

**Meeting:** Port Botany Community Consultative Committee – Meeting No. 9

**Held:** Tuesday 1 December 2015, 5.30pm-7.30pm  
SICTL Training Room, 1 Sirius Road, Botany (Port Botany Expansion)

**Present:**

John Burgess (JB) – Community	John Harvison (JH) – Patricks Stevedores
Lynda Newnam (LN) – Community	Melissa Pollock (MP) – Orora
Bronwyn Englaro (BE) – Randwick Council	Michael Martin (MM) – Vopak
Mitch Donohue (MD) – Electorate Officers for member for Kingsford Smith	Andrew Skeet (AS) – Vopak
James Goodwin (JG) – EPA representative	Jean-Michel Tremsal (JMT) – Vopak
Larissa Borysko (LB) – EPA representative	Aldo Costabile (AC) – Elgas Limited
Rodd Kerr (RK) – Sydney Water	Gary McKay (GM) – Caltex
Damian Hagerty (DH) – Sydney Water	Shane Jones (SJ) – SICTL Stevedores
Ryan Bennett (RB) – Port Authority of NSW	Shane Hobday (SH) – NSW Ports
Sandra Spate (SS) – Minute taker	Alison Wedgwood (AW) – NSW Ports
	Daniela Vujic (DV) – NSW Ports
	Wayne Ashton (WA) – NSW Ports

**Apologies:** Ross Salter, Santo Cannata, Paul Pickering, Adem Long, Andrew Battye, Roberta Ryan, Trevor Brown, Mark Bernhardt, Neil Truskett, Mal Jagdev-Imrich, Luke Frawley, Catherine McMahon, Lisa Williams, Charles Abela.

Item	Description	Action/Responsibility
<b>1</b>	<b>Apologies and Introductions</b> Apologies are as listed above. Shane Hobday chaired the meeting in the absence of Roberta Ryan.	
<b>2</b>	<b>Accept minutes of last meeting</b> The minutes from the August 2015 meeting were accepted.	
<b>3</b>	<b>Actions arising from previous minutes</b>	
3.1	Action 3.2 (arising from 11.1 from March 2015) SH to provide information to the CCC regarding the RMS response (regarding the issue of the verge on Foreshore Road). SH has emailed RMS requesting a response but has had none. However positive indications include the installation of signs indicating a speed camera at the Botany Road, Foreshore Road intersection. A speed camera is not yet installed. The action remains open.	Action 3.2 from the August meeting remains open.
3.2	Action 6.7. Vopak to issue community invitation to information session on their development. Vopak has held the community session and a presentation will be given later in agenda. The action is closed.	
3.3	Action 6.8. JH to identify for the CCC a contact in the joint logistics business. JH remains the contact for this currently. He will provide a contact when that information is available. The action remains open.	Action 6.8 from the August meeting remains open.
3.4	Action 9.3. SH will talk to Karen McCarthy about the means to release information of events at the Port to the community.	

	<p>SH has spoken to Karen McCarthy about the proposal for an alerting system but NSW Police have decided not to proceed with this. SH understands businesses contributed financially to the proposal. Advice received from NSW Police was that in the event of emergency information is available via other means such as Facebook, and media outlets including radio, print and TV. The example of Caltex was given where information was provided through radio and TV coverage, in print media and VMS boards.</p> <p>LN suggested these means provide information too late. She gave the example of a community member who had wandered down to the area during the Caltex incident.</p> <p>SH replied that it takes time to assess an emergency.</p> <p>LN suggested that if we lived in a fire prone zone we would not be treated this way. She first heard about the money being provided for an alert system 2½ years ago and first started raising the issue about 10 years ago.</p>	
3.5	<p>Action 10.3. Include water quality/ sewage overflows update in the agenda for the next meeting.</p> <p>Representatives from Sydney Water will provide an update later in the meeting. The action is closed.</p>	
3.6	<p>Action 11.2. NSW Ports to taken on notice questions from RS on advising the community of truck routes in the EIS, transport of dangerous goods, and whether the 90 trucks a day for Elgas is current. NSW Ports has provided some responses to RS and this will be further discussed as an agenda item.</p>	
<b>4</b>	<b>Port Botany Expansion Construction Update</b>	
4.1	<p>- Update on construction activities - SICTL</p> <p>SJ reported on progress with the sand stockpile. A second round of bating for red fire ants occurred on the 23<sup>rd</sup> November and SICTL is currently arranging for the removal of sand from site and transporting it to recycling subject to satisfying the EPA's requirements.</p> <p>SH noted this was sand dredged from Botany Bay.</p>	
4.2	<p>- Update on construction activities – Patrick</p> <p>JH reported that redevelopment on the existing terminal is largely complete. In the knuckle area 3 new quay cranes are almost finalised and are close to being commissioned.</p>	
4.3	<p>- Environmental monitoring - SICTL monthly reports</p> <p>SJ reported that noise monitoring results are on the SICTL website.</p>	
<b>5</b>	<b>Port Botany Expansion Operational Update – SICTL</b>	
	<p>SJ reported that while they are hoping to resolve current industrial relations issues, SICTL is currently working with only one vessel a week. SH reported significant traffic management arrangements have been implemented for safety while the MUA community village is maintained.</p>	
<b>6</b>	<b>Development activities in the Port</b>	
	<ul style="list-style-type: none"> <li>- NSW Ports/ Port Authority of NSW developments</li> <li>- Tenant developments</li> </ul>	
6.1	<p><b><u>NSW Ports developments</u></b></p> <p>SH reported NSW Ports has none underway.</p>	
6.2	<p><b><u>Vopak</u></b></p> <p>MM delivered a presentation on Vopak's plans for new storage tanks on part of the Qenos site known as the B4 site development. (Presentation attached to the minutes).</p> <p>LN said that the community consultation event was arranged after submissions closed. She thought this is not the way to undertake community consultation.</p>	

	<p>MM acknowledged this and said the Department of Planning had agreed that people could submit responses after consultation meeting. Plans were on public display in October to November and the community consultation was held last week. LN asked how many attended. MM replied that five or six were invited and one person attended. LN noted that while the beef was with the Department of Planning, with the late notice she couldn't attend.</p> <p>LN asked what would be the procedure if there was an incident while members of the public were at Molineaux Point. MM noted this area is outside the risk contour. SH replied that NSW Ports 24/7 security patrol has a Port Botany Emergency Alarm Radio in the vehicle and he/she would go to the area on hearing the alert of an incident. The security guard would shepherd people out though he would expect most would self-select to evacuate.</p> <p>LN asked whether the Major Hazard Facilities Safety Case would be on the website. SH replied this is not the case due to security concerns. JMT noted safety reports are submitted to Safe Work NSW,</p>	
6.3	<p><b><u>Caltex</u></b> GM reported the diesel stop refuelling facility for trucks is progressing well with a soft opening expected on 12 December. The official launch will be in January after signage installation and trialling of systems.</p>	
6.4	<p><b><u>Elgas</u></b> AC noted Elgas has no developments to report.</p>	
6.5	<p><b><u>Orora</u></b> MP reported Orora's application for demolition of B7 is not yet approved but is close. After approval the demolition is ready to go. She suggested there may be traffic issues at the busy intersection on the corner of the Orora site with Sydney Water work. LN noted despite demolition and noise issues Orora were never on the Noise Working Group to the displeasure of the community. JG said Orora sought to be on the committee. LN said the community also wanted them to be.</p>	
<b>7</b>	<b>Presentation on NSW Ports Long Term Master Plan - DV</b>	
7.1	DV delivered the presentation on the Master Plan which was launched in October along with the Sustainability Plan. (Presentation is attached to the minutes.)	
7.2	LN asked what are the Passenger Car Unit Equivalents for the different heavy vehicles noted in the presentation. When the presentation talked of numbers of trucks not necessarily doubling with doubling of cargo, LN suggested it will to some extent due to the length of the trucks.	
7.3	Regarding targets of 40% of freight by rail LN noted the Department of Planning thought this would be achieved by 2010. She asked how movement by rail can be enforced. DV reported that approximately 14% of containers are currently moved by rail. NSW Ports is committed to a target of 3 million TEUs by 2045. Stakeholders can influence the use of rail. NSW Ports is trying to influence the use of rail by opening the Enfield Intermodal, through leasing arrangements with tenants and introducing performance measures. All stakeholders need to contribute to increasing rail usage. If not, we will not get to 7 million TEUs through the port. It is in the stevedores interest to invest in rail or they will reach capacity before this.	
7.4	LN suggested when talking of making Port Kembla the second container terminal NSW Ports sounds as though they are the NSW Government.	

