

**Meeting:** Port Botany Community Consultative Committee – Meeting No. 17

**Held:** Tuesday 14 November 2017, 5.30pm-7.30pm  
Hutchison Training Room, 1 Sirius Road Botany

**Present:**

Charles Abela (CA) – Community	Marie Gibbs (MG) – Patrick Stevedores
John Burgess (JB) – Community	Claere Kay (CK) – DP World
Lynda Newnam (LN) – Community	Stephanie Dekker (SD) – DP World
Paul Pickering (PP) – Community	Michael Martin (MM) – Vopak
Patrick Medway (PM) – Bayside Chamber of Commerce	Adrian Phillips (AP) – Terminals Pty Ltd
Bronwyn Englaro (BE) – Randwick Council	Aldo Costabile (AC) – Elgas Limited
Zoran Sarin (ZS) – Bayside Council	Blair Moses (BM) – Hutchison
Asim Chohan (ACh) – SafeWork NSW	Trevor Brown (TB) – NSW Ports
Lisa Williams (LW) – Electorate Offices for Member for Maroubra	Jonathon Lafforgue (JL) – NSW Ports
Lachlan McGrath (LM) – Electorate Offices for Member for Kingsford Smith	Adem Long (AL) – NSW Ports
James Goodwin (JG) – EPA representative	Wayne Ashton (WA) – NSW Ports
Erin Barker (EB) – EPA representative	Alison Wedgwood (AW) – NSW Ports
Alethea Morrison (AM) – NSW EPA	Greg Walls (GWA) – NSW Ports
Catherine Blaine (CB) – Port Authority of NSW	Roberta Ryan (RR) – Chairperson
Greg Woodhams (GWO) – Greater Sydney Commission	Sandra Spate (SS) – Minute taker

**Apologies:** Gary McKay – Caltex, Jos Kusters – Caltex, Mark Walker – Qenos, Marcus Dwyer – Botany Bay Business Park, Mal Jagdev-Imrich – Community, Clare Harley – Bayside Council, Karen Jones - Orora

Item	Description	Action/Responsibility
<b>1</b>	<b>Apologies and Introductions</b>	
	The Chair welcome attendees who introduced themselves. Apologies are listed above.	
<b>2</b>	<b>Draft Eastern City District Plan</b>	
2.1	The Chair introduced Greg Woodhams from the Greater Sydney Commission and thanked LN for inviting him.	
2.2	GWO outlined the role of the Greater Sydney Commission in delivering housing and jobs through joint regional planning including transport and infrastructure with district plans linked to local government and agency plans. Key points were: <ul style="list-style-type: none"> <li>The Greater Sydney Commission is separate from government but acts in an advisory role to government.</li> <li>There is a shift towards integrated land planning.</li> <li>Place based planning envisages three cities – Sydney, Parramatta and the area around Badgerys Creek. Transport is seen as linking places.</li> </ul>	

	<ul style="list-style-type: none"> <li>• Waterways have been critical in the evolution of Sydney.</li> <li>• The aspiration is for a 30 minute city by restructuring the network.</li> <li>• Affordable housing targets have been set and feasibility of delivery is considered. The Commission will work with councils to deliver between 5% and 10% of development as affordable housing.</li> <li>• Key directions are liveability, productivity and sustainability.</li> <li>• Targets are for 725,000 new dwellings in the Sydney metropolitan area in 25 years and 800,000 new jobs.</li> <li>• One aim is to protect industrial land and employment lands. Three economic corridors are the eastern corridor, Parramatta and the Badgerys Creek Aerotropolis.</li> <li>• The Eastern City Plan reinforces the economic corridor ensuring the transport corridor works and industrial lands are protected. Minimum two hectare lots are critical as smaller lots are unworkable. It is proposed to retain industrial lands in the eastern seaboard.</li> </ul>	
2.3	<p>CA asked as the Greater Sydney Commission is not government, who funds it.</p> <p>GWo replied it is funded through the Department of Planning for 20 staff. It is not a government department but reports to the Minister for Planning and the Minister for Transport.</p>	
2.4	<p>LN noted buffers around industrial lands are critical. Page 6 of the draft Eastern District Plan says industrial lands will be protected. How will this be achieved as page 39 talks of urban renewal for Malabar, Maroubra, La Perouse and Port Botany?</p> <p>GWo replied urban renewal is a potential for an identified mass transit route to Malabar. Controlling land uses around industrial land can ensure lower density in industrial areas.</p> <p>LN suggested high density around industrial land is already happening. There is already a need for more buffers. Who will buy the land needed for buffers?</p> <p>GWo noted the plans are yet to become government policy. Once it becomes policy constraints can be put in place.</p> <p>LN suggested it would be helpful to identify where buffer lands could be located and timeframes for this.</p>	
2.5	<p>PP asked about the zoning for Long Bay Gaol.</p> <p>GWo replied the GSC considers the gaol to be commercial use. Prisons are one of the highest employment generating land uses.</p>	
2.6	<p>LN said when noting the amount of open space in the south east the Commission needs to acknowledge the impact of visitors. The east has more pressure from visitors and is experiencing growth in numbers of overseas tourists.</p> <p>GWo noted Commission's funding of projects to buy additional open space with \$4m annually with matching Councils' contributions. They are trying to find opportunities to balance attractions in the east and west e.g. rethinking attractions such as the Prospect Reservoir for recreational uses. The Aerotropolis will reposition areas such as Richmond, Windsor and the Blue Mountains as alternatives for tourists.</p> <p>JB noted a comment at a Greater Sydney Commission presentation to a precinct committee that Randwick has the worst ratio of open space to population of anywhere in NSW. The assessment included golf courses, the rifle range and cemeteries as open space. If these are taken out we are a long way behind the rest of the country. If there is to be major development along corridors where will open space be created? There has been no convincing evidence presented.</p>	

