

**FINAL Minutes  
MEETING # 7  
Port Botany Neighbourhood Liaison Group**

Location: Port Botany Expansion Site Office – K-May Room  
Date: Tuesday 23 February 2010  
Time: 5.30pm to 7.00pm

<b>Attendees</b>	
<p><b>Community Members:</b> Chares Abela (CA) – Community representative Nancy Hillier (NH) – Community representative Lynda Newnam (LN) – Community representative Thomas Nolan (TN) – Community representative Paul Pickering (PP) – Community representative</p> <p><b>Council Representatives:</b> Ross Anthony (TA) – Randwick City Council Erika Roka Steward (ERS) – Rockdale City Council Steven Poulton (SP) – City of Botany Bay Council</p>	<p><b>Business Representatives:</b> Mick Egan (ME) – Patrick Stevedores James Mather (JM) – DP World Stevedores Aldo Costabile (AC) – Elgas Limited Brad Crockett (BC) – Terminals Pty Ltd Wayne Jarman (WJ) – Terminals Pty Ltd</p> <p><b>Sydney Ports Corporation:</b> Shane Hobday (SH) Kathy Lloyd (KL)  Sandra Spate (SS) – Minutetaker</p>
<p><b>Apologies:</b> Tony Steiner – Community representative, Stuart Tierney – Australian Customs Services; John Burgess – Community representative; Karen Armstrong – Randwick City Council; Karen Browne – Electorate Offices for Member for Maroubra; Jenny Branighan – Origin Energy; Mark Deacon - SPC</p>	

<b>Agenda Items:</b>
<p><b>1. Apologies and welcome</b> Apologies were received from Tony Steiner, Stuart Tierney, John Burgess, Karen Armstrong, Karen Browne; Jenny Branighan and Mark Deacon.</p>
<p><b>2. Accept minutes of last meeting as correct</b> Minutes of the last meeting were accepted.</p>
<p><b>3. Actions arising from previous minutes</b> Regarding the action to combine noise results from different areas, including the Port Botany Expansion and the Wilkinson Murray report, the combined results were distributed to the meeting.</p> <p><b>Action:</b> SPC to email definitions as the basis for noise measurements to NLG members.</p> <p>PP raised questions about what noise measurements record. For example, reversing beepers can be annoying particularly at night time, even though they are not particularly loud. When a result is over 70 why does this occur? SH reported that noise is from all sources. A measurement of LA 1 means the noise was in exceedence for 1 % of the measurement time taken over a 15 minute period e.g. caused by a passing truck. KL noted that a reversing beeper would generally be noted as a type of sound. The actual level would be included in the overall noise measurement. LN asked whether wind direction is noted. She asked whether this information could go on the website as an easy way to respond to people who have made enquiries. KL replied that it was included within PBE monthly environmental monitoring reports. SH noted that each Environmental Report is on the website with noise measurements and comments.</p> <p>NH asked whether there had been any actions from the ARTC presentation and reiterated the</p>

need for sound barriers and fire breaks as there is a danger to units in the open area adjacent to the rail line from the possibility of derailment of tankers with hazardous materials. SH reported that this has been raised with ARTC but he is happy to raise the issue again.

**Action:** SPC to follow up the issues of noise barriers and fire breaks with ARTC again.

LN asked who ARTC is responsible to.

SH replied it is the Federal Minister for Transport.

PP asked what SPC's relationship to ARTC is.

SH replied that SPC was constructing the Banksia St overpass. Management of traffic on the line was ARTC's responsibility. Railcorp signed over management to ARTC.

PP noted mention made of three modes of transport from Port Botany, including barges. He noted that in the past there was barge activity on Sydney Harbour. Was this private by companies?

SH replied that SPC land in Sydney Harbour is leased to private concerns. There used to be timber barges. There is still a barge operation by Lubrizol barging lubricating oil additive from White Bay to Duck Creek. Coastal barges (bunkering barges) take loads from here to refuel ships.

PP asked if there was an opportunity for private barges to operate. He suggested that via the Georges River to the Moorebank facility may be an alternative to road and rail. He noted that at one stage a speaker was to come and talk about barges to the CCC. He is interested to know why things haven't gone in this direction as it seems a good way of moving cargo without having to go through the city.