	<p>DV stated that NSW Ports is not the NSW Government and the Master Plan reflects our opinion of what we think will occur over the next 30 years based on a number of inputs including those from our tenants. She noted NSW Ports already has planning approval to construct a container terminal at Port Kembla.</p> <p>LN suggested this doesn't mean it will be the second container port. She noted Newcastle was previously nominated. She asked about a deal signed if Newcastle increased capacity or got a container port. It is relevant to this conversation. She has concerns about hearing a private entity talking as though they are government. The only way to achieve NSW Ports targets is with infrastructure such as WestConnex which is disruptive.</p> <p>DV replied there are a number of reasons why Port Kembla is suitable for the State's next container facility e.g. its proximity to south western Sydney and suitable existing road connections. Utilising existing infrastructure is part of being sustainable. It has been acknowledged by the Commonwealth Government that we must better utilise what we have. As long as Sydney grows trade will grow.</p> <p>A lot of distribution centres were constructed in Sydney which is an advantage for the State. NSW Ports aims to ensure trade continues to be transported to these areas through good rail and road infrastructure. SH suggested it is critical for NSW Ports to have a vision of the future.</p> <p>DV reported feedback is that the government appreciates the work NSW Ports has done. NSW Ports are in the best position to advise on trade growth and provide information on what is likely to happen. It is then up to stakeholders to do their bit. Foreshore Road is primarily for access to the port. How much traffic on Foreshore Road is now port traffic?</p> <p>LN asked whether NSW Ports was saying the community can't use it. DV replied that with higher density development and population growth in the area we need to ensure trucks can continue to access the port within a reasonable timeframe. Traffic congestion has the potential to impact on the throughput capacity of the Port.</p> <p>LN suggested NSW Ports voice was not so strong when the Port SEPP was violated with developments such as Bunnings.</p> <p>SH noted NSW Ports opposed Bunnings and is also currently opposing the Masters proposal. NSW Ports has made submissions objecting to both developments.</p> <p>DV said NSW Ports strongly opposes the Masters development. It is not in the long term interests of Port.</p> <p>LN didn't read anything in the Financial Review. Ports opposition to these developments hasn't had publicity, it is not out there.</p>	
<p>7.5</p>	<p>JB suggested 3m TEU by rail by 2045 seems a tall order. But he would like to know more about the shorter term e.g. 2025. It took him 1 hour and 5 minutes to get to this meeting from the airport tonight. What is this place going to be like in 5 or 10 years? Problems will hit a critical stage in 10 years. Having a vision is nothing if you don't have the wherewithal to make it happen.</p> <p>DV noted the Master Plan has just been finished. Ports is already starting to write implementation plans internally on what needs to be done however, we have already been advocating for such matters already such as the Masters proposal. It takes time to get people to listen. Ports is willing to talk to anyone in government who will listen. NSW Ports will advocate for its tenants, but it also takes individual stakeholders.</p> <p>JB congratulates NSW Ports on a good document but it is a mission for the future. The worry is that because NSW Ports can't control their own destiny it will only be as good as those in the Commonwealth and State governments.</p>	

	DV suggested a need to start on actions now. There are opportunities to meet with government and ensure appropriate land use decisions are made. NSW Ports is trying to get their views across. JB noted this but cited examples of developers going ahead in the Ports thoroughfare with Bunnings, Masters and other developments. Trying is not enough LN suggested there needs to be media coverage if Ports are serious. The Joint Regional Planning Panel has been dismissive of NSW Ports submission on the use of Denison Street for dangerous goods.	
<b>8</b>	<b>Presentation on NSW Ports Sustainability Plan - AW</b>	
	AW delivered the presentation on the NSW Ports Sustainability Plan which was released in October. (Presentation attached to minutes.)	
<b>9</b>	<b>Port Botany Noise Update</b>	
9.1	- Update on EPA Noise Working Group – JG JG reported that while there is a lot of planning occurring, there is not much to update the committee on.	
9.2	- Update on EPA Noise Monitoring – JG JG is happy to talk to members in more detail outside the meeting. The fourth round of noise monitoring was undertaken in September in Wassell Street and a barn owl monitor placed on the roof of the NSW Ports building. Two data sets have been obtained around where noise is coming from locally. Sound recording allows spectral analysis looking at frequencies of noises from port. Alarms are annoying but not necessarily loud. EPA has done a drive around of non-licensed facilities. They are working with WorkCover around informing stakeholders they are allowed to turn alarms off if they go through a risk assessment process to demonstrate the alternative is as safe.  LN asked whether ship emissions could be discussed. RB reported that any cruise ship berthed in Sydney harbour now has to use low sulphur fuel. As of July 1 next year all cruise ships will have to use low sulphur fuel when in Sydney Harbour. At present the new regulation only applies to cruise ships. EPA is looking at rolling it out to other commercial shipping. SH noted the International Maritime Organisation convention to be implemented in 2020 is for all fuel oils for ships to be low sulphur. He cautioned against jumping the gun prior to that. LN noted a study by the US EPA which modelled how many extra deaths are due to ship emissions. RB reported an EPA commissioned study (by DNV.GL) is on the EPA website. It is a study of all shipping emissions in NSW, not just cruise ships, and possible mitigations. There is also a report by the CSIRO and others due soon regarding health impacts of shipping. This is currently going through peer review. LN asked regarding emissions whether EPA regulates freight trains. JG replied they do. The licensing framework is also being amended and will cover networks as well as operators.	EPA be invited to present on ship emissions to the next meeting.
	- Port Botany Expansion Rail Noise (as per CoA 2.28) – SH SH reported there have been no complaints regarding the operation of the Port Botany rail siding.	
<b>10</b>	<b>Port Botany Community Assets</b>	
10.1	- Foreshore Beach groynes – RB/DH RB reported approval was received today from the Department of Planning & Environment for the groynes at Foreshore Beach without	