	<p>GWo replied the solution isn't necessarily buying more land. Firstly, developer contributions can assist in providing open space with urban renewal projects. Secondly, a good transport network needs to ensure access to alternate locations such as Centennial Park and even western Sydney.</p> <p>JB said there isn't any space in Botany and Maroubra. Large blocks had been developed into 4 unit blocks but now we are getting 28 storey blocks in Mascot and Pagewood with nothing but a tree or two between. He thinks it disgraceful.</p>	
2.7	<p>CA and LN reported Botany Cemetery is in the process of converting community open space at Bumborah Point fronting the beach into over 2,000 grave sites. Co-ordinates for the graves are provided and this land is part of the coast walk adjacent to Port.</p> <p>GWo noted the shortage of burial sites around Sydney which will run out in 20 years.</p> <p>MG suggested an option to turn cemeteries into park land such as at Norton Street, Leichhardt where there are no headstones and trees growing.</p>	
2.8	<p>LN noted page 68 action 30h under 'protect and grow trade gateways' refers to creating safe cycling and walking connections. She asked that recognition of this go on the record. Safe cycling is not dodging in and out of trucks but something more like the cycleway in the ACT.</p> <p>PP endorsed LN's comments.</p> <p>GW said identifying locations for this is part of the green grid.</p>	
2.9	<p>ZS reported the previous Rockdale LGA was able to obtain a good amount of open space under the Cumberland Planning Scheme driven by state government to help fund land for open space. There was previously a vehicle for looking at open space but he is hearing the Department of Planning is not looking at open space. If we are serious about a high density Sydney ways of ensuring public open space must be a priority.</p> <p>GWo noted the Sydney Regional Development Fund provides funds to acquire open space. There is a need to get in early to acquire open space before rezoning prices out the option to purchase for open space.</p>	
2.10	<p>TB said that while the Commission encourages recognition and protection of industrial land and trade gateways implementation falls back to state and local government. What mechanisms and processes are recommended to protect the freight and logistics industry? Who should the industry engage with?</p> <p>GWo said there are two vehicles. Firstly there are collaboration areas. Randwick is one collaboration area looking at growing jobs and productivity and looking at problems limiting growth. Collaboration areas bring government agencies together to develop growth infrastructure and identify and solve problems. The Commission is working with Transport for NSW, RMS, DPE, DEC and Infrastructure NSW to identify priorities and deliver outcomes. Secondly, the Commission has the power to direct councils to change their LEPs to identify land for open space, jobs and affordable housing. It has legislative power, it has some teeth but the aim is to work collaboratively with councils. They are looking at crossing over from silos to build places and deliver the best outcomes.</p> <p>TB asked whether a collaboration area could apply to the Port Botany area.</p> <p>GWo replied it could. Maria Atkinson was keen to extend the collaboration area to Port Botany and this could happen at a later date once problems are looked at in more detail.</p>	
2.11	<p>PP asked whether there is any mention of using the waterway (Botany Bay and Georges River) to move goods and people from here to</p>	

	<p>Liverpool. Have different modes such as ferry and shipping been looked at? GWO replied this is not an efficient mode. They are looking at getting more onto trains and less onto roads. The river doesn't get to the right locations such as intermodals. It is not secure enough to get to strategic centres. PP suggested canals as infrastructure. LN suggested moving more by rail won't reduce volumes on roads as the overall volume is increasing.</p>	
2.12	<p>The Chair thanked Greg Woodhams on behalf of the CCC for his participation. Further questions can be forwarded to him through the Chair.</p>	
<b>3</b>	<p><b>Port Botany community assets</b> - Updates on Foreshore Beach</p>	
3.1	<p>CB reported a new cleaning contractor has trialled beach raking and will continue with this at least monthly. They are also sweeping paths. A new environmental contractor is looking after the estuary and undertaking weed removal. Beach surveying continues to assess whether data corresponds to modelling for the new groynes.</p>	
3.2	<p>In response to questions raised by LN, Ryan Bennet has forwarded a response that the Port Authority is reviewing information available on their website and will consider what new information may be useful to include. However, Conditions of Consent won't be included as these are available on the Department of Planning's website. Port Botany CCC minutes are with NSW Ports and there is no intention to put them on the Port Authority website. LN suggested difficulties for new people finding information in having to go from one website to another. It is another barrier. AW reported a link to Conditions of Consent exists on the NSW Ports website. LN said it is more about communication in the context of having offsets for the port, Penhryn Estuary and the beach all in one place. AW reported the NSW Ports updated website will include historical minutes where available.</p>	<p>RR to provide early Port Botany Expansion CCC minutes for inclusion on the NSW Ports website</p>
3.3	<p>PP asked whether Beachwatch tests water at Foreshore Beach. He is concerned about a foul smell of overflow sewage. If water is not up to standard beach users should be advised. It is Botany's only beach and its reduced size means the area of use is now closer to the sewerage outfall. JB reported monitoring by Beachwatch rates it as the dirtiest beach in Metropolitan Sydney. The link is included below: <a href="http://www.environment.nsw.gov.au/beachapp/BotanyBulletin.aspx?NoMobile">http://www.environment.nsw.gov.au/beachapp/BotanyBulletin.aspx?NoMobile</a></p>	
3.4	<p>JB noted that the Port Authority General Manager of Assets agreed to get in touch after a site inspection at Foreshore Beach and meeting with consultants. Two meetings ago issues were raised as to the condition of the beach and the quality of the sand. After three months he has not heard back. CB noted the recent update around cleaning and the contractor undertaking beach raking was from him. LN asked that it go on record that when the port expansion was proposed the artist's impression made Foreshore Beach look good. It looks nothing like this. The community said it would be a pollutant trap and this has happened. SPC experts said the beach would be a community asset but it is not.</p>	

3.5	<p>CB reported the 2015 annual report will be on the Port Authority website in the next few weeks. She apologised for the delay. The 2016 report is expected to be finalised in the next weeks and this will also go on the website.</p> <p>Penrhyn Estuary shorebird monitoring will continue till 2018. Reports will be provided when available.</p> <p>Additional seagrass monitoring is being considered.</p> <p>JB noted reporting under the offsets agreement and a request from the CCC for the reports three meetings ago. It has been raised over a number of years that seagrass monitoring continue. With changes to the beach and the new groynes there may be different impacts from wave action. Seagrasses have never recovered. He believes seagrass needs to continue to be monitored. If seagrass hasn't returned steps need to be taken to fix the problem.</p> <p>CB replied Port Authority is considering additional monitoring of seagrass.</p> <p>JB asked how long would additional monitoring continue? Port Authority has been considering this for over a year. Can the CCC have a response at the next meeting?</p> <p>CB will take this on notice.</p>	<p>Port Authority to provide a response at the next meeting as to whether additional seagrass will occur and if so, for what duration.</p>
<b>4</b>	<b>Results of Port Botany traffic monitoring</b>	
4.1	<p>AL presented an overview of results from the Port Botany traffic monitoring project (presentation attached to the minutes). The objectives of the study were to provide insight into numbers of vehicles using roads in the ports precinct, types of vehicles, which terminals are contributing most to vehicle numbers, and which are the busiest days and busiest times of day.</p> <p>Key findings presented to the meeting include:</p> <ul style="list-style-type: none"> <li>• 40,000 vehicle movements in and out of Foreshore Road daily</li> <li>• 20,000 vehicle movements daily on roads adjoining Foreshore Road</li> <li>• 10,000 vehicle movements daily on other roads around the port</li> <li>• 86% of vehicles turn right from Foreshore Road to General Holmes Drive or 18,869 vehicles. 11,523 of these are cars, 2,420 are light commercial vehicles, 2,177 are small heavy commercial vehicles and 2,749 are large heavy commercial vehicles.</li> <li>• At the Foreshore Road/Botany Road intersection travelling east 78% of vehicles travel straight ahead to Botany, 15% turn left to Botany Road and 6% turn right to Penrhyn Road.</li> </ul>	
4.2	<p>LN asked whether Denison Street was included in the study. AL replied it was.</p>	
4.3	<p>LN and ZS agreed the breakdown will enable a better understanding of the impacts of the port. ZS said comparing what is actually happening with modelling gives more confidence in future predictions.</p>	
4.4	<p>MG asked what the next steps are.</p> <p>AL said the report needs to be finalised and it will then be distributed to industry stakeholders. The aim is for it to be widely available for use within the supply chain. Findings will be shared with tenants, government and councils.</p>	
4.5	<p>JB asked if we take out the number of TEUs going by rail from overall numbers does this gel with statistics on road numbers?</p> <p>AL said 20% is currently moved by rail. NSW Ports is working with Transport for NSW around data from transponder boxes to look at whether there is disparity. Ports is also looking to support the case for</p>	