SH replied that the only barriers are commercial considerations. He noted that currently 22-23% was being moved from port by rail with the target of 40%, which was a better option than by truck.

LN suggested that a lot of extra containers will be travelling on rail, travelling at all times of the day and night with vibration and noise. It was a better option as long as people get noise barriers.

On the action regarding government pier, KL reported that the lookout was moved to preserve the pier. Sections of the pier were discovered during the PBE construction process were covered with geo-fabric and reburied in accordance with the heritage management plan approved by the Heritage Department and Department of Planning.

NH asked whether there would be a plaque to commemorate it.

KL responded that there will be a sign on the Penrhyn Estuary lookout that would have details on the heritage items.

SH responded to the questions raised by TS regarding safety issues at the new boatramp. He reported that the design is consistent with standards but there were still some concerns regarding operation. It was mostly an operational courtesy issue. The boatramp area had gone from two lanes previously to four lanes currently, but this was being restricted at times due to mooring up for extended periods.

#### **4. Development activities in the port**

##### **- Part 5 developments approved by SPC**

SH reported that approval had been granted for DP World to close the Interterminal Access Road. Emergency access protocols are in place as part of conditions of consent.

JM reported that emergency access would be better than at present. It is currently out to tender and there are expectations of a July completion.

SH reported that PB Towage operates a tug jetty at Molineaux Point. Approval exists to construct the jetty but approval was required for operation on a 24 hour basis. Approval was granted on 16 December 2009.

##### **- Terminals Pty Ltd Part 5 Application – Presentation by Terminals Ltd**

*Wayne Jarman delivered a presentation on behalf of Terminals Pty Ltd*

It is a proposal for two small tanks 1750 cubic metres each (1.57m litres) for ethanol and

premium unleaded petrol. Terminals Pty Ltd had previously considered using existing tanks but decided to build two small tanks to free existing tanks for other uses. Ethanol will go into unleaded petrol. Premium unleaded will also be mixed with ethanol. The pipeline would go to the truck loading bays and use the existing systems to load trucks. He indicated on schematic diagrams the height of the tanks to be no taller than existing tanks.

#### Questions and discussion

NH asked how ethanol would be mixed with the petrol. Is there any chance of a spillage?

WJ replied it was through an injection system in the line as it goes into the truck.

BC noted that they had been successfully blending biodiesel for a year. A capture area (bund) with a concrete base is provided. Waste is pumped to a dedicated waste tank. There is a 90,000 litre tank to capture rainwater. Stormwater is tested before it is released. So far Terminals haven't had to treat it, but there are arrangements in place to pump it off.

CB asked whether the ethanol is denatured (rendered unsuitable for consumption)

BC assumes so, it is industrial standard.

LN asked how big the trucks were and what was the expected growth in movements.

WJ replied they were B-singles and doubles and the net gain in trucks would probably be two per day.

NH asked what sort of lids the tanks would have.

WJ replied they will be fixed roof with vents connected to an emission control system. The premium unleaded tank would have a fixed roof with an internal floating roof.

BC noted the emission control system captured vapours and filtered the emissions. The system records results of any substance released into the atmosphere. Every ten years the tanks were inspected from inside to ensure they were fit to use.

PP asked whether volatile liquids are stored on site.

SH noted there are less chemicals stored on site now.

WJ noted a trend for non hazardous alternatives. Previously 40-50% of the site would have been hazardous chemicals. Now it is about 15%.

CA noted there was no direct supervision by Terminals staff of the tanker loading operation. Were there any safety issues at the loading bay?

BC reported a stringent induction procedure, competency assessments, random security patrols and CCTV. In 3 years out of 150 drivers only one had not been allowed access. As part of the Dangerous Goods Licencing process there are regular inspections of vehicles. As part of the development there will be additional cameras.

SH reported that a determination will be made on the application in the coming weeks.

PP asked when tanks at Banksmeadow were dismantled where did the contents go?

SH reported that jet fuel is stored at Stephens Rd and Vopak has a refined storage facility.