	<p>conditions, except they be constructed in accordance with the assessment and that we need to ensure continued access to Foreshore Beach. RB confirmed this was three rock/sheet pile groynes, two of which includes Sydney Water stormwater extensions. Calls for tender should go out mid December and close early February. More detail on construction time will be provided at the next meeting.</p> <p>DH noted construction would be during the winter season with less activity on the beach.</p>	
10.2	<p>- Penryhn Estuary update – RB</p> <p>RB reported monitoring is ongoing with last year’s annual report on the website. Monitoring this year is continuing and is currently focussed on peak season shore birds. There will be additional monitoring of sea grass prior to groyne construction.</p> <p>JB suggested that as seagrass monitoring due to end in 2017 and groyne construction due to commence, he would like to see seagrass monitoring beyond 2017 due to the paradigm shift.</p> <p>RB reported an issue of illegal dumping of trade waste at the Mill Stream car park. CCTV picked up a truck entering and leaving. There has been no dumping since the CCTV was installed.</p> <p>The Port Authority continues to meet with the airport around bird issues with concerns focussing on incorrect disposal of fishing waste and cleaning of fish outside the enclosed area attracting larger birds. Foxes are an ongoing issue with baiting and trapping continuing. Port Authority of NSW is a stakeholder member of the new Rockdale Council led regional fox control group.</p> <p>There was a clean up of the sand on the footpaths and parking lot near the Mill Stream area about a month ago.</p> <p>There will be redistribution of sand on Foreshore Beach as part of groyne construction.</p> <p>Revegetation and weed control is continuing.</p>	<p>Port Authority of NSW to consider whether to extend seagrass monitoring in light of groyne construction</p>
10.3	<p>- Water quality/sewage overflows update – RK</p> <p>RK noted his previous presentation to the committee on the performance of this big overflow and exclusion weir. Structures carry waste from the west to Malabar which is a huge system.</p> <p>This overflow is Sydney’s biggest by volume and overflows most frequently. It used to discharge 20 times a year. After work to clear the pipe this came down 8 times per year. It only overflows in wet weather. Since the last presentation a recurrence of silt has taken overflows to 10 times per year on average. Sydney Water is initiating further de-silting of pipes downstream from Millpond.</p> <p>Sydney Water is working with the community. They have initiated a source control project in the older residential area of the Cooks River Valley. They are working in Bardwell Park and Woollli Creek to find openings in the sewer where stormwater is introduced and finding where people have connected stormwater to the sewer. It is hoped this work will continue here and in other areas.</p> <p>LN noted that Foreshore Beach rates last in the Sydney basin according to Beachwatch. With the groynes she hopes it will go some way to reclaiming a little of the artists impression (from concept design drawings). She appreciates the value of working at the source which includes education.</p> <p>RK noted that \$2 billion could fix the problem with large storage tunnels such as were built on the north shore but this amount of money is not available. Working at source helps get property owners fit for the future, water wise in the house and the street.</p>	

	LN asked if Beachwatch reports could give more detail on how it happens. RK will talk to authors of Beachwatch.	
<b>11</b>	<b>Safety and Environmental Incidents/Complaints</b>	
11.1	- Port traffic and safety – Foreshore Road condition This was discussed as under actions from the previous minutes.	
11.2	- Port traffic safety AW noted questions tabled by RS regarding Dangerous Goods (DG) routes, including from the Elgas facility and generic DG routes and quantities. The feedback to RS is that there are no formally approved DG routes in general. When a facility comes on board they nominate routes DG vehicles will take in their planning approval. The Hazardous Industries Planning Paper 11 sets out guidelines for individual operators to select appropriate routes as is the case in Australia and internationally. Two land use safety studies for Port Botany and the Randwick industrial area say an incident at one won't trigger an incident at the other. Denison Street is a key transport route and NSW Ports is keen to retain it as a DG route. The main routes from Port are Foreshore Road and Denison Street but this often depends on final destinations. LN noted there are now residents in Denison Street and there has never been a risk analysis done. The Joint Regional Planning Panel (JRPP) has a contours map on their website. SH said there is no change to residences. There is no accepted risk criteria for transport. The Department of Planning used criteria for fixed facilities and applied it to trucks. It is not the Department's official criteria, and hasn't been used elsewhere. It is not appropriate. LN suggested this would be of no comfort if something happened. SH replied it comes back to route selection for all facilities. NSW Ports works with operators to avoid vulnerable communities. The focus is on Denison but trucks can then turn onto Wentworth which has houses on both sides, no further away. Trucks then often travel down Cleveland Street which is narrower than Denison. LN suggested with three major hazardous facilities in Denison Street it is the cumulative impact that is the risk. SH said NSW Ports will continue to state the case for Denison to remain open as a key route from the port. It is used most heavily from 2pm to 7pm due to congestion on Foreshore Road.. Botany Council is currently studying issue. BE reported Randwick Council has written to the Department of Planning in regards to the maps published on the JRPP website showing the risk contours, asking them to explain to the community what the contours mean and asking that the community be able to ask for information.	
11.3	- Bio security update SH reported no other colonies of red fire ants have been detected and surveillance as well as baiting is ongoing. This is a good outcome. There have been no other invasive species incursions reported.	
11.4	- Summary of complaints AW reported two noise complaints from the same resident since the last meeting, one in early September and one in mid November. These were about general noise at night from the Port. Details were taken to match these with weather data and circumstances to assist Ports with building a picture of trends. NSW Ports is in regular contact with the resident. Complaints this year are down but work with tenants is progressing on noise management. LN suggested an element of complaint fatigue in the community may be a factor, as well as losing the ability to complain over the weekend.	

	AW understands these factors. Ports also follows other means of information such as the media and social media and the regulator. NSW Ports will continue to work on noise management.	
<b>12</b>	<b>General Business/Next meeting</b>	
12.1	<p>DV reported on a planning proposal on exhibition from Botany Council around rezoning an area at McFall and Bays Streets adjoining the Ports SEPP. It is currently an industrial zone. Council is look at rezoning this land adjoining the Ports SEPP to commercial / business zone. NSW Ports doesn't oppose this if the land is unsuitable for industrial development however, the proposed zoning will allow for a residential development with a building height limit of 12m. This would result in residential overlooking the Ports SEPP which is not appropriate. Council also wants to include a container facility exclusion zone on land within the Port SEPP boundary. There is a need for a buffer between port and residential. Commercial could provide this, but it should not allow for residential development. The planning proposal has the potential to sterilise the cluster of industrial lands within the Ports SEPP from Hale St to the west. The planning proposal is currently on public exhibition and submissions close in mid January. Council doesn't want trucks to access this precinct however these facilities were approved by Botany Council and they have obligation to ensure trucks have safe access. Council's concerns regarding truck access would not be addressed by rezoning land as facilities would have existing use rights.</p> <p>JB noted he came through Hale Street tonight and came to a stop when he turned onto Botany Road. Traffic was heading west on to the freeway.</p> <p>LN thought it's a shame no one from Botany Council was in attendance. She thought the need for transition zones needs to be openly discussed, perhaps in the Southern Courier. Randwick Council has been more conscious of the need and has tried.</p> <p>DV said we have a Port which is a state and nationally significant asset and therefore it needs to be protected. There is no reason why we can't have land buffer zones. We want the planning system to be more transparent. If people move into the area they should know what impacts they may experience. Otherwise we end up with more complaints and restrictions imposed on businesses. NSW Ports is happy to work with councils around better land use planning.</p>	
12.2	<p>AW reported that Shane Hobday will be taking long service leave on December 24 and not returning. He has been with Ports for 36 years in varying roles and has been a constant fixture at community meetings. He has been instrumental in setting up community groups. The CCC acknowledged the contribution Shane has made to this and previous committees and the care he has put into the stakeholder consultation process.</p> <p>SH reported that Wayne Ashton will be undertaking his operations, traffic safety and security roles and will attend CCC meetings. Peter Engelen will take over the engineering responsibilities. He wished everyone well and gave his best wishes for Christmas</p>	
	Next meeting is 23 February 2016	
<p><b>These minutes have been endorsed by the meeting Chair</b></p> <p>Signed:  Date: 16/12/2015</p>		

