SP reported that Sydney Water is working with Council to address issues of flooding in the area behind. Sydney Water is contributing to the physical modelling.

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BLB2

BLB2 is expected to be operational in October 2013.

Other Sydney Ports Projects

There is maintenance regrading of the seabed at Brotherson Dock 10 and 11 underway to remove high spots caused by ship and tug propeller wash.

CS reported a drainage swale has been installed at the back of the sites along Bumborah Point Road to improve drainage.

The first set of truck tracking devices have been installed in the port area and approval is being sought for a second set.

Sydney Ports is also in the process of assessing several subdivision proposals under part 5 for lands at port Botany to better reflect current lease areas.

Tenant developments

The Terminals Pty Ltd weighbridge relocation project has been withdrawn.

The Part 4 application from Caltex for a truck refuelling facility was approved by Botany Bay City Council in December 2013.

There were no other tenant developments to report.

7. Update on noise issues

SS reported there are no further changes to forklift alarms since last meeting.

JD asked how many sites have changed alarms.

SS replied that the Qube sites have done and others will do so.

SH noted Sydney Ports has spoken to tenants about changing alarms when leases on their forklifts expire.

JD reported that a recent assessment noted a big difference at the Qube site on Botany Road from previous assessments. However there are still some issues at the main gate on Botany Road.

AL suggested the Botany Road site closes at 11 pm, except when trains come through. The Bumborah Point Road Qube site is an all night operation.

JD reported she was there at 10.30pm, and was told it was a 24 hour operation.

Sydney Ports has met with Randwick Council who has written to the EPA requesting an area noise assessment.

JD reported Council officers met with the EPA on 8 February 2013 the outcome being that the EPA would contact Sydney Ports and DP&I to arrange an independent report.

SH confirmed Sydney Ports has received a request for a meeting.

8. Safety and Environmental Incidents and Emergency Exercises

CS reported 20 incidents since the last meeting: 8 regarding minor water pollution; 6 noise reports from the community; one with air pollution from a vessel; 2 in regard to suspect containers; and 3 traffic incidents (one in which a vehicle rolled down the boat ramp).

JB asked whether these included his correspondence in relation to trucks and noted additional incidents since he had written. One of these was a truck carrying containers speeding through a red light.

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SS reported since a Ministerial complaint the RMS has deployed speed camera vehicles on Foreshore Rd outside the boat ramp on a number of occasions. She suggested people call the police each time they witness an issue as it is logged each time.

AL reported meetings had been held with security at the boat ramp.

SS noted Sydney Ports is working with the Transport Management Centre who came out on Monday to look at the lights at the boat ramp. They are looking at a Traffic Management Plan to turn lights to the car park red permanently when full and putting out barricades.

JB suggested there is an issue with security staff turnover. They need more guidance what is and isn't allowed.

PP asked whether there is a likelihood of re-opening Botany road south of Hale St to trucks.

SP replied that the 12.5m truck restrictions are unlikely to change. The Botany Bay local traffic committee is looking at the issue of trucks at the back of Hale St.

LN raised concerns that in the Freight Strategy King Georges Rd and Botany Road have been identified as priority roads for freight where parking restrictions may apply.

AL suggested these were used as examples only.

9. Community sponsorships

SH noted that LN had asked who Sydney Ports sponsors. Sydney Ports are happy to take suggestions for where they can be involved in the community. Sydney Ports currently sponsors the Matraville Christmas Carols, landscaping at Banksmeadow Primary School and a playground upgrade at Malabar Public School.

LN suggested that Malabar is too far away. Sponsorship should be directed to those communities impacted by Sydney Ports' operations. Community groups need to know the sponsorship exists.

JB noted a bush care group removing bitou bush and playground facilities requiring shade cloth at Banksia Park which tenants and Sydney Ports could potentially sponsor.

LN noted the Walking Sydney Group is mapping Sydney for walks. There are connections between Laperouse and Brighton-le-Sands but with pinch points. Sydney Ports could address the pinch point to provide local residents with access to other beaches to compensate for the lost beach.

Action: LN to provide Sydney Ports with contact details for the Walking Sydney Group.

10. Other Matters/next meeting

Regarding the link to the NSW Freight and Port Strategy, LN suggested the impacts of the airport were absent. The IPART inquiry hadn't been referenced. Where is the link to broader strategies?

SH replied that Sydney Ports works closely with Airport regarding freight and traffic issues.

LN suggested this information should be in the public domain.

Regarding complaints, LN suggested difficulties getting people to complain resulting in an unrealistic idea of impacts. Could Sydney Ports be more proactive, for example undertake sampling survey?

JB suggests a need for CCTV cameras at traffic lights.

SH replied that Sydney Ports has lobbied RMS and NSW Police for a red light camera at

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the Penrhyn Rd, Botany Rd and Foreshore Rd intersection. There have been a large number of complaints to the RMS.

PP suggested the need for this committee to be proactive and make representations to the right people on the impact of the Port and trucks. There is a need to separate pedestrians and cyclists from trucks, as well as for red light cameras.

SS reported that Sydney Ports has written to companies and reported the number plates of offending trucks with little effect. The RMS is statistic driven and statistics don't suggest a problem here. There is a need to report each incident to the police and RMS. LN asked whether employees are encouraged to ride to work as part of the sustainability policy. Sydney Ports suggested difficulties with this when employees live a long distance from the Port.

CN noted the Sydney Ports Health and Safety Committee has the same concerns as the NLG and have drafted a letter for a common approach. He suggests Sydney Ports, tenants and the NLG work together with NLG members signing the letter also. He noted there could be suggestions for safe ways to enter Port.

NLG members agreed they would sign the letter and work for a common approach.

JB noted there has been slow progress on the issue of safety, with lights a Beauchamp Rd and Perry St taking 5 years.

Action: Sydney Ports to consider writing in collaboration with the Health and Safety Committee regarding traffic concerns on Foreshore Rd.

LN noted with the impending sale of the Port there may not be many meetings between now and then. Tonight was the first the NLG had heard of the new owner chairing meetings which gives a different complexion to the committee. Other committees are still run by Sydney Ports. Having served on other committees such as the Orica committee, LN feels regulators should be running them not private enterprise. There is need for government oversight. Will a Sydney Ports representative attend? She noted a poor experience of the airport with Macquarie Bank taking ownership.

SH replied that Sydney Ports will continue to attend and there is a standing invitation to the EPA and regulators. The bidders have an interest in issues around the Port and are looking at key environmental risks, limitations, and community engagement over the long term.

AK suggested it is positive that the new owners have the same intent as Sydney Ports.

JB noted that LN has taken up the issue of air monitoring with the Minister for the Environment. The current location of Randwick for the air monitoring device is ridiculous, there is support for getting something done in the area. There are particulates in the air which need monitoring.

LN cited the 2006 inquiry into air quality in Sydney with the media release indicating monitors would be returned. There were projections to 2040 regarding the Port and other industry. The community is interested in the cumulative impact and overall exceedances. CN asked whether Council undertakes air monitoring.

JD replied they don't as Council doesn't have that level of expertise.

SP reported that ANSTO runs the monitor at Council.

Action: City Of Botany Bay Council (SP) to provide ANSTO air monitoring results from Howard St and Botany Rd to the NLG.

PM reported flyers are available advertising two upcoming Caltex information sessions regarding the EIS for an upgrade of the wharf and dredging at the company's Kurnell

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marine facilities. There will be one session at Kurnell and one at Banksmeadow.

Date of next meeting: 28 May 2013

These minutes have been endorsed by the meeting Chair

Signed

Date