NH asked how much more land is to be provided for storage of hazardous materials. Is all the area now used? What is the cut off point for hazardous industry and storage and how much has Port Botany taken from Sydney Harbour? There is the Kurnell refinery, the desal plant, the airport and contaminated groundwater. How much more is Botany Bay likely to get?

SH responded there is only a small parcel of land under lease but not developed behind the old ICI site. It is currently used for empty container storage. It is part of the Terminals lease area. This is the last parcel of undeveloped land. More is now imported rather than refined locally and has to be stored. Shell still has facilities at Gore Bay for product that goes to the Clyde refinery. There is now more onus to manage responsibly. Aged tanks are being replaced with modern and better technology. There are different opinions globally on models regarding storing in one place or spreading it.

NH asked whether SPC would support an application for heritage listing of Botany Bay. Economically it is the backbone of the state. There should be a national heritage listing as well as state.

LN asked whether other major corporations around the bay would also support it. SH indicated SPC would be happy to listen to the proposal. SPC would take the question on notice. AC noted he would take a proposal if made, and move it up the line.

**Action:** SPC to take on notice of a proposal of heritage listing of Botany Bay and provide a response.

PP noted a corridor of land on the Terminals Pty Ltd map. Is there a possibility of using it for a truck area?

BC replied it was a rail easement for a time when coal was going to be brought in and go out by rail. It is currently undeveloped.

SH responded it was insufficient for a truck area. Simblist Road is used as an overflow queuing area. SPC is still looking at opportunities for a truck marshalling area. The area at the airport is no longer an option with the Hale St development. Another possibility had been Amcor but this is adjacent to residential areas.

LN asked where she could direct people to find a summary of everything at port. Can she get a land map use?

**Action:** KL to send LN the link to the land use map on the SPC website.

#### **- Other Development Activities**

SH noted that detailed design has been finished for the Bulk Liquids Berth 2. Expressions of interest for construction have been called for and the tender may be awarded by the middle of the year.

SH reported on upcoming works for the grade separation at the Penrhyn Rd level crossing as part of expansion works. The grade separation would be 7-8 metres in the air and there were other associated works. It is at the concept design stage. Negotiations are taking place with Patricks and Caltex Banksmeadow regarding impacts on access. It is intended to award the contract for construction by the middle of year. There will be 18 months of construction work. Access is an issue during construction particularly to Patricks and Caltex Banksmeadow and there will be construction over an operational rail line.

#### Questions and discussion

JM asked whether it would be built high enough to accommodate double stack trains, as these had been touted as efficient transport for the future. This should be checked for the possibility that building it would stop double stack trains permanently.

**Action:** SPC to respond to the NLG as to whether the height of the grade separation is sufficient for double stack trains. A response to be provided to JM as soon as possible.

KL reported that a temporary access road is currently under construction.

LN asked for a ballpark figure on the expected cost of the grade separation.

KL responded that it is combined with Port Botany Expansion budget.

#### **5. Changes to Maritime Security Identification Card**

SH reported an announcement in January by the Federal Minister for Transport regarding changes to the MSIC. The MSIC was originally brought in as a result of the September 11 attacks. There are additional high level offences to the current list of disqualifying offences. The life of the MSIC will be reduced from 5 years to 4 years, with an added criminal history check after 2 years. The changes will be introduced by the end of 2011. The port was recently visited by a senate committee investigating port security issues.

#### Questions and discussion

CA asked what the prohibition around gas tankers is.

SH responded there is a 60m exclusion zone from the berth which is policed by SPC and water police. SPC funded water police to extend operations to 24 hours in Port Botany.

NH asked whether ships of shame still enter port.  
ME responded that standards are now good. Patricks have their own internal controls and inspect vessels before working them. Most are in good shape.  
NH asked whether standards overseas have improved.  
ME thought so.  
SH reported that ships carrying bulk liquids are subject to stringent controls by the Australian Maritime Safety Authority.  
BC reported that the oil industry had a stringent internal audit system.

NH asked where the airbus involved in a recent incident dumped its fuel when it had to return to the airport.  
SH suggested any dumping of fuel would have been over the open ocean. Jet fuel breaks down easily and would have little impact on the bay.