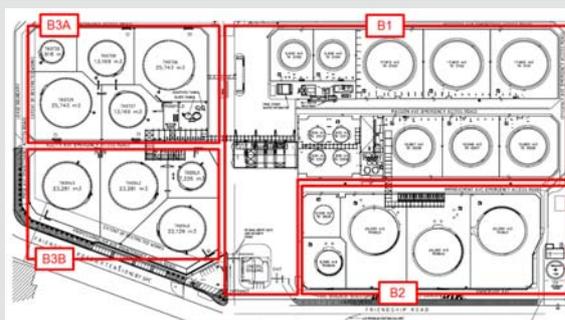
# Vopak B4 Terminal Expansion

Port Botany Community Consultative Committee Meeting (1 Dec 2015)



## Vopak Terminals Sydney – Site B

Terminal storage capacity development since commissioning in 1996



Existing tank capacity: 29 Tanks @ 371,000m3 (B1 – B3)

Proposed B4 Expansion: 7 tanks @ 200,000m3 (B4)

Products : Petrol, Diesel, Jet Fuel, Biodiesel, Ethanol and Fuel Additives

## Vopak B4 Terminal Expansion

Business as usual with additional storage capacity



Stage	Product <sup>1</sup>	Tank No.	Diameter <sup>2</sup> (m)	Height (m) <sup>3</sup>	Max Volume (m <sup>3</sup> )	Full Volume (m <sup>3</sup> )	Operating Volume (m <sup>3</sup> )
A	Diesel	110-01	43.5	24.7	36,700	35,200	33,700
A	Diesel	110-02	43.5	24.7	36,700	35,200	33,700
A	Diesel	110-03	43.5	24.7	36,700	35,200	33,700
<b>Sub Total</b>					<b>110,100</b>	<b>105,600</b>	<b>101,200</b>
B	Gasoline	110-04	41	24	31,600	30,300	29,000
B	Gasoline	110-05	41	24	31,600	30,300	29,000
B	Gasoline	110-06	29	24	15,800	15,000	14,500
B	Gasoline	110-07	29	24	15,800	15,000	14,500
<b>Sub Total</b>					<b>94,800</b>	<b>90,600</b>	<b>87,000</b>
<b>Total</b>					<b>204,900</b>	<b>196,200</b>	<b>188,200</b>

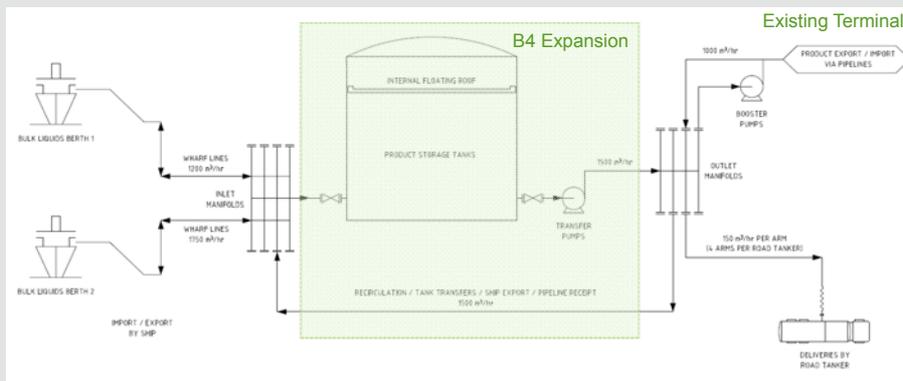
- 1) B4 Project is a Tank Capacity Expansion only (i.e. a "Satellite" Tank Farm servicing Site B)
- 2) New pipelines to connect Site B to/from B4 (under Friendship Road)

3



## Vopak B4 Terminal Expansion

This is how it works (Product Flow Diagram)



4



## Risk Management

### B4 PHA ( Preliminary Hazard Analysis)

Key Scenarios considered were:

1. Pool fires (eg from spills into storage tank bunds, or piping and manifold areas)
2. Tank top fires
3. Spray fires (pumped liquid systems)
4. Flashfires resulting from large overfills of gasoline from storage tanks (“the Buncefield scenario”).

Safeguards provided in the design to manage/mitigate the above are:

1. Tank level gauging systems (all tanks at Site B and B4)
2. Independent high level shutdowns for all tanks (all tanks at Site B and B4)
3. Tank top fire protection to prevent escalation of rim seal fires to full surface tank top fires (flammable storage internal floating roof tanks only, Site B and B4)
4. Concrete Bund Walls ( designed to hold 110% of the largest tank)

5



## PHA Findings

### Individual Fatality Risk Contours

The risk contours remain well within the port special use area and do not reach recreational, commercial, residential or sensitive land uses as per Port Botany LUSS.

### Damage and Propagation Risk Contours

The B4 site does not exceed a risk of  $50 \times 10^{-6}$  per year at the boundaries of neighbouring potentially hazardous installations or land zoned to accommodate such installations as per Port Botany LUSS.

6



## Emergency Response Plan (ERP)

- 1) Existing Site B ERP will be modified to include all B4 Incident Responses as a mandatory requirement for Major Hazard Facilities (MHF) Safety Case updates (which must be approved by NSW Safework).
- 2) Site B Operations Staff ( 24/7) will manage/monitor B4 Site.
- 3) B4 Emergency Training Exercises with NSW F&R
- 4) Security Incidents – Vopak Site B ERP is a sub-plan of the Port Botany Emergency Response Plan which in turn can escalate to the NSW State Disaster Plan (Displan) if necessary.