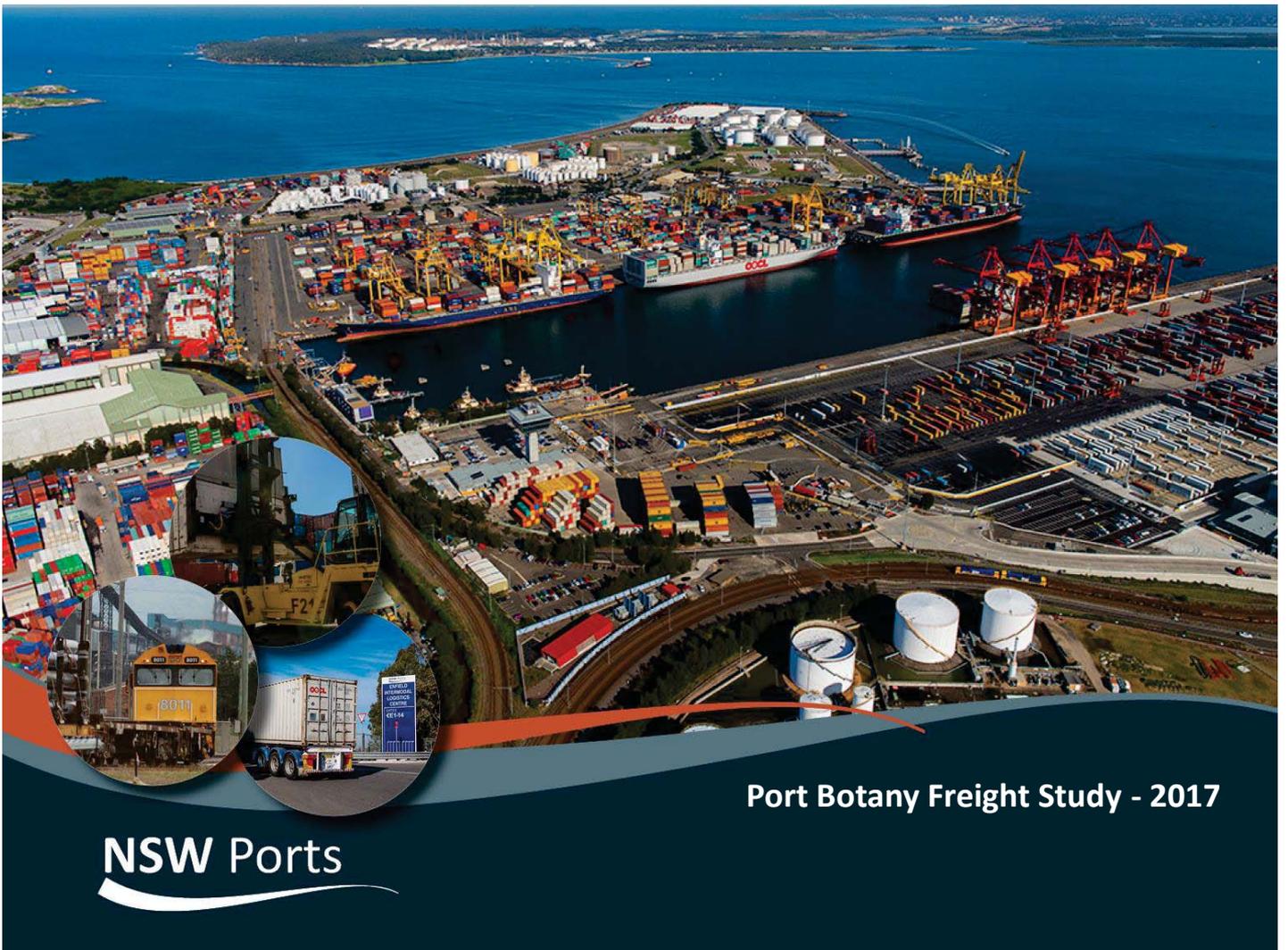
	use of more A Doubles and Super Bs to reduce the number of truck movements.	
4.6	<p>PP noted a lot of hazardous goods travel via Denison Street. He asked what percentage of hazardous goods go by rail to prevent them travelling through suburbia.</p> <p>AL replied everything from bulk liquid and gas terminals such as Vopak and Elgas go by road. The only hazardous goods going by rail are containerised hazardous goods making up about 1%. NSW Ports is working with RMS to revise tunnel legislation e.g. to make changes regarding the airport tunnel to allow for empty tankers.</p> <p>TB said NSW Ports is interested in ratios of rail and road. They are also looking at how efficiently trucks are utilised, whether they are carrying half the number of containers they can, whether they are going in full and coming out empty etc. There are supply chain issues around moving fuels by rail. There aren't rail based fuel storage facilities.</p>	
<b>6</b>	<b>Diesel Exhaust Emissions and Air Quality</b>	
6.1	<p>AM delivered a presentation on policies and programs aimed at reducing emissions. (Attached to minutes)</p> <p>Tonight's presentation was triggered as a result of a letter to the Sydney Morning Herald by a worker.</p> <p>While on road vehicles are regulated by national standards, non-road diesel equipment such as cranes and locomotives are not subject to emissions standards. This is why the NSW EPA has focused on non-road diesel emissions.</p> <p>Consultation on broader air quality management has included a clean air consultation paper and a clean air summit. Feedback from these has been used in development of a Clean Air NSW Framework which will go to government in 2018. This is a whole of government 10 year strategy aimed at improving air quality in NSW. Office of Environment and Heritage is responsible for monitoring and measuring air quality and EPA is responsible for policies and programs.</p> <p>Gains are expected to be in reduced fine particles emissions which have greatest health impacts. Wood smoke is a major concern. Hazard reduction burns, industry, vehicles, engines and fuels are sources. In the Sydney greater metropolitan region diesel emissions from non-road vehicles are a major source of fine particles.</p> <p>The framework aims include accelerating the uptake of cleaner technologies.</p> <p>While regulating non-road diesel emissions from coal mining is a priority as this is the largest source, emissions close to where people live, such as from construction are also a concern.</p> <p>There is no safe threshold for fine particles.</p> <p>The NSW EPA has promoted national emission standards and led the review of national particles standards and fine particles which resulted in reporting standards for fine particles being introduced.</p> <p>In 2015 research around best practices led to the NSW Diesel and Marine Emissions Management Strategy.</p> <p>EPA advocates nationally for non-road emission standards. This is a priority area under the National Clean Air Agreement. The Product Standards Emissions Act which sets standards for small engines is a step towards this.</p> <p>Under the Clean Machine Program (2011-2015) particle filters were retrofitted to gantry cranes at Port Botany.</p> <p>The International Maritime Organisations has resolved to reduce sulfur content for fuel used by vessels from 3.5% to 0.5% from January 2020.</p> <p>Website addresses subsequently provided are: <a href="#">ABS media release on most recent motor vehicle census</a></p>	

