

MINUTES
MEETING # 20
Intermodal Logistics Centre
Community Liaison Committee (CLC)

Location: ILC
 Enfield Site Office, Cosgrove Rd, Enfield
 Date: Monday 26 May 2014
 Time: 4.00 pm

Attendees	
<p>Community Members: Jenny Maddocks</p> <p>Bankstown City Council Graham Humphrys</p> <p>Strathfield Municipal Council Frankie Liang</p>	<p>Independent Chair Ian Colley</p> <p>Minute taker Sandra Spate</p> <p>NSW Ports Lynley Weaver Matthew Fahey</p>
<p>Apologies: Bill Thompson, Adem Long, Daniela Vujic, Shane Hobday.</p>	

Action Items:

1. Matters from previous meeting

Action 1: Adem to forward the latest RTCG minutes to CLG members.
 This action remains open. Minutes are on the Website.

Action 2: Adem to provide Graham with the Port Botany strategy for dealing with parked trailers.
 This action remains open. RMS booked trailers and eventually they left. Main issue was that a trailer hire company was using this as parking, once they went, it minimised.

Ian suggested regarding the future role of the CLC that this discussion be held off until next meeting. Matthew reported ongoing construction activities over the next 2 to 5 years with warehousing over the next couple of years and HLA's construction initially over 2 years, then possibly longer. He noted that while not a Condition of Approval for operations as the Traffic Coordination Committee, he suggested that options could be looked at for combining with the traffic committee in the future, or looking at the frequency of meetings.

Jenny noted she is happy to continue her role on the CLC.

Graham understands the committee could continue with the frequency of meetings determined by what is happening.

Action: The future role of the CLC and frequency of meetings to be an agenda item at the next meeting.

NSW Ports will continue to run the Community Meetings.

The minutes from meeting 19 were accepted with the following amendments suggested by Graham. Item 2, RTCG update paragraph 5 be amended to read ". . .Bankstown Council is happy to monitor traffic movements and address issues as they arise".

Item 4 Comments/ questions, paragraph 5 be amended to read "Council is working on traffic devices, improving signage and has requested NSW Police to increase monitoring of truck movements in the area".

Paragraph 6 to be amended to read "Graham raised Bankstown Council's concern with increasing numbers of trailers illegally parked in industrial parks."

Regarding the action around the Port Botany strategy for dealing with parked trailers, Graham said Council is looking to see if there are lessons to be learned from Port Botany as a lot of trailers are

being parked in local streets. Some are from Flemington markets where they empty produce then disconnect and leave the trailers. Council rangers have issued fines but with little effect.

Jenny asked what the legal status of trailers is.

Graham replied heavy vehicles are allowed to stop in most places for only an hour. A number of residents are truck drivers, and they have been asked to leave fleets in industrial areas. There has been a shift from manufacturing in the area to freight and Conditions of Approval require everything to be contained on site. There is concern that a facility such as this may generate more heavy vehicles parked. There are safety concerns and incidents have occurred where cars have been parked in front of trailers when truck drivers turn up to collect them.

2. Project Update

• Construction update

Matthew reported that Leightons have demobilised, having undertaken no significant work since February/ March. NSW Ports will be undertaking minor works such as landscaping.

NSW Ports is now looking at leasing light industrial and warehousing. The first stage, which has now ended, was registration of interest and the second stage is request for a proposal. CBRE have been engaged for this. 10 to 12 parties have been shortlisted. Stage 2 should finish by late June with selections by August.

Graham noted seeing ads in weekend newspapers over the last couple of months.

Jenny asked about the status of the containerised grain proposal.

Matthew replied this was still a possibility with a Memorandum of Understanding with the interested party who have lodged a preliminary Environmental Assessment. There would need to be a modification to the project approval.

Jenny asked if this proposal would use the intermodal line.

Matthew replied it would be a line off the existing Workshops (or Wheel Lathe) Sidings into the site. There would be some trucking prior to the rail and for some areas not serviced by rail when the rail is running. There would be truck and rail in, then rail to port.

• HLA update

Matthew reported HLA is in the mobilising stage and have engaged Delaney Civil as the contractor for construction works. They will be concentrating on service works such as light towers in the intermodal area; in Area G minor pavements works, and upgrades of existing offices.

Jenny asked whether access for this would be from Cosgrove Road or over the bridge.

Matthew replied it would generally be across bridge from this week, but fill material for paved areas would take the most direct route so some would be via the new entrance on Cosgrove Road.

Graham asked whether the site is secure.

Matthew replied no gatehouse is currently proposed for when the site becomes operational, but the site is gated and with non gazetted internal roads. If the ILC internal roads are used for rat running, NSW Ports will revisit the issue. At present, the site is generally secure but additional palisade fencing for the Cosgrove Road entrance area is out to tender. HLA will soon fence the western boundary of its site and along both sides of the rail line.

3. Development update

Matthew noted regarding Area F that the potential tenant has submitted a preliminary Environmental Assessment to the Department of Planning for initial assessment. The grain storage facilities would be above height approval and would be subject to Director General's assessment.

Matthew informed the meeting of proposed modifications to Conditions of Consent around parking provisions and the role of the Environmental Representative (ER), as at the moment even the smallest industrial tenant would need an ER.

Jenny asked whether any frogs had been found on site as they have been active in the general area with the longer warm weather.

- Normal marsh frogs have been seen, but no Green and Golden Bell Frogs

4. Other

- **Communications**

The latest Community Update was issued in late April.

- **NSW Ports Update**

Matthew reported that NSW Ports is currently going through a restructure to integrate Port Kembla with Port Botany.

Jenny noted May 31 is the first anniversary of NSW Ports and asked how the business is going.

Matthew replied it is growing steadily.

- **Comments/ questions**

Jenny asked whether NSW Ports are involved in the Maldon to Dombarton rail line.

NSW Ports does not have involvement in the Maldon Dombarton line.

Graham reported having seen a lot in the media about the Moorebank intermodal. He asked what the status of this facility is and why it is more on the radar than Enfield.

. They have confirmed the consortium, with one party being SIMTA. Moorebank will be 1.2 million TEU capacity and the second site is estimated at 1M, while Enfield is 300,000 TEU.

Jenny asked whether there are two intermodals proposed at Moorebank.

Graham asked whether they would be competing for the same clients.

. There are also intermodals at Minto and Yennora. 85% of freight is delivered within 40kms of Port Botany with the bulk out west around Eastern Creek.

Jenny asked if combined intermodal capacity is around 1.8 million TEU.

Jenny reported that at the Commission of Enquiry around the expansion of Port Botany, the two existing terminal operators reported an existing capacity of between 6 and 9 million TEU. She asked if the 3.2 million cap was lifted as part of the sale to NSW Ports.

Sandra noted the cap was lifted prior to the sale process.

- The Federal Govt has now gone into 'negotiation' with the SIMTA Consortium in regards to Moorebank. At this stage it is not public knowledge as to what this will mean for the properties at Moorebank.
- It is difficult to estimate the intermodal volumes, without knowing how Moorebank will look.
- The lifting of the cap was a NSW Government decision prior to the transaction.
- NSW Ports, as with many in our industry, believe that the solution is not one, or two intermodals. It is a series of intermodal facilities throughout Sydney, to service geographical areas.

Date of next meeting: The next meeting is TBC.

These minutes have been endorsed by the Chair, Ian Colley