NH asked about ballast water rules and the introduction of alien creatures.  
SH reported that any ship intending to discharge ballast water in port has to discharge and take on new water in deep water prior to the vessel arriving in port. Quarantine inspects ballast water records stringently. There had been few problems in Sydney, the only organisms being those causing algal blooms of which there had been one bloom in 20 years.  
LN suggested algal blooms could be a problem for the desal plant.

## **6. Other Matters/Next Meeting**

Responses to emails sent to the group by LN.  
On air emissions from port activities, and the question of whether there is an emission study done at port, DECCW undertook the last one in 2007. Results are available on the DECCW website. Technical Report 7 includes the airport and port. Results are under the air emissions section. KL to send link to members.

**Action:** SPC to send link to DECCW page to members.

CA asked whether vapours are collected when tankers pull up.  
BC responded that vapours are collected and scrubbed. With petrol there is no unload till vapour recovery has been connected.

SPC responded to the request for community facilities at Molineaux Point. They are looking at renewing signage and proactive maintenance of the area.

LN suggested it would be desirable if people had access to: seating, water, shade and composting toilet at the site. This is the end of the great coastal walk. People should be able to walk from one suburb to the next, via footpaths and pedestrian crossings. The port should be made an integral part of the community.

SH responded that the breakwater was closed at night. The road is not lit except for navigation lights at the end of the breakwall. Lighting would be an expensive exercise. SPC doesn't want to make it too attractive in night hours. There have been speeding cars in the area in the past which led to the installation of speed humps on the road.

CA understood the original plan was to use this as a walkway with three parks joined by a pathway.

SH said SPC was not proposing shared pathways.

NH asked what had happened to a suggested seafood restaurant at the end of the revetment wall.

SH indicated there have been no commercial proposals for this. SPC has spent \$30m on a pedestrian bridge, a boatramp, lookouts and beach regeneration. The boatramp has been open since early November and the lookouts are almost ready to be opened. The Millstream lookout will close at night and at the request of Botany Bay Council the pedestrian bridge to Sir Joseph Banks Park would also be closed. The boatramp is open 24/7 with a permanent security presence. There has already been an attempt to set fire to the facilities.

SH reported that an announcement had been made before Christmas regarding the third container terminal. Hutchison had been successful in being granted the lease. SPC will complete the works up to below pavement level and then Hutchison will undertake the

terminal infrastructure works and expect to operate in 2012.

LN asked how long the lease agreement is.

SH replied this was commercial in confidence. It is a long term lease as they are required to invest significantly in infrastructure.

LN suggested they could be paying very little, and we are unable to know.

SH responded it was a competitive tender with a performance based lease which considered truck turn around and crane rates and incentives to improve productivity of the terminal.

JM asked whether all 3 stevedores would be under these arrangements from 2012. SH advised that all stevedore leases would be moving to performance based leases.

LN suggested there were snippets of information before Christmas, then it went quiet. She suggested one end of Botany Bay had been wrecked and there was no information available about the cost.

TN referred to an article regarding the Department of Defence not vacating the Moorebank site.

**Action:** SPC to provide more information to the group regarding the Moorebank site.

TN asked DP World to respond to an article in the Australian Financial Review regarding alluding to intentions to sell and the decline in world trade.

JM replied that this was a speculative article and there has been nothing since. If this were an intention it would be more widely known.

TN asked about world volumes declining by 10%,

JM responded this was the case globally. It is listed on the stock exchange and figures regarding volumes can be obtained from the website.

SH noted that Port Botany was one of the few ports that did not see a reduction in container throughput over the year. There have been monthly fluctuations with the two operators. The last 3 months have been strong coming out of the global financial crisis. Port Botany was the only port in Australia that held volume. As it is import focussed it has not been as dependent on manufacturing.

LN asked whether representatives from Hutchison would attend future meetings.

SH responded they would be requested to attend.

NH asked when the new operations centre would open.

SH responded after Easter. Construction is complete but fit out is being undertaken.

**Next meeting is on Tuesday 25<sup>th</sup> May.**