

Minutes
MEETING # 6
Port Botany Neighbourhood Liaison Group

Location: Port Botany Expansion Site Office – Ka-May Room

Date: Tuesday 17 November 2009

Time: 5.30 pm till 7.00 pm

Attendees	
<p>Community members John Burgess – Community Representative Nancy Hillier – Community Representative Thomas Nolan – Community Representative Paul Pickering - Community Representative Tony Steiner – Community Representative</p> <p>Council representatives Karen Armstrong – Randwick City Council</p> <p>Electoral Member Representatives</p>	<p>Business representatives James Mather – DP World Stevedores Aldo Costabile – Elgas Limited</p> <p>Sydney Ports representatives Shane Hobday Kathy Lloyd Mark Deacon</p> <p>ARTC Representative Terry Bones Brian Dale Prue Hodgson</p> <p>Minute taker Sandra Spate</p>
<p>Apologies: Brad Crockett – Terminals Pty Ltd; Paul Shepherd – City of Botany Bay Council, Jenny Branighan – Origin Energy, Erika Roka – Rockdale City Council, Lynda Newnam – Community Representative, Mick Egan – Patrick Stevedores</p>	

Agenda Items:

1. Apologies

Apologies were received from Brad Crockett, Paul Shepherd, Jenny Branighan, Lynda Newnam, Mick Egan and Erika Roka

2. ARTC Presentation

A presentation was delivered by the ARTC representatives (see presentation attached to these minutes).

The structure and funding arrangements of the Australian Rail Transport Corporation (ARTC) were outlined as well as a brief history.

ARTC operates the main freight lines from Queensland to WA, including freight lines in NSW. The Southern Sydney Freight Line (SSFL) and Port Botany lines are part of the overall NSW upgrade plans being implemented by ARTC and the SSFL has been part of railway planning for more than two decades.

In November 2008, construction commenced on the SSFL and in December 2008 ARTC took over the lease for the Port Botany Rail Yard.

The SSFL will be 36 km of new line plus the existing Glenfield loop. It will be a single track dedicated freight line with one passing loop and will be within the existing rail corridor adjacent to the passenger line.

Re-evaluation of delivery is to enable a cost effective way forward. There have been issues around the provision of signalling. There is a shortage of signalling engineers world wide, but when completed the network will have the most modern signalling run from Junee.

Benefits will be opening up optimum arrival and departure times. Currently there are peak curfews on freight traffic for 7-8 hours each day which limits access in the metropolitan area. Targets of 85% reliability and a doubling of capacity by 2014 are integral to increasing rail market share.

The upgrade of the Port Botany rail line, reconfiguration of Port Botany rail yard and the development of the Enfield yard to hold and resequence trains is taking place. The key drivers being growth in container traffic through the Port and the target of 40% of freight moved by rail and reduce volume moved by road. 1 train = 100 trucks.

Three essential elements are:

1. The upgrade of the Port Botany rail yard (and reform of train operation)
2. The provision of additional capacity in the Enfield area, to reduce congestion at the Botany yard.
3. Network control and signal control – centralised at the facility at Junee.

ARTC is looking at what further upgrades may be required at Port Botany.

A 24 hour a day hotline operates.

Questions and discussion

NH asked whether immediate action was taken when the hotline was rung. She is not expecting good results in relation to noise and pollution from trains. She would have liked the presentation to include operational impacts and environmental impacts. She indicated she lacked confidence in remediation of impacts. She urged ARTC not to overlook the people. PH replied that immediate action is taken on receiving a call on the hotline. The hotline is in regard to construction impacts rather than operation issues.

JB noted there were no plans in place in terms of a dual track through to Sefton. He is sceptical about the creation of a dual line at Port Botany without the rest of the linkage in place. What is the plan or timetable for duplication?

TB replied that line capacity had been looked at in advance of 2004. The conclusion was reached that single line was not the constraint, but the capacity of the yard at Port Botany. The single line stretch has capacity for the next decade. Duplication is at the pre planning stage. However, the ARTC doesn't believe duplication is necessary till 2020.

JB noted that with targets for 40% of freight by rail it would be a 24/7 operation. For people living in area, what is the expected timing for trains.