7

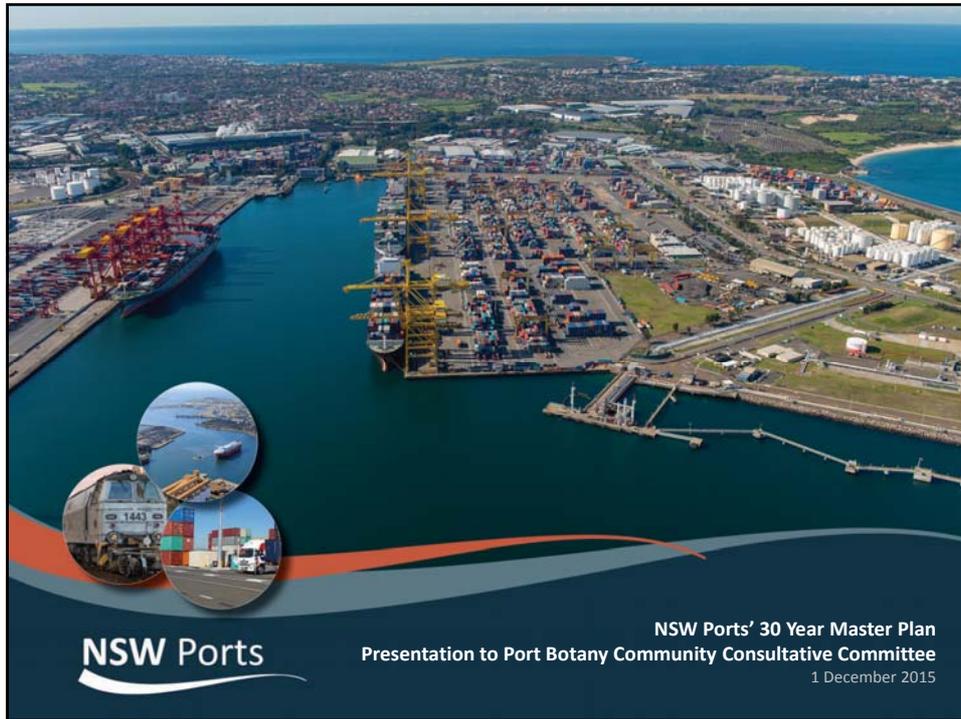


## Q & A



8





## Navigating the Future

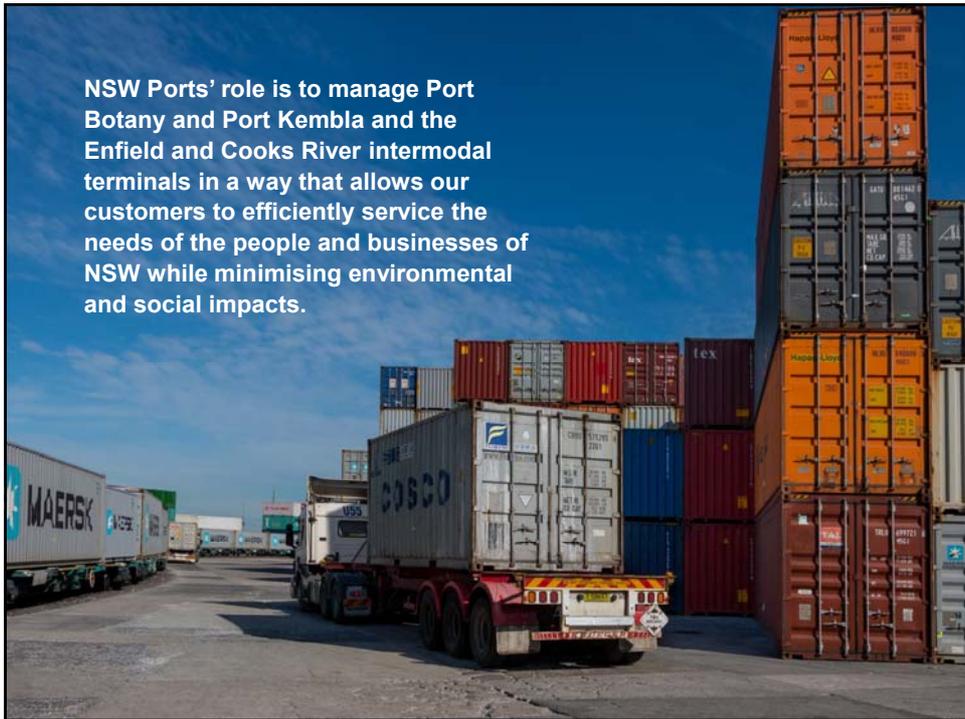
Preparing the Master Plan :

- Current and future trade
- Infrastructure capacity and constraints to cater for trade growth
- What needs to be done
- Stakeholders



## Our ports and intermodal terminals





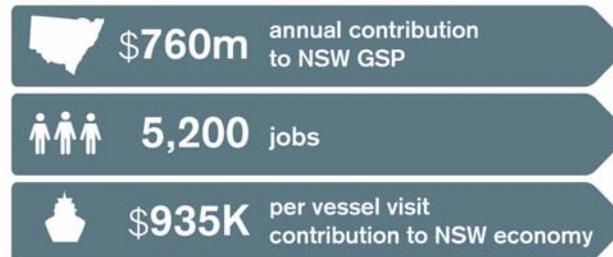
NSW Ports' role is to manage Port Botany and Port Kembla and the Enfield and Cooks River intermodal terminals in a way that allows our customers to efficiently service the needs of the people and businesses of NSW while minimising environmental and social impacts.

