

**Port Botany Expansion
Community Consultative Committee
Minutes**

Date: 6 November 2012

Meeting number: 41

Attendees:

Roberta Ryan – Chairperson
 Neil Melvin – Community Representative
 John Burgess – Community Representative
 Nancy Hillier – Community Representative
 Paul Pickering – Community Representative
 Bronwyn Englaro – Randwick City Council
 Darren Price – Randwick City Council
 Steven Poulton – City of Botany Bay Council
 Trevor Ballantyne – Hutchison Ports Australia
 Jason Ambler – Laing O’Rourke
 Simon Graham – Downer EDI
 Richard Pollock – Patrick
 Anthony Lee – Patrick
 Paul Matthews – Patrick
 Peter Engelen – Sydney Ports Corporation
 Shane Hobday – Sydney Ports Corporation
 Alison Karwaj – Sydney Ports Corporation
 Gina Wallington – Sydney Ports Corporation
 Bob de la Lande – Sydney Ports Corporation
 Sandra Spate – Minutetaker

Apologies: Michael Kavanagh – Business Representative, Paul Jerogin – Sydney Ports Corporation

Item	Issue	Action	By whom	When
1	Welcome, introductions and apologies			
1.1	SH summarized current overall activity associated with the Port Botany expansion as: <ul style="list-style-type: none"> • SICTL continues development of their terminal area which is the northern 2/3 of the expansion site. • Patrick are in the process of lodging documents to commence development of the other 1/3 of the expansion site early in 2013. • EDI Downer is installing cabling for SICTL to link a new substation to the existing Port Botany substation. 			

	<ul style="list-style-type: none"> The grade separation, a \$70m project as part of the expansion works, is complete and fully open to traffic this week. 			
1.2	<p>NM asked about trucks queuing today, as he hasn't seen trucks queuing for some time. SH replied that these are trucks going to Cargolink, which is a Patrick empty container operation. Patrick is developing a new entry point which should eliminate queuing and new road markings are to go in. Currently the centre lane of Ramp B doesn't have line marking arrows to turn left, but this will be amended in near future.</p> <p>PE reported that a couple of truck queuing spots for Cargolink will be provided on the left lane of Ramp B.</p>			
1.3	<p>PP suggested signage is required to direct visitors to alternate parking areas when parking is unavailable outside the building. SH replied that staff parking is to be removed from this car park to allow for visitor parking outside the Sydney Ports Operation Centre.</p>			
1.4	<p>PP noted that SPC is to report on modeling for Foreshore Beach and asked whether this is available. SH reported SPC has completed the modeling and is currently talking with Sydney Water about the positioning of their drains. Blocking of the drains is potentially causing flooding in Botany. SPC will present on Foreshore Beach at the first meeting next year.</p>	SPC to present on findings for Foreshore Beach at the next meeting.	SPC	Next meeting (February 2013)
2	Accept minutes of last meeting			
2.1	The minutes from the September meeting were accepted.			
3	Update on construction and activities			
3.1	<p>Grade Separation Works <u>Presentation by SPC</u></p> <p>PE reported that with completion of the entrance to Caltex the last leg of the Grade</p>			

	<p>Separation Works has been completed and it opened this week. Boulderstone is on site till December tidying up and finishing documentation and is expected to be off the site in early December.</p> <p>SH noted that this completes the SPC construction component of the expansion works.</p>			
	<p>Questions and discussion</p>			
3.2	<p>PP asked whether Boulderstone has input into the beach, noting safety issues with boulders.</p> <p>PE acknowledged safety and environmental issues with erosion. Settling of the natural processes of erosion and sedimentation takes time. Modeling helps but it is not the whole picture. SPC has looked at temporary solutions such as replacing the eroded sand, but there is potential for this to again erode. SPC are looking at longer term solutions which are likely to include groynes.</p> <p>SH reported relocating sand is the first step. The movement of sand is towards the Millstream and this sand is being relocated back along the beach.</p> <p>PP asked what measures are being taken to stop sand silting up the boat ramp.</p> <p>JB noted that when Cardno did the initial modeling he raised concerns about geophysical problems and drainage. If these are not rectified it will continue to silt up at the boat ramp.</p> <p>SH replied this will be discussed in more detail at the next meeting.</p> <p>NM noted it is a major concern to the community that their beach has disappeared and the boat ramp is silting up.</p> <p>JB also noted Beach Watch reports of high levels of faecal coliform making the beach unsafe for swimming.</p>			
3.3	<p>Port Botany boat ramp <u>Presentation by SPC</u></p> <p>SH reported that works to relocate the southern pontoon were completed on</p>			