TB replied that currently movements peaked at 18 per day with 24 hour operation. Projections are for 30 trains a day by the next decade. The NSW Government target is that 40% of container movements in and out of the port be moved by rail.

SH noted that to achieve the 40% target by 2012 people need to be encouraged to use rail.

NH suggested it was 20 years too late. She would like to see it done properly now.

JB asked whether media reports suggesting a halt on work on the Southern Sydney Freight Line were to be believed.

BD replied the three reasons for this were the inability of ARTC and RailCorp to conclude signalling; the need to redesign the route at the Glenfield tip (despite negotiations with the tip operators over 2-3 years, operators filled the designated area with waste requiring a change to the route); and requirements for service relocations. Services were being found where they

weren't supposed to be.

JB suggested that as the Southern Sydney Freight Line has been around for a long time these things should have been picked up long ago. Hurdles such as these at this late stage didn't give him a lot of confidence.

BD noted that ARTC had to pick up 40 years of neglect in 4 years. The first upgrade was the north/ south line. Rail freight at 20kms an hour was never a competitor. Upgrades to track, installation of concrete sleepers, straightening of curves to allow run freight trains to run at about 80kms was a first priority to make it a realistic competitor.

PH suggested that capacity increases across the whole line indicated leadership in rail.

NH noted that as rail tracks exist in the Botany area, there had been calls by residents for a passenger service here.

JB asked whether given they 40% target by 2012, would the Enfield yard and the SSFL be up and running in time.

BD replied it would. ARTC would keep building track ahead of demand. The critical time would be when the third terminal is up and running. SPC terminal activities would be carried out at Enfield, with cargo being taken there to split up and move out.

NH asked whether there would be shunting in the Botany residential area.

BD replied that shunting would be in the Botany yard, not in the residential area, but the aim was to reduce this. Work at the yard aimed at a smoother passage out.

PP asked what the 85% reliability target referred to.

TB replied this was on-time availability of freight at the destination.

PP sought to clarify what ARTC was funded to provide through nation building funding.

BD replied that some funding was provided through the stimulus package. ARTC owns or leases the rail tracks and rail operators buy time slots. However, most revenue is raised through loans and the sale of train paths (slots). The rail rolling stock is owned by the operators.

PP noted that in other countries the three modes of freight transport are rail, road and barge. He asked whether in the interests of nation building, ARTC sees a role in purchasing shipping/barges?

BD replied they didn't as ports were the responsibility of the states.

NH suggested that recommendations needed to be made to operators to consider their environmental impacts. She asked that the operators be asked to talk to the NLG. The nearest house is 500 metres away and the area is very open.

BD replied that environmental considerations were addressed as part of the Environmental Assessment. This included noise and hazard risk analysis. The Environmental Protection Licence is a public document that can be accessed.

SH noted that operators are individual train operators such as Pacific National and Silverton. Noise issues relating to the quality of the rolling stock are issues for individual operators, but the issue of whether noise barriers are required is ARTC's responsibility.

JB asked when the third terminal operator would be named.

SH replied this would be before Christmas.

3. Accept minutes of last meeting as correct

The minutes of the last meeting were accepted as correct.

4. Actions arising from previous minutes

Regarding the action for SPC to combine noise monitoring results from the different areas, noise monitoring has now been completed and the report from Wilkinson Murray has just been received by SPC. Results will be combined.

Action: SPC reported that no response has yet been received from the local Member regarding noise attenuation and fire safety measures.

The website address link for Freight and Logistics Council workshops will be distributed tomorrow.

5. Development activities in the port

Presentation by SPC (SH)

Expansion works are progressing with 36 of the concrete counterfort units installed. A total of 210 are to be installed. Half the dredging is completed with 4 million cubic metres of sand placed in the reclamation area and another 4m cubic metres to go. Work is running within 2 weeks of schedule. At the Millstream end of Foreshore Rd work is almost complete, with further works at the beach remaining for regrading and stormwater outfalls. Limited areas of the boatramp are open to enable completion of works within Penrhyn Estuary. Amenities are not yet open, but there are temporary amenities in place. Issues regarding the new boatramp area raised in an email from TS will be worked through with Baulderstone. Temporary amenities in the area are for a minimum of 2 male and 2 female toilets. Currently there are 4 male and 4 female toilets. The pedestrian bridge is almost complete. The bird hide area and observation point work is going well. SPC will accept the area including the amenities and lookout and these will be opened around Feb next year.