	<p>Clean Air Summit Vehicle Emissions background paper available at: <a href="http://www.epa.nsw.gov.au/your-environment/air/clean-air-nsw">http://www.epa.nsw.gov.au/your-environment/air/clean-air-nsw</a></p> <p>Chief Scientist’s Advisory Committee on Tunnel Air Quality: <a href="http://www.chiefscientist.nsw.gov.au/data/assets/pdf_file/0007/547/90/Road-Tunnels_TP01_Trends_inMotor_Vehicles_and_Their_Emissions.pdf">Technical Paper 1 - Trends in Motor Vehicles and their Emissions</a> at: <a href="http://www.chiefscientist.nsw.gov.au/data/assets/pdf_file/0007/547/90/Road-Tunnels_TP01_Trends_inMotor_Vehicles_and_Their_Emissions.pdf">http://www.chiefscientist.nsw.gov.au/ data/assets/pdf file/0007/547 90/Road-Tunnels TP01 Trends inMotor Vehicles and Their Emissions.pdf</a></p>	
6.2	<p>MG asked for examples of non-road diesel. AM replied this includes gantry cranes, bulldozers and other construction equipment. MG noted some gantry cranes are electric.</p>	
6.3	<p>LN asked what monitoring is occurring around the goods line from Port Botany? With the talk of increasing movement of freight rail by rail there is no data regarding what people are exposed to. AM replied there have been studies of emissions from locomotives but she is unaware of data from specific lines. Monitoring of lines has occurred in the Hunter region but she is not aware of any for Port Botany. BE reported Bayside Council has sampled air along Botany Road mainly in relation to trucks. This was analysed by ANSTO and data is on ANSTO website.</p>	
6.4	<p>MG asked about data on light diesel vehicles as more people are now using diesel fuel in smaller vehicles. AM replied background documents for Clean Air NSW includes a fact sheet on motor vehicle emissions. Updated data will be published shortly. The Chief Scientist’s website has data on tunnel emissions.</p>	
6.5	<p>PP asked what are the main cancers that particulates induce? AM replied that while this is not her field of expertise the World Health Organisation notes fine particles as a Class 1 carcinogen.</p>	
6.6	<p>LN asked whether the EPA works with SafeWork on emissions. AM replied they do work with SafeWork as they have the same interest in reducing diesel emissions. They exchange material and policies.</p>	
6.7	<p>LN asked whether more pressure could be applied to push the process along as we are way behind world. AM replied progress is being made. Challenges include the costs to industry of lower emission equipment. A balance is needed between reducing particle emissions and creating other environmental impacts such as reducing fuel efficiency. There are great health benefits in the expensive emission reducing equipment. PM asked whether the EPA relies on education or uses enforcement. AM replied the clean machine program is voluntary. It includes buying lower emission equipment and on site practices such as reduce idling. EPA is preparing industry for the introduction of standards. They are working with coal mines around licencing procurement requirements. They are starting with education and working towards enforcement. PM asked whether there have been prosecutions. AM replied that non-road diesel emissions are not yet regulated. PM asked whether the EPA could act on complaints. JG replied this depends on the emission source. A lot are Commonwealth regulated where NSW has no jurisdiction. The NSW EPA works with the Federal Government.</p>	
<b>8</b>	<b>Development activities in the Port</b>	

	<ul style="list-style-type: none"> <li>- Tenant developments</li> <li>- NSW Ports developments – GW/TB</li> <li>- Planning and legislation update – GW/TB</li> </ul>	
8.1	<p><b><u>Hutchison</u></b> JB asked whether the Hutchison sand pile he has been lobbying to use at the beach has gone. Someone reported seeing it moved by barge. GWa replied the sand moved by barge came from Kurnell to here to be bagged then transported to Sutherland Shire for use in a new bird island.</p>	
8.2	<p><b><u>Patrick</u></b> MG reported Patrick has a new complaints/enquiries line 24/7. The number is 9394 0308.</p>	
8.3	<p><b><u>Terminals</u></b> AP reported the new tank and pipeline is expected to be commissioned in the next few weeks.</p>	
8.4	<p><b><u>NSW Ports developments</u></b> GWa reported Mod 16 was approved on 24 October. It has not yet been consolidated into the set conditions. Ports asked two weeks ago for the instrument of approval to be put on the Department of Planning website.</p>	
8.5	<p><b><u>Planning and legislation update</u></b> GWa reported exhibition of the 3 Port SEPP has been delayed pending Greater Sydney Commission studies and actions arising from that. It is hoped to be on exhibition by the end of the year. There have been changes in legislation for the Environmental Planning and Assessment Act in relation to operation provisions of LEPs. Many of the changes are administrative. There will no longer be Part 4 and Part 5. LN noted community participation is also strengthened.</p>	
<b>9</b>	<p><b>Port Botany Noise Update</b></p> <ul style="list-style-type: none"> <li>- Port Botany Expansion Rail Noise (as per CoA 2.28) – TB</li> </ul>	
9.1	<ul style="list-style-type: none"> <li>- Port Botany Expansion Rail Noise (as per CoA 2.28)</li> </ul> <p>TB said nothing has been reported to NSW Ports in the last 3 months. CA suggested he found noise has abated recently.</p>	
<b>10</b>	<p><b>Safety and Environmental Incidents/Complaints</b></p> <ul style="list-style-type: none"> <li>- Biosecurity update – TB</li> <li>- Summary of complaints – TB</li> </ul>	
10.1	<ul style="list-style-type: none"> <li>- Biosecurity update</li> </ul> <p>TB noted there have been no incidents reported last quarter. Slow progress is being made on marine pests. A key development in September was the new ballast water regulations coming in. Work is now proceeding on efficient monitoring for marine pests. L Newnam reported on a NSW government citizen science project on bio-security 'Spot the Pest – Surveillance Around Port Botany' focusing on marine and terrestrial pests. The website link is provided below. <a href="https://portbotany.files.wordpress.com/2017/11/spot-the-pest-surveillance-around-port-botany-small-file.pdf">https://portbotany.files.wordpress.com/2017/11/spot-the-pest-surveillance-around-port-botany-small-file.pdf</a></p>	
10.2	<ul style="list-style-type: none"> <li>- Summary of complaints</li> </ul> <p>TB reported one noise complaint in October from a newly elected councillor. It was a general complaint about port noise such as container bangs and alarms. Ports are considering a suggestion for a 24 hour complaints line. LN noted Orora has a 24 hour complaints line. TB replied NSW Ports doesn't have staff 24 /7 and doesn't generate noise. Port tenants do. If complaints are made in real time operators do what is feasible to address these.</p>	