	September 21st, giving four lanes between pontoons and allowing for better launching of larger boats.			
	Questions and discussion			
3.4	PP asked whether pontoons are inspected regularly and maintained as he has noticed covers around pontoons have loosened. SH reported that maintenance staff conducts regular inspections and cleaning of moss from the boat ramp. He will follow up the issue of covers with maintenance staff.	SH to follow up with maintenance staff the condition of covers around pontoons.	SPC	
3.5	JB reported that the boat ramp modifications seem to be working well. He will get further feedback from a meeting tomorrow.			
3.6	NH asked whether a potential buyer of the port would take on these problems with the boat ramp and beach. SH replied that the boat ramp remains with SPC. NH asked about responsibility to the community. SH responded that one of the consent conditions is to have the CCC running till works have been completed irrespective of the owner or lessee. SH updated the CCC on process of refinancing the port. The land at Port Botany will go to market along with Cooks River, Enfield and Port Kembla based on a 99 year lease. An Expression of Interest process is complete. There is now an indicative bid stage for the lease. A number of bids will then go to a final round of bids to be lodged around March, with the transaction completed around May 2013. NH asked whether there had been participation in the process by local government. SH replied that it essentially a NSW Treasury run process on behalf of the NSW Government. There have been some brief consultations with Councils. BE reported Randwick Council has written to the Government expressing disappointment at lifting the cap on container numbers.			

	<p>JB notes there will be more community opposition. There has not been much debate in Parliament with Government suspending proceedings. There will be a push to take Molineaux Point out of the equation.</p>			
3.7	<p>Sydney International Container Terminal Works <u>Presentation by Laing O'Rourke</u> JA reported current works include ground improvement works in order to install pavement and buildings. Headwalls are being installed at the end of drainage runs. These will be underground for the operation phase allowing dissipation of the energy of water to reduce scouring. Buildings have been coming on to site for the construction compound and this will be finished by Monday. Dust suppression continues and stockpiles are being pushed down. Regarding upcoming works there is discussion with the EPA regarding a batching plant on site to reduce traffic over the bridge. Paving will start late January. The SICTL website is up and running and Construction Plans are available on the website. Linking this with the SPC website is in progress. PE reported the access bridge from Foreshore Road is currently for construction traffic only, and there are signs on Foreshore Rd.</p>			
3.8	<p>Downer CEMP <u>Presentation by EDI Downer</u> SG reported that Downer has been engaged to provide the 11Kv supply to the SICTL site with cabling along land adjacent to the Penrhyn Estuary to a new substation. The CEMP has been submitted for discussion.</p>			
	<p>Questions and discussion</p>			
3.9	<p>JB notes on page 23 of the CEMP that the groundwater depth is 1.7m and footing to 2 m. This would mean the ground water level is in line with tidal water. He thought it would be lower. If you go down 2m for containment</p>			