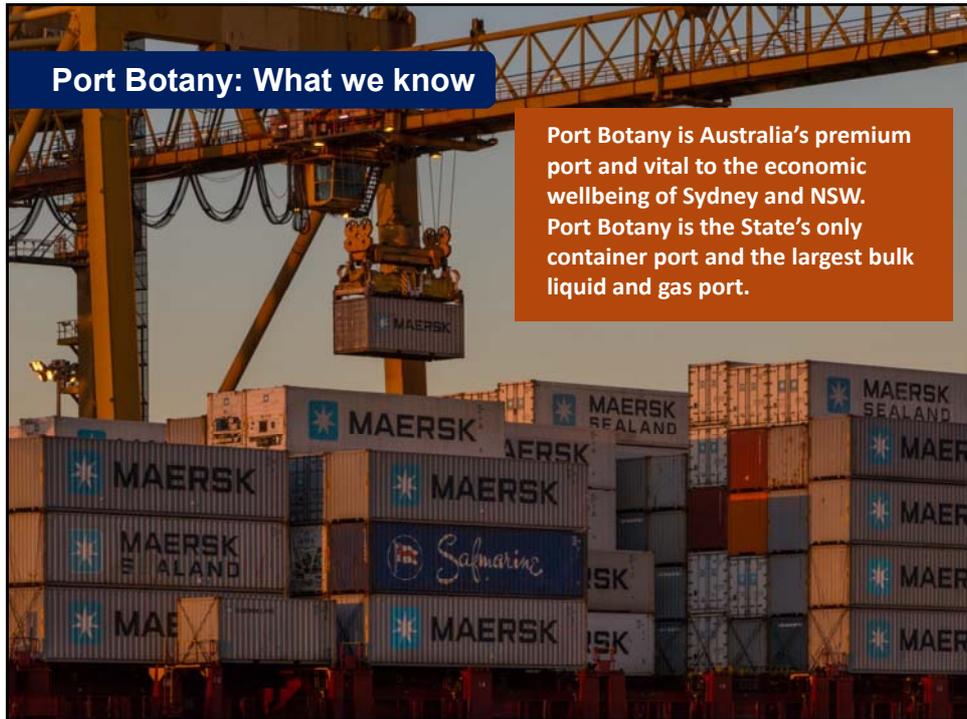
## Value of Ports to NSW Economy

### Port Botany Operations



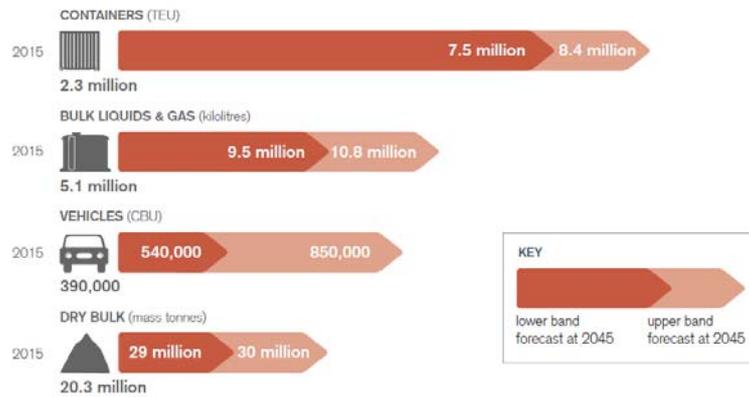
### Port Kembla Operations





## 30 Year Trade Forecast

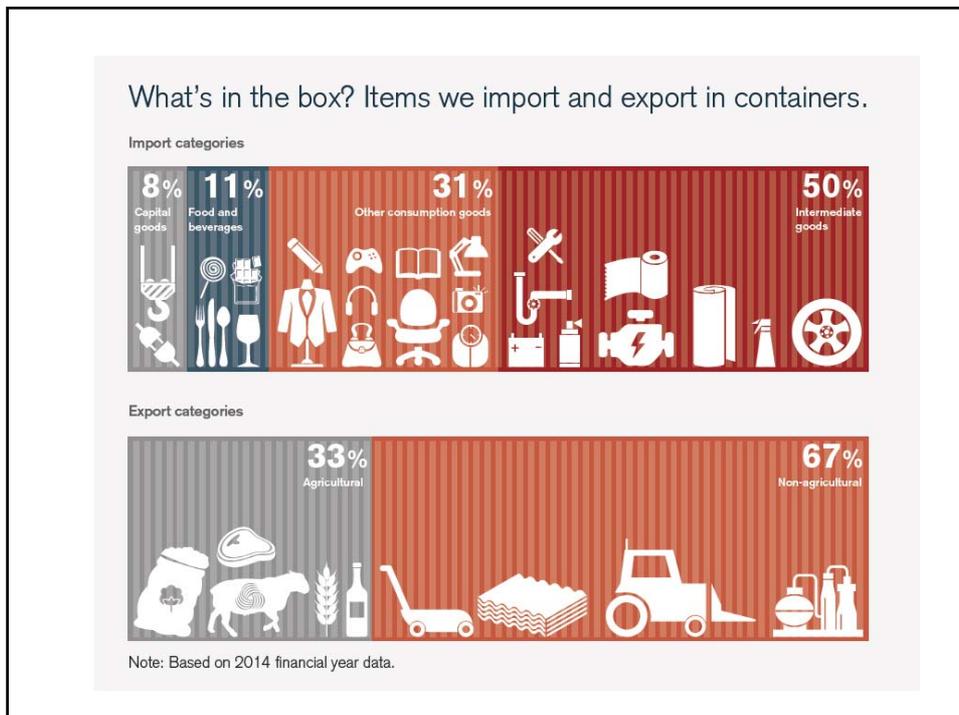
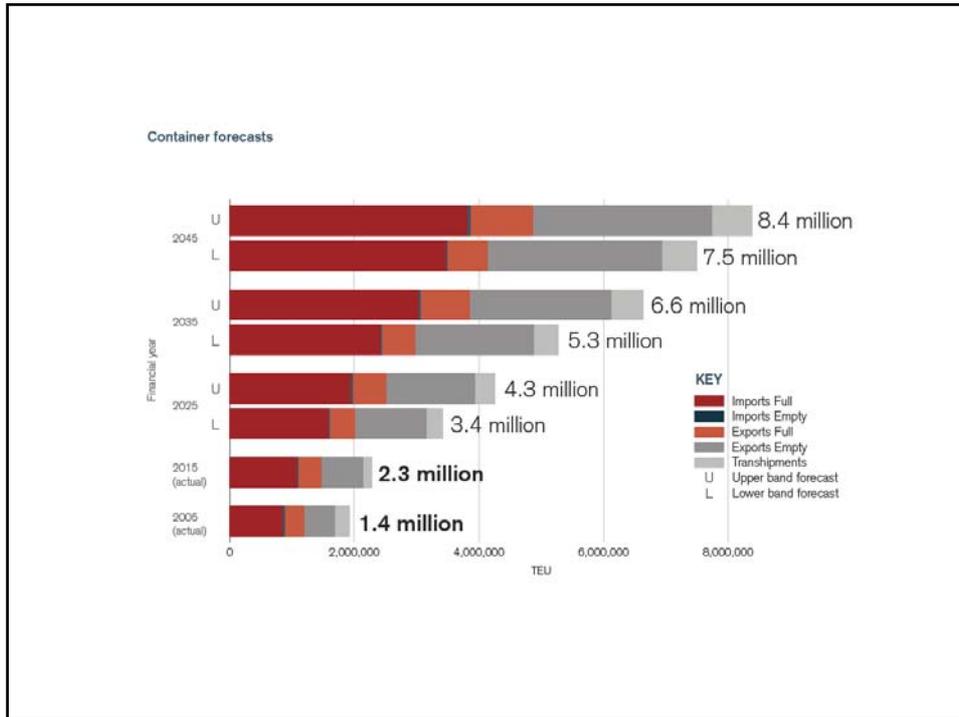
### Combined trade through Port Botany and Port Kembla

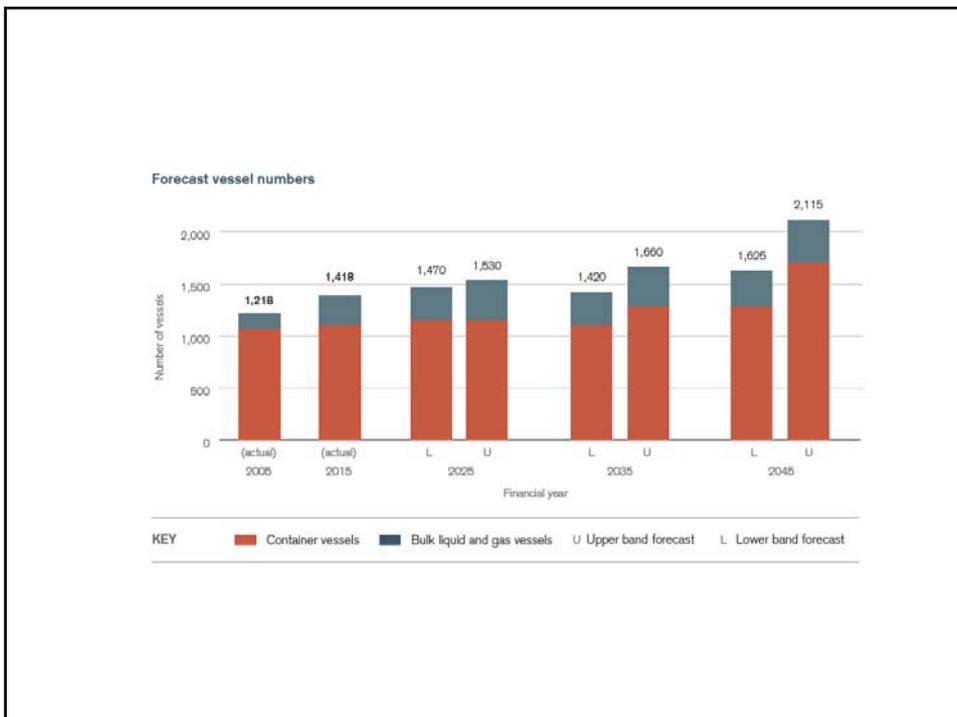
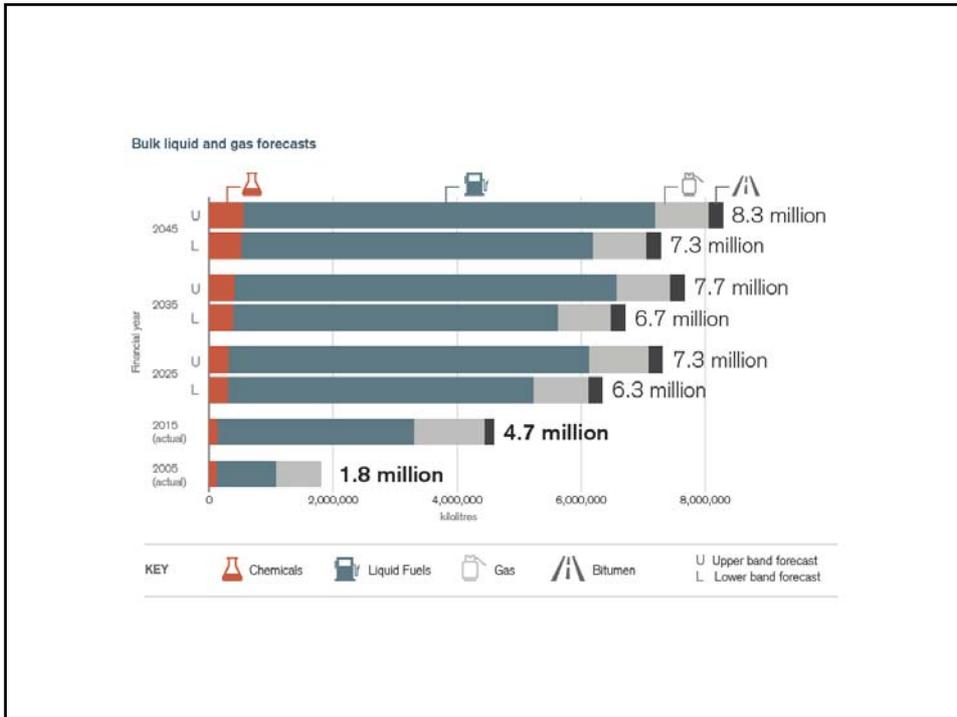