	<p>CA suggested telling operators not to drop containers. If someone hears a container dropped it is because one has been dropped.</p> <p>MG said the aerial map shows a lot of industry in the area. Containers are handled at a lot of locations including depots and rail sidings.</p> <p>LN suggested a precinct 24 hour hotline which would be easier for residents rather than residents having to pinpoint locations. This may be cheaper and more effective. This also goes to the heart of having something more regional than people having to attend a half dozen meetings.</p> <p>MG said residents hearing something are better placed to tell where it is from.</p> <p>TB suggested unless the complaint comes to the entity responsible for the noise the source is hard to recognise. However, NSW Ports are considering a 24 hour line. He understands the difficulties with numerous operations in the precinct.</p>	
<b>11</b>	<b>General Business/Next meeting</b>	
11.1	<p>JG introduced Erin Barker from the EPA who will be taking over management of licences in the area.</p> <p>On behalf of the CCC the Chair thanked JG for his attendance at meetings and involvement in the CCC.</p>	
11.2	<p>JB asked for an update on the PFAS study.</p> <p>JG said sampling has been undertaken in Botany Bay and samples analysed. Results which are expected soon will be made public.</p> <p>TB reported on a Commonwealth Government Regulatory Impact Statement on PFOS which is within the PFAS family. It is listed under the Stockholm Convention as a compound which is being regulated out of use. The document is on exhibition for public comment on the Department of Environment and Energy website till February.</p>	
11.3	<p>RR thanked the committee, community and tenants for their work over the year and thanked everyone for tonight's attendance.</p>	
	Next meeting is Tuesday 6 February 2018.	
<p><b>These minutes have been endorsed by the meeting Chair</b></p> <p>Signed:  Date: 6.12.2017</p>		





Port Botany Freight Study - 2017

NSW Ports

## Overview

The objectives of the study were to provide information and insight relating to :

1. The number of vehicles operating on different roads within the precinct;
2. The types of vehicles using the roads, both within the port and on its boundary;
3. The port terminals that are contributing the most to the number of vehicles operating within the port;
4. The days of the week that are the busiest; and
5. The times-of-day that are the busiest or the quietest (and how this contributes to understanding the operations of different terminals).

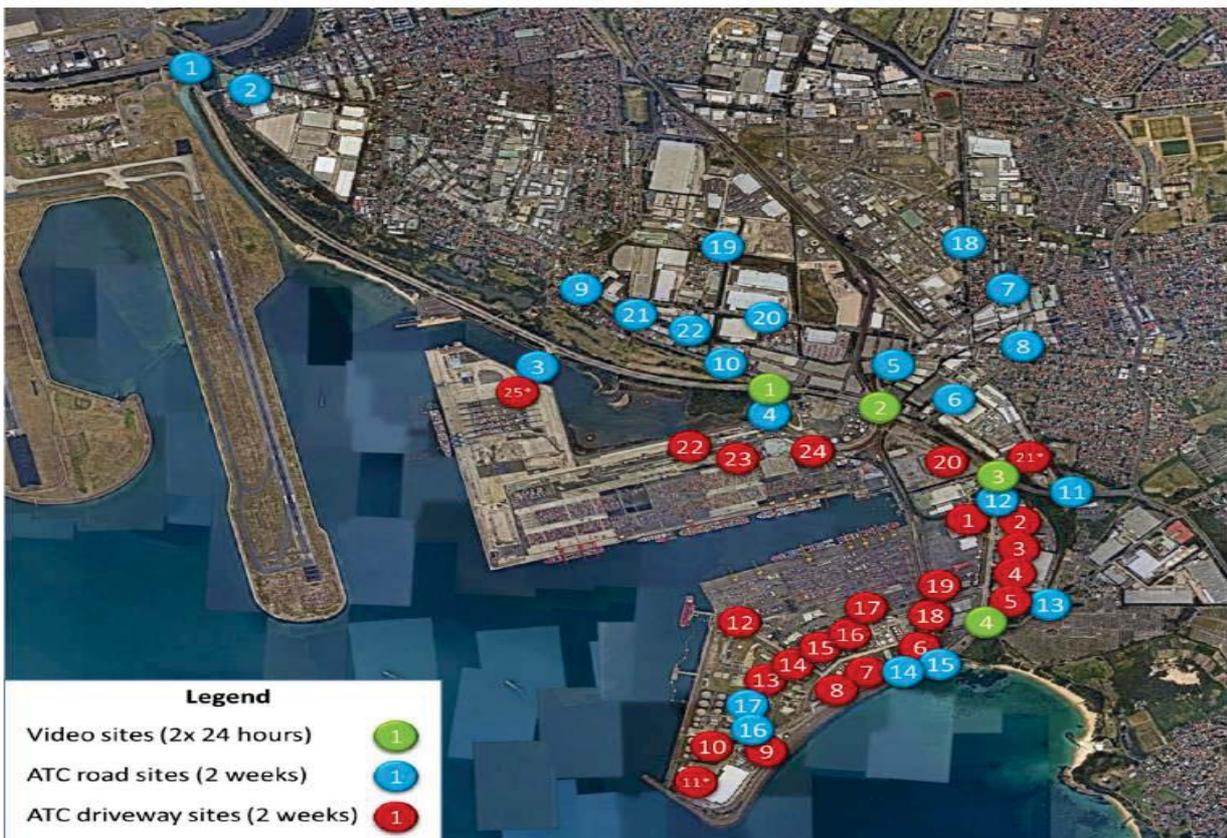
## Study Area / Technologies Used

- The data analysis focused on these three areas:
  1. The Port Precinct (the whole Study Area);
  2. The Port (in particular, vehicles entering or exiting the port at Sirius Road, Penrhyn Road, Bumborah Point Road and Military Road); and
  3. The terminals within the port.