	<p>tanks, you are down on top of the water table and footings for the power grid would be below the water table. With indicators for rises in water levels for the end of the decade this would pose problems in the medium term. JB noted he was involved in another project in which a building on the water table floated away.</p> <p>PE replied the site itself is not at the final level. It will be raised a further metre which equates to medium tide levels currently. The end product would typically have pavement at 4m. Currently the highest tides are 2m, plus waves on top. This wharf should be well above any projections for sea level rise in the foreseeable future.</p>			
3.10	<p>BE raised issues of ground water quality with use of dredged matter for fill. With heavy metal contamination of ground water there is hence potential for soil contamination.</p> <p>PE replied that Orica related contaminants have generally seeped down to a lower level. Dredged materials used from the bay have been tested throughout dredging and reclamation and found to be without contamination.</p> <p>JB noted early ground investigations indicated spots of high levels of mercury and other heavy metals.. He thinks contaminants in the soil would be capped but trenching and excavation may reveal some. This requires monitoring.</p> <p>PE reported extensive testing during dredging, with additional site investigations as part of the due diligence process for the refinancing. Reporting for this was not available at this stage.</p>			
3.11	<p>NM asked what the distance is between the trench and Penrhyn Estuary, as there seems little room to manoeuvre.</p> <p>SG replied it is between 12 and 15 metres.</p> <p>JA notes everything will come from the land side.</p>			
3.12	<p>NH noted attention needs to be given to emergency evacuation and Council should be included in Plans.</p>			

3.13	<p>NM noted on page 25 Environmental Management Controls regarding shore birds. Have the birds arrived and can trenching be started while they are there?</p> <p>JA replied that trenching will be undertaken, but not in the estuary. Shore bird monitoring is being undertaken.</p> <p>SH responded that no contractors can work in the estuary after October 1, but there are not requirements for adjacent areas.</p> <p>NM likes that small areas subject to trenching are then covered to reduce impacts, instead of one long trench.</p>			
3.14	<p>Regarding noise notifications on page 30, BE asked for clarification as to what areas would be notified of noise impacts and by what means.</p> <p>SG replied that if required this would be done through Laing O'Rourke.</p> <p>JA noted that letterboxing has taken place for the original works. If there were to be major works this would go through the Department of Planning then notifications distributed, but out of hours works aren't expected.</p> <p>BE suggests this needs to be communicated to residents, some of whom think noise is coming from Terminal 3. There is a need to get information to the community that no night works are being undertaken and to ensure Laing O'Rourke is not blamed.</p> <p>There was some discussion about a report in the local paper which contained errors about noise due to additional construction. JA has responded to this.</p> <p>AK said she would be surprised if residents think noise is due to Terminal 3 construction. This more likely is the view of the reporter.</p> <p>Complaints to the complaints line are generally about more generic port noise and there haven't been any T3 specific complaints for a long time.</p> <p>SH suggested it would be timely for a Port Botany Expansion works update to go out to the community before Christmas around what is happening, when and the controls in</p>	<p>SPC to work with other stakeholders to develop community information advertorial for the Southern Courier around current activities, when these are occurring and the controls in place.</p>	<p>SPC and the other stakeholders.</p>	<p>Before Christmas</p>

	<p>place. He suggests an advertorial in the Southern Courier.</p> <p>BE asked what the timeframe is for the noise barriers. She suggested this be included in the update with images of what they will look like.</p> <p>JA replied time for noise barriers depends on drainage works.</p>			
3.15	<p>Laing O'Rourke EPIC Agenda</p> <p>JA asked that CCC members forward any suggestions to himself or the Chair for Laing O'Rourke's EPIC (Environment, People, Industry, Community) initiative. Employees devote one day a month to such things as schools, and giving presentations. They are talking to Botany Public School on Friday. There have been blood donation drives and participation in Movember.</p> <p>BE suggests Randwick's Corporate Bushcare Program which involves activities like weeding and planting. BE will forward contact details to JA.</p>			
3.16	<p>Patrick Development</p> <p><u><i>Presentation by Patrick</i></u></p> <p>RP gave the CEMP presentation. Please see the presentation attached to these minutes.</p>			
	<p>Questions and discussion</p>			
3.17	<p>SP asked whether the roads are private roads.</p> <p>RP replied that the roads within the Patrick terminal are private roads.</p> <p>AL replied that Patrick traffic will utilize the grade separation or internal roads.</p>			
3.18	<p>PP asked where water from Patrick will drain to. He noted containers drop occasionally resulting in spills.</p> <p>RP responded it drains into the Bay at Brotherson dock.</p> <p>AL noted Patrick has a first flush system. The initial downpour of rain has to be treated before flowing into the Bay and there is ongoing monitoring. This is done as part of existing operations and will be extended to</p>			