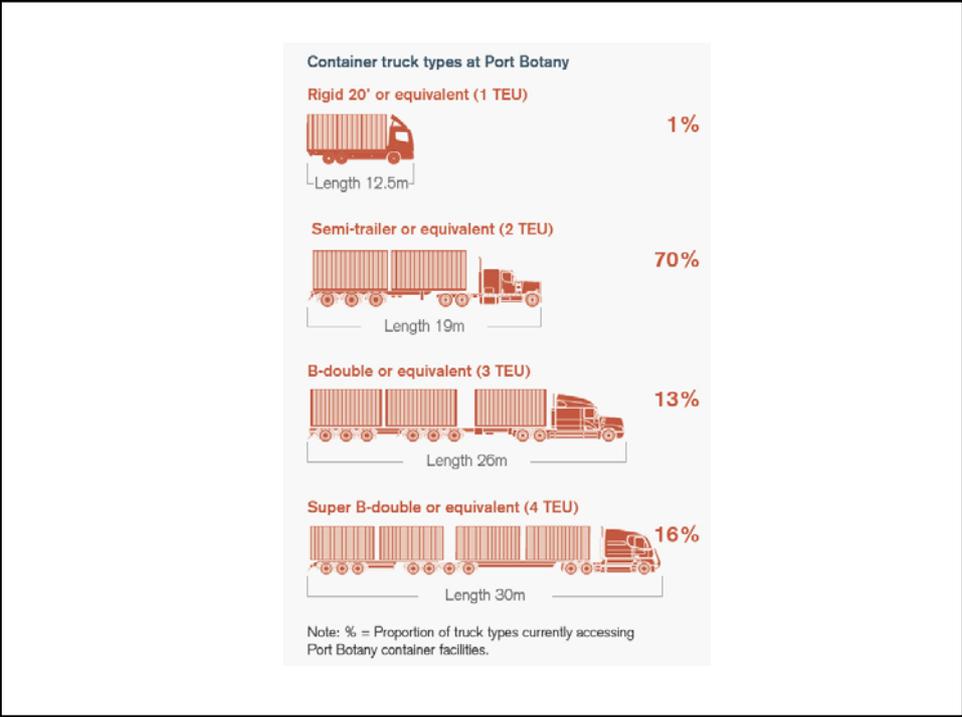
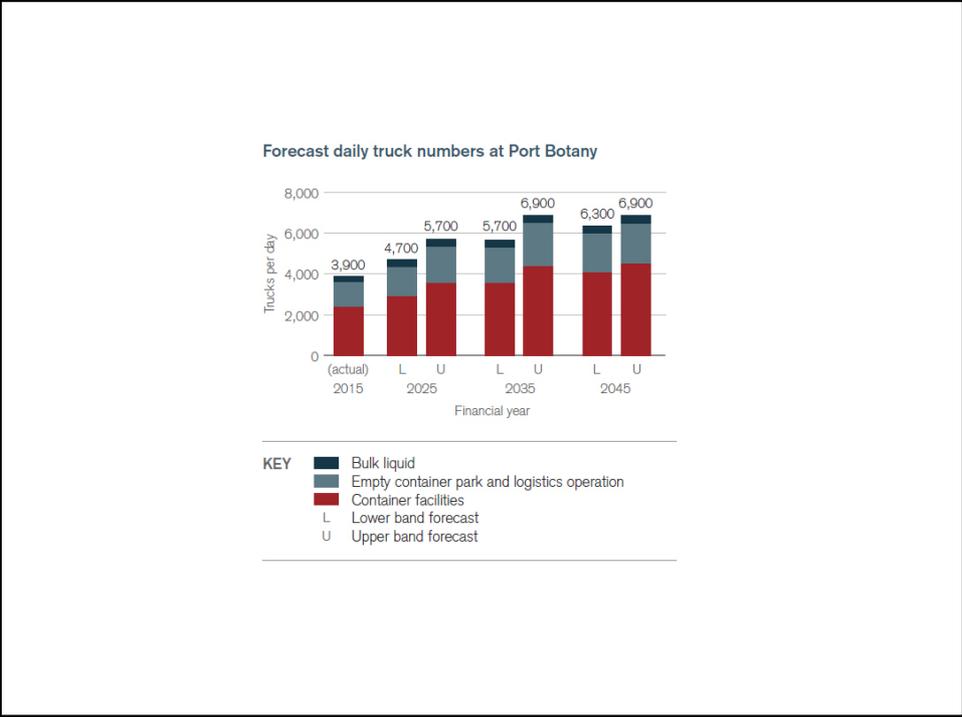
## Port Botany: What we are planning for

Port Botany will remain Australia's premium port and NSW's primary container, bulk liquid and gas port servicing Australia's largest population centre.









### Port Kembla: What we are planning for

Port Kembla, as the NSW port of growth, will continue to be NSW's largest motor vehicle import hub and bulk grain export port while catering for a growing range of dry bulk, bulk liquid and general cargo. It will be home to NSW's second container port.



### Enfield & Cooks River: What we are planning for

Enfield and Cooks River Intermodal Terminals will be inland extensions to Port Botany, with Cooks River operating as an extended port gate and the Enfield Intermodal Logistics Centre a key logistics hub in the central-west of Sydney.