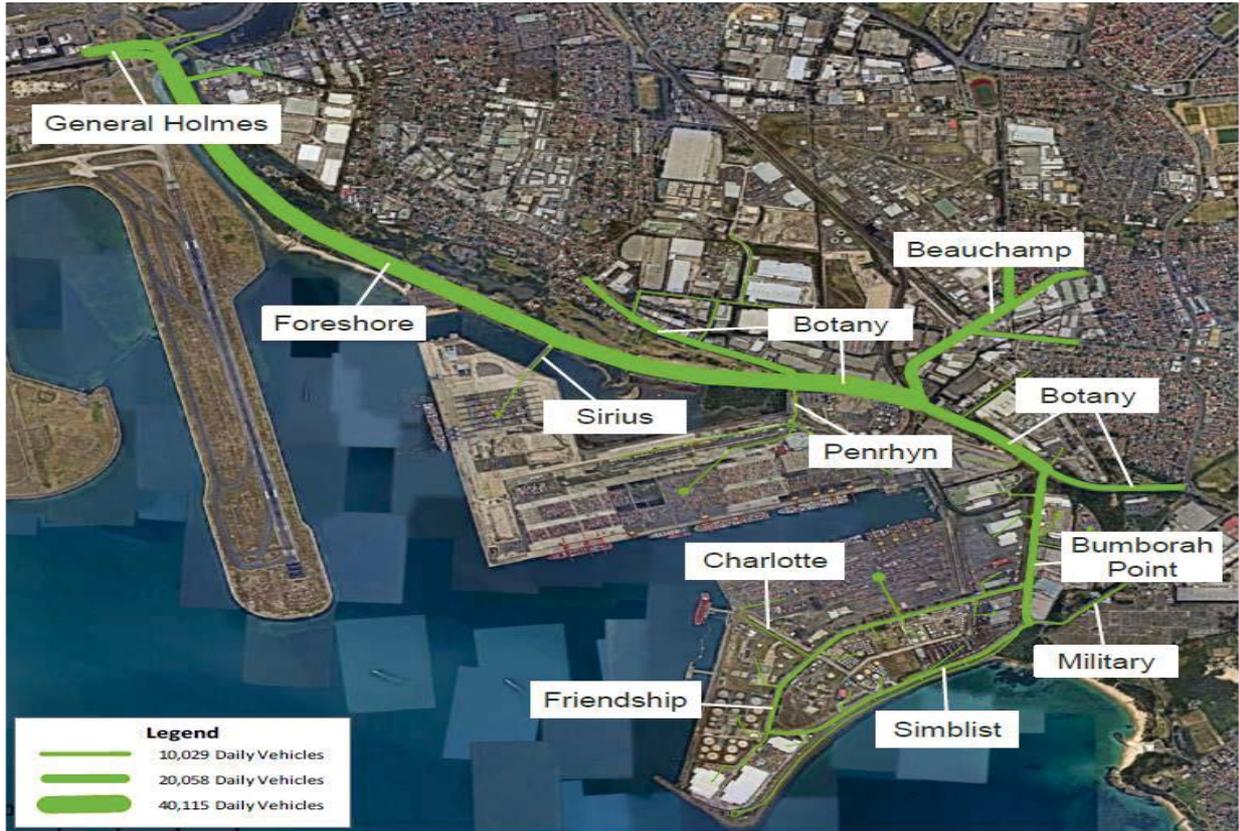
The analysis focused on the volume of vehicles, the proportion of Heavy Commercial Vehicles (HCVs), the types of HCVs and the times of day when particular roads and terminals are the busiest

- Video data was collected for two separate 24-hour periods;
- At 22 on-road locations, Automatic Tube Counters (ATC) were used to count and classify traffic, two continuous weeks.
- And lastly, at 22 terminal locations, ATC counters were used to classify traffic (also collected for two continuous weeks).

## Count Locations



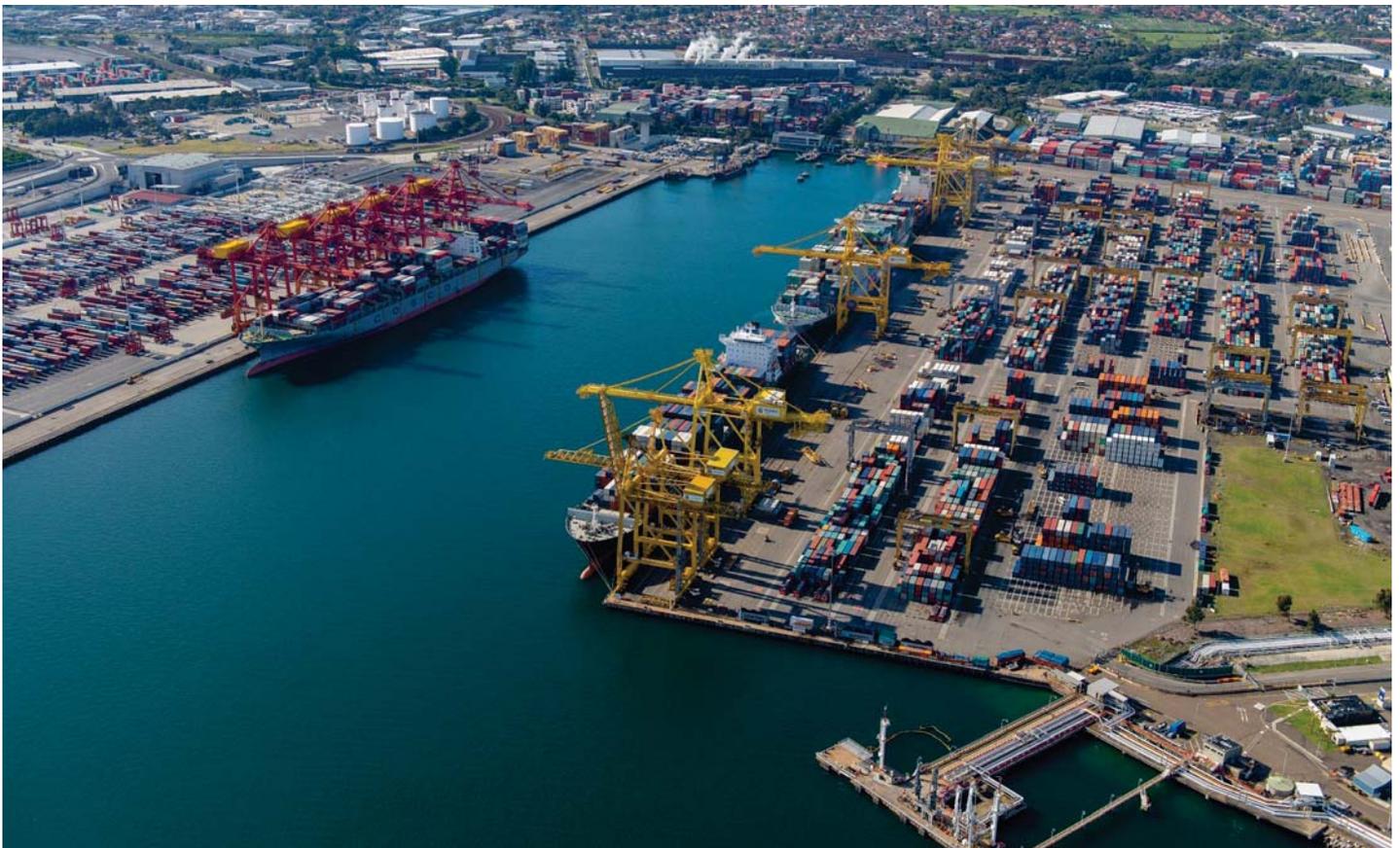
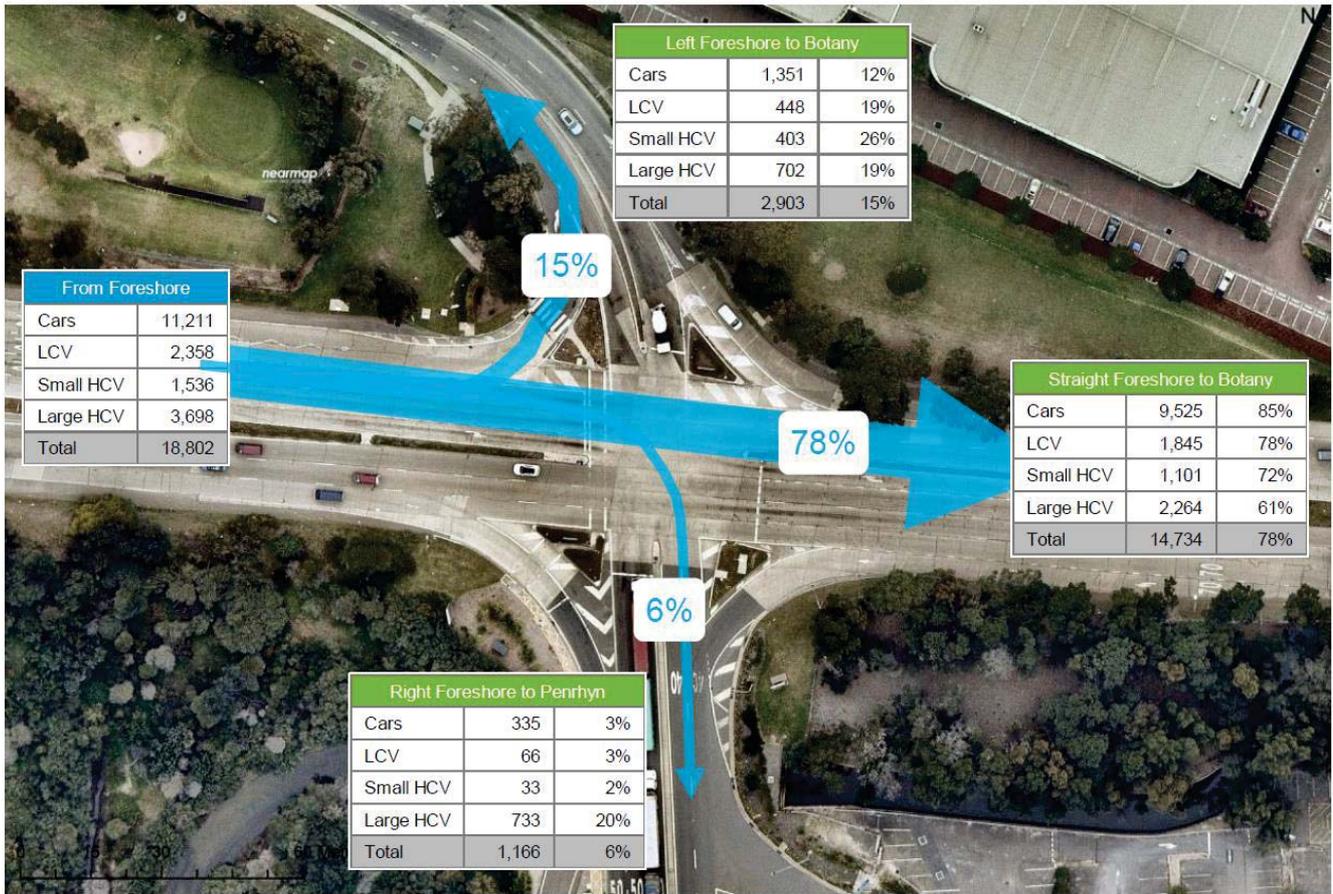
# Average Daily Counts



# Foreshore / GHD



# Foreshore / Botany Rd



## Managing air quality and reducing non-road diesel and marine emissions



[Alethea Morison](#)

Manager Air Policy

NSW Environment Protection  
Authority

The Port Botany Community  
Consultative Committee

14 November 2017

1

### Clean Air for NSW

- Whole of government proposed framework for NSW air quality management 2018-2028
- Engagement via [Consultation Paper, Clean Air Summit](#)
- Goal: improving air quality across NSW – Clean Air Metric developed; population weighted
- Identifies principles, priorities and directions
- Greatest gains expected from reducing fine particles affecting large populations
- Priority areas: wood smoke; hazard reduction burning, industry; vehicles, engines and fuels; innovative/intelligent air quality management

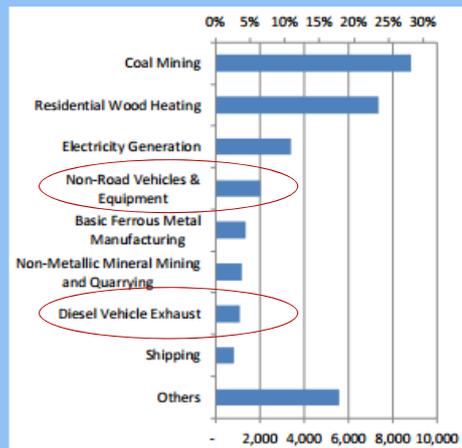
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## Non-road Diesel Emissions

### Sydney Greater Metropolitan Region emissions

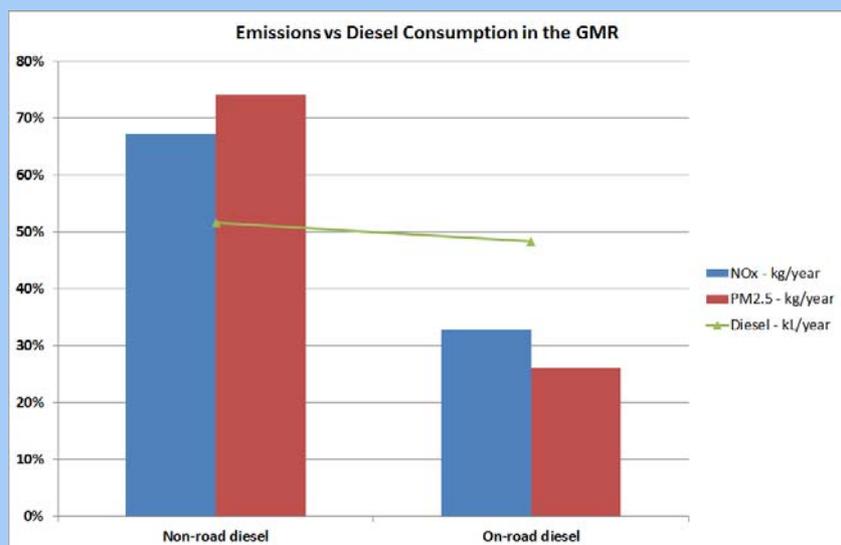
Non-road vehicles & equipment:

- 4<sup>th</sup> largest PM2.5 source
- largest *unregulated* source of NOx (10%) & PM2.5 (6.4%)



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### Inventory analysis: non-road vs on-road diesel emissions

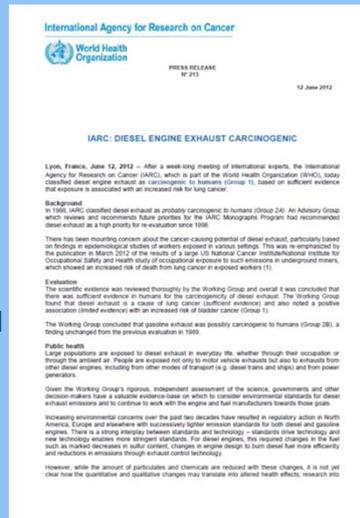


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## Non-road Diesel Emissions

### Health and economic evidence

- **Fine particles**
  - Effects: respiratory, cardiovascular illness and premature death
  - No safe threshold
  - Vulnerable groups most affected
- **Diesel a human carcinogen (WHO IARC)**
- **Particle pollution costs \$6.4b per year in GMR**



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## NSW focus on particles

- **Reducing particle emissions key concern**
  - NSW led **review of national ambient air quality standards for particles**
  - Introduced PM2.5 standards more health protective than WHO Guidelines & most health protective in the world
- **Future NSW action will build on measures already taken under 2015 NSW Diesel & Marine Emissions Management Strategy**

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## Non-road Diesel Plant and Equipment



- No emission standards (unlike on-road)
- Standards in US, Canada, EU, Russia, Turkey, Japan, China, India, South Korea, Singapore, Brazil
- NSW supports introducing national standards under Product Emissions Standards Act
- Issue is a priority under the National Clean Air Agreement
- EPA examining diesel emissions across sectors – to reduce emissions exposure eg infrastructure & construction
- Government purchasing and contracts

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## EPA Clean Machine Program (2011-2015)



- Voluntary emissions reductions through procurement, worksite practice and retrofits
- Government subsidies for non-road diesels
- 142 non-road diesels retrofitted with partial diesel filters - \$800K
- Construction, ports, quarries, waste & non-road equipment operated by local govts
- Port Botany retrofit of 9 rubber tyre gantry cranes - 1.3 tonnes of particles reduced pa

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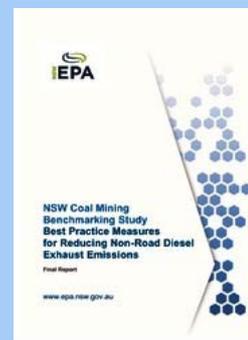
## Non-Road Diesel Emissions Reduction Best Practice Case studies

- EPA & ISCA plus stakeholders developed and published case studies on non-road diesel emissions management in infrastructure industry
- CPB John Holland Dragados Sydney Metro Northwest Tunnels and Station Civil Project: state-of-the-art tunnel ventilation design; procuring plant and equipment with lower emissions; administrative and operational controls; educating workers in use of respiratory protective equipment

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## Coal mine diesel emissions

- Prioritised as sector with highest diesel emissions
- Study benchmarked and identified feasible best practice measures
- EPA consulting industry on licence requirements for study of available actions, purchase of lower emissions equipment



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## Government Resource Efficiency Policy (**GREP**)

### Mobile non-road diesel equipment requirements

- **Purchase of new diesel equipment from Jan '15**
  - ☐ 19 to 560 kW
    - US EPA Tier 3/EU Stage IIIA
  - ☐ >560 kW
    - US EPA Tier 2/EU Stage II
  - ☐ from Jan 2018
    - US EPA Tier 4/EU Stage IV
  
- **Procuring contractors using diesel equipment (from Dec '15)**
  - ☐ Contractors to *report conformity* with US UE/EU standards



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## Shipping emissions

- Sulfur in marine fuel main source of particle emissions from ships
- IMO agreed to reduce global sulfur limits for fuel oil used by ships from 3.5% to 0.5% from 1 Jan 2020
- This minimum requirement will apply to all shipping including container ships



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## Protection of the Sea Act 1983

- Amendment to Protection of the Sea Act 1983 means Commonwealth Govt responsible for regulating fuel used by all ships in Aust. ports
- Commonwealth introduced requirement in Dec 2016 for cruise ships to use 0.1% sulfur fuel at berth in Sydney Harbour
- This mirrors previous NSW regulatory requirement



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## Locomotives



- Locomotive emissions a community concern along rail corridors
- High forecast rail freight growth in NSW
- Emissions from diesel locos not regulated in Australia
- Locomotives have very long lives
- Emission reduction technology (US) becoming available in Australia
- EPA investigating options for reducing emissions

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## Potential changes to regulatory framework

- Draft POEO Amendment (Scheduled Activities) Reg
- **Railway system split into 3 activities**
  - rail infrastructure construction
  - rail infrastructure operation
  - rolling stock operation

Construction and track operation licensed;
- **Licensing of rolling stock operators proposed**
- **Loco emissions requirements could be attached to licences**



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## Feasibility of emissions control technology for diesel locomotives



- Rail stakeholder workshop 2016
- EMD locomotive emission kit upgrade & GM locomotive emission testing projects
  - Showed potential to reduce PM from locos operating in NSW with available technologies
- Further analysis and consultation underway on options to reduce emissions

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