	the knuckle.			
3.19	<p>NH raised a question as to the geographical area to be included in noise monitoring. AL noted obligations to monitor noise during construction at the nearest residences. A chain of authority exists to stop work if noise goes beyond the approved limits. Patrick will take on notice the question of where noise impacts are anticipated and include a map in the CEMP. RP noted more detail will be developed when a contractor is brought on board.</p>	Patrick to take on notice and include in the CEMP the area where noise monitoring will occur.		
3.20	<p>NM asked what separates the Patrick site from the SICTL site. He suggested a desirability to retain access from Patrick to the new bridge in case of emergency. RP replied there is a fence between the two. AL notes that the bridge is for SICTL access only. Patrick has access to Foreshore Road via access ramp C and the proposed ramp D. However, there will be a gate in the fence. PE notes the two lane temporary access road off Penrhyn Road will be retained for emergency access/egress. SH thanked NM for his suggestion. He notes other arrangements to evacuate include access through DP World.</p>			
3.21	<p>RP suggested the timing of traffic will be crucial for traffic on the construction road which has to cross operational traffic. NH asked whether the airport will be consulted regarding traffic management. RP replied all stakeholders will be consulted as part of the Traffic Management Plan.</p>			
3.22	<p>PP asked what Dustbloc is. RP and SH explained it is an emulsion which binds material together prevent dust during high winds. There is a requirement to suppress dust. It needs reapplication every 3 to 4 months. SPC was previously responsible for this, but it now rests with Patrick and SICTL.</p>			
3.23	<p>PM reported Patrick is building a community page on their website, which will be a link through from the Sydney Ports web site.</p>			
3.24	<p>PP asked how much is allowed for</p>			

	<p>community? AL responded there is no restriction on this. In the past Patrick has used pink helmets to raise money for the McGrath Foundation. NH thanked RP for the clear presentation.</p>			
3.25	<p>The Chair emphasized the need for coordination of communications with the raft of notifications presenting difficulties for the community. She welcomes the discussion around coordination of notifications. SH requested that SICTL and Patrick communications come through SPC to ensure consistency. TB noted website links to various other bodies.</p>			
3.26	<p>RR sought clarification around timing for appointment of the lead contractor for Patrick's work and requirements from the committee. The lead contractor should be appointed early next year. RP suggests Patrick will provide documentation to members for feedback with meetings as required. AL suggested members may be able to review Sub Plans in their own time and provide comment. It was agreed that these would then be presented to members at relevant meetings and issues raised as required, before any signoff is agreed. BE notes Randwick Council hasn't received the CEMP. RP will ensure everyone receives the Sub Plans when formalised.</p>			
4.0	Matters arising from the previous minutes			
4.1	<p>Plans for remediation of Foreshore Beach to be discussed at the next meeting.</p>	<p>SPC to present information on the processes for the remediation of Foreshore Beach</p>	<p>Next meeting</p>	
4.2	<p>PP raised the issue of pedestrian/cycle links at the last meeting. SP suggests it is an issue for NSW Roads</p>			

	<p>and Maritime Services. He suggests the area is difficult for a cycleway due to the presence of heavy trucks.</p> <p>PP suggests mixing with trucks on the road is dangerous, with cyclists ending up using the nature strip. There is currently a pedestrian crossing to nowhere.</p> <p>It was agreed the issue would be taken up outside the CCC.</p>			
5	Other Matters/next meeting			
5.1	The next meeting is Tuesday February 12 at 3.30pm.			
5.2	SH thanked CCC members for their contributions during the year.			
5.3	JB asked that the Environmental Report be discussed at the next meeting, particularly in relation to seagrass monitoring.	SPC – to provide CCC with the overall status of seagrass	Feb. 2013 meeting	

These minutes have been endorsed by the Chair, Roberta Ryan.