## What needs to be done?

Five objectives can sustainably cater for forecast trade growth:

- 1 Provide efficient road connections to the ports and intermodal terminals
- 2 Grow rail transport of containers
- 3 Use land and infrastructure efficiently
- 4 Grow port capacity
- 5 Protect the ports and intermodal terminals from urban encroachment

## Key Actions – Port Botany



### Key Actions – Sydney metropolitan area



### Key Actions – Enfield Intermodal Logistics Centre



### Key Actions – Cooks River Intermodal Terminal



### Key Actions – Port Kembla







# Sustainability Plan 2015

Presentation to Port Botany CCC  
1 December 2015

**NSW Ports**

## Planning for Sustainability

---

Sustainability means achieving the economic potential of NSW Ports' assets through:

- efficiency, innovation and appropriate development;
- preserving and enhancing environmental and social values; and
- fostering a network of constructive relationships with stakeholders.

The Sustainability Plan 2015 provides a strategic framework for progressing towards environmental sustainability which:

- supports the 30 Year Master Plan
- adopts the principles of the NSW Ports Environment Policy
- applies to all NSW Ports leased area – including tenant and port user activities based on cooperation and common interests

**NSW Ports**

## Structure of Sustainability Plan

Five focus areas:

1. Transport and logistics
2. Land use planning and development
3. Local environmental outcomes
4. Resource Conservation and Efficiency
5. Stakeholder consultation and relations

Each focus area has:

- Sustainability goals
- Broad strategic directions
- Short term (i.e. < 3 yrs) actions and milestones

NSW Ports

## Transport and Logistics – Goals & Directions

**Goal: To support shipping by providing and maintaining port infrastructure**

- Develop berths and terminal spaces as required to accommodate shipping and promote seaborne trade into and out of NSW.
- Ensure the ports are capable of accommodating larger vessel sizes for specific trades.

**Goal: To deliver and actively promote the increased use of rail transport**

- Ensure that rail infrastructure at Port Botany is capable of being developed to handle three million TEUs over the next 30 years.
- Maximise the use of Cooks River and Enfield Intermodal Terminals for transporting containers to and from Port Botany by rail.

**Goal: To improve efficiency of road transport via stakeholder collaboration.**

- Advocate for road network improvements and policy settings to promote efficient road transport.

NSW Ports

## Transport and Logistics - Actions

Commence intermodal terminal operations at Enfield ILC.	2015
Liaise regularly with government agencies and industry participants to promote the development and use of rail, shipping, high productivity vehicles and related infrastructure.	Ongoing
Undertake maintenance dredging as necessary to restore navigable depths in channels and berthing boxes	2015 initially and then ongoing

NSW Ports

## Planning and Development – Goals & Directions

**Goal: Promote compatible development of ports, intermodals & communities**

- Promote the adoption of planning schemes for appropriate and compatible land use around ports, intermodals and related infrastructure.

**Goal: Promote sustainable design and operations at ports & intermodals**

- Integrate sustainable design principles into our land use plans, development policies, tenancy agreements and port developments.

**Goal: Assess impacts of climate change and adapt to ensure resilience**

- Monitor the impacts of climate change and develop appropriate adaptation measures as required to ensure long-term resilience.

NSW Ports

## Planning and Development - Actions

Gain recognition of port protection requirements and buffer zones through environmental planning instruments and development control plans	Ongoing
Contribute to government policies and strategic plans for freight and logistics transport infrastructure	When released for comment
Review and improve the Green Port Checklist to continue to enhance the implementation of sustainable actions	2017
Prepare a Port Kembla Development Code Guideline to complement similar guides for Port Botany and Enfield, including measures to consider climate change	2017
Incorporate sustainable design measures in upcoming development projects	During design phases of developments

NSW Ports

## Local Environments – Goals & Directions

Goal: Maintain environmental values and amenity of communities

- Progressively develop management strategies for key environmental aspects that address the long-term impacts of trade growth.
- Conserve ecological and cultural heritage values for the benefit of future generations.
- Proactively engage with stakeholders to identify and address emerging environmental issues.

NSW Ports

## Local Environments - Actions

Noise management strategy for Port Botany	2016
Monitor road traffic volumes at Port Botany & Port Kembla	2016-2018
Assess long-term land use hazard and risk for Port Botany	2017
Contribute to public discussion and government policy regarding the environmental management of port operations.	On-going
Develop and implement a heritage management strategy	2016
Implement and continually improve EMPs across port and intermodal facilities.	2015 ongoing
Maintain the Green and Golden Bell Frog ponds at Enfield and Port Kembla	Ongoing

NSW Ports

## Resource Efficiency – Goals & Directions

**Goal:** To minimise resource consumption and waste through the better use of land, infrastructure, renewable energy and recycled materials.

- Prioritise the allocation of land in port areas for uses that require direct wharf access.
- Use adaptive strategies for existing infrastructure such as new technologies, re-use, retrofitting, augmentation and extension.
- Reduce the intensity of energy and water use at NSW Ports' assets
- Continue the transition to energy-efficient lighting, plant and equipment.
- Investigate options for renewable energy sources and supply.
- Develop policies and processes to encourage the use of sustainably sourced goods and services and implement the principles of waste avoidance and resource recovery.
- Incorporate dredge spoils and sustainably sourced materials in future reclamation areas.

NSW Ports

## Resource Efficiency - Actions

Implement online electricity monitoring and management services to Port Kembla, as occurs at Port Botany	2016
Install additional photovoltaic solar electricity generation on administration buildings at Port Botany and Port Kembla.	2016
Review fuel consumption and introduce green procurement standards for motor vehicles.	2016
Implement recycling schemes for batteries, mobile phones and other electronic equipment	2015
Emplace Berth 103 dredged material within the footprint of the Port Kembla Outer Harbour Development.	2015

NSW Ports

## Stakeholder Consultation – Goals & Directions

Goal: To proactively and openly engage with stakeholders to ensure a coordinated and transparent approach to sustainability.

- Increase stakeholder awareness of the importance and sustainability of shipping, ports and logistics.
- Raise public confidence in the environmental management of NSW Ports sites.
- Participate in industry associations and alliances to promote ongoing learning and shared experiences.
- Foster whole-of-port action towards sustainability among staff, contractors and tenants.
- Demonstrate the values of integrity and accountability in all interactions with stakeholders.

NSW Ports

## Stakeholder Consultation - Actions

Continue to host regular community liaison group meetings at Port Botany, Port Kembla and Enfield	Ongoing
Improve the layout and presentation of development and sustainability information on our website	2015
Establish Environment and Sustainability Working Groups for tenants at Port Botany and Port Kembla	2016
Roll out of staff environmental awareness training for all staff and contractors	2015 – 2016
Continue to run and investigate opportunities for staff involvement in environmental and sustainability events	Ongoing

NSW Ports

## Key Actions for FY16

Commence intermodal terminal operations at Enfield ILC.
Noise management strategy for Port Botany
Develop and implement a heritage management strategy
Implement and continually improve EMPs across port and intermodal facilities.
Online electricity monitoring and management services to Port Kembla
Additional photovoltaic solar electricity generation on buildings at PB and PK
Introduce green procurement standards for motor vehicles.
Improve the layout and presentation of development and sustainability information on our website
Environment and Sustainability Working Groups for tenants at PB and PK
Roll out of staff environmental awareness training for all staff

NSW Ports