Detailed designs are finished for the second bulk liquids berth. Tenders will be called in February and expected to be awarded April 2010. The berth is expected to be ready in 2012 and will help ease the most congested section of port.

The new operations centre should be ready to host the February NLG meeting. The base building is finished and fit out is commencing.

Action: SPC/Baulderstone's responses to TS's email relating to safety and amenity at the new boatramp area to be provided to members of the NLG.

Questions and discussion

NH asked what had happened to the timber from the government pier found during dredging. She suggested that maybe it could be displayed somewhere.

KL replied that it was covered back up in accordance with Heritage Department instructions.

JB suggested it wasn't from government pier but another one.

SH replied that government pier has been preserved.

NH asked how this was done.

Action: SPC to respond to the next meeting as to how government pier has been preserved.

TS asked whether the beach was closed from the street side, but open from water side.

SH replied that the beach is still accessible from Foreshore Road but not from the Boat Ramp.

JB indicated he has had general complaints, but asked whether SPC had received specific feedback on the new boatramp area.

TS suggested that specific complaints have been documented.

SH noted that control of the area currently rests with BHJDN. There is a minimum requirement

to provide 2 male and 2 female toilets. Issues raised have been discussed with BHJDN.

PP noted that at the designated tug area part had a road base finish. Will this remain and will weeds germinate in the area?

SH replied an additional 20 car spaces were provided here and the rest will remain as is for the moment.

KL said SPC is responsible for maintenance of the area and has commenced developing a program to preserve the appearance of the area.

JB suggested he understood there was progress regarding Hale St. When was work expected to commence?

MD reported that a construction certificate was issued this week.

JB asked about progress of truck stop negotiations.

SH noted that options were still being investigated.

PP asked whether there would be a hide at the viewing station.

KL replied it would be open, but high enough so birds won't be disturbed. Interpretive signage will be erected. Saltmarsh planting is to begin this week.

KL indicated that the Sydney Ports is investigating the option of applying to the Green Building Council Australia to have the Operations Centre assessed as a Green Star Building. It is the first building within the Port Precinct to be built to Sydney Ports Green Port Guidelines and exceeds the guidelines.

SH suggested it was more complicated with 24 hour shifts operating to achieve high ratings.

Tenants noted there was nothing new to report.

TS noted that with the design of the new boatramp, there had already been three accidents at the ramp. Photos existed of one where a single boat was at the ramp and a ferry transporting workers came rushing in, the bow waves continuing to the ramp and pushing the boat against the wharf. He suggested it was only a matter of time before someone was seriously injured.

PP suggested bad behaviour rather than design may be the cause.

JB suggested it was bad design, and behaviour needed to be taken account of in the design.

He had lodged vigorous protest about the design initially and thought agreement had been reached. The pontoon location is not practical. Parking a boat in adverse conditions is difficult.

His understanding was that the pylon would be towards the seawall, leaving a lane clear.

Realistically there are one and a half lanes, leaving no room to turn.

SH replied that the design of the ramp was based on the relevant Australian Standards but Sydney Ports will review user feedback.

7. Other Matters/Next Meeting

KA asked what follow up had occurred regarding noise complaints raised at previous meetings.

SH indicated that information was shared with the complainants who understand the response.

SPC has had discussions with tenants who are trying to do better, but with the available technology have limited ability to reduce noise by much.

JB noted there were many noise sources other than the port.

JB suggested he would like to withdraw the accolade he gave to Patricks at the last meeting, as they have shut down their intermodal terminal at Bathurst, resulting in the workforce there losing their jobs.

MD reported that Patricks have said the facility wasn't financially viable. A large proportion of goods from the Bathurst are now going through Blayney. As the facilities are still there in Bathurst and it is a monthly contract there is a possibility of reopening, if things pick up.

PP asked whether there was any progress between Botany and Randwick councils regarding a separate bike corridor.

SH reported that there hadn't been progress.

KA responded that it wasn't currently a priority. The bike plan was a long term plan.

The next meeting is scheduled for Tuesday 23rd February, 2010.