Port Botany Redevelopment Project Community Consultative Committee



**Construction Environmental
Management Plan**

Purpose of today's presentation

- Provide information to the Community Consultative Committee on the proposed development on the 'Knuckle' by Patricks.
- Proposed schedule for the construction works.
- Present an outline of the Construction Environmental Management Plan (CEMP) proposed for the development, and how Patricks intend to manage it.
- Update on the existing management of the 'Knuckle' site.



Knuckle as at Oct'12 (Looking west towards existing terminal)

'Knuckle Development Project'

The civil works associated with the extension of Patrick Container Terminal on the Knuckle section and Ramp D will include:

- Post tensioned/reinforced concrete pavement for heavy straddle traffic;
- Concrete pavers and sub-base designed for the container stacking areas;
- Asphalt pavement for roadway type traffic
- Storm water drainage infrastructure;
- Light tower foundations and light and radar poles;
- Water, waste and fire fighting services;
- HV & LV Electrical conduit & pits.



Proposed Knuckle Construction Timeframe

Task Name	Duration	Start	Finish	Qtr 4, 2012			Qtr 1, 2013			Qtr 2, 2013			Qtr 3, 2013			Qtr 4, 2013			Qtr 1, 2014			
				Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
Stage 1A Knuckle Construction	160 days	Wed 27/02/13	Tue 8/10/13																			
Bulk earthworks	4.25 mons	Wed 27/02/13	Tue 25/06/13																			
Pavements	3 mons	Wed 26/06/13	Tue 17/09/13																			
Storm water drainage	2 mons	Wed 27/02/13	Tue 23/04/13																			
Fire service Reticulation	1 mon	Wed 27/02/13	Tue 26/03/13																			
Electrical works	1 mon	Wed 29/05/13	Tue 25/06/13																			
Fencing	3 wks	Wed 18/09/13	Tue 8/10/13																			
Knuckle Stage 1A Completed	0 days	Tue 8/10/13	Tue 8/10/13																			
Stage 1B Knuckle Construction	155 days	Wed 26/06/13	Tue 28/01/14																			
Bulk earthworks	4 mons	Wed 26/06/13	Tue 15/10/13																			
Pavements	3 mons	Wed 16/10/13	Tue 7/01/14																			
Storm water drainage	2 mons	Wed 26/06/13	Tue 20/08/13																			
Fire service Reticulation	1 mon	Wed 26/06/13	Tue 23/07/13																			
Electrical works	1 mon	Wed 18/09/13	Tue 15/10/13																			
Fencing	3 wks	Wed 8/01/14	Tue 28/01/14																			
Knuckle Stage 1B Completed	0 days	Tue 28/01/14	Tue 28/01/14																			



Knuckle as at Oct'12

Construction Environment Management Plan (CEMP)

Purpose & Structure

The Construction Environmental Management Plan is a structured document that provides a systematic approach for mitigating the potential environmental impacts relating to the project construction activities. The CEMP structure is based on:

- Leadership (Management Commitment) & Planning (**PLAN**)
 - Implementation (**DO**)
 - Monitoring (**CHECK**)
 - Continuous improvement (**ACT**)
-
- This CEMP has been prepared for “Stage 1” construction works including the “Knuckle and Ramp D works”.
 - The CEMP consolidates the legal, contractual and company requirements and provides a systemic process based on ISO 14001, ISO 9001 and AS 4801 for achieving compliance with these requirements.



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Document

Construction Environment Management Plan (CEMP) Purpose & Structure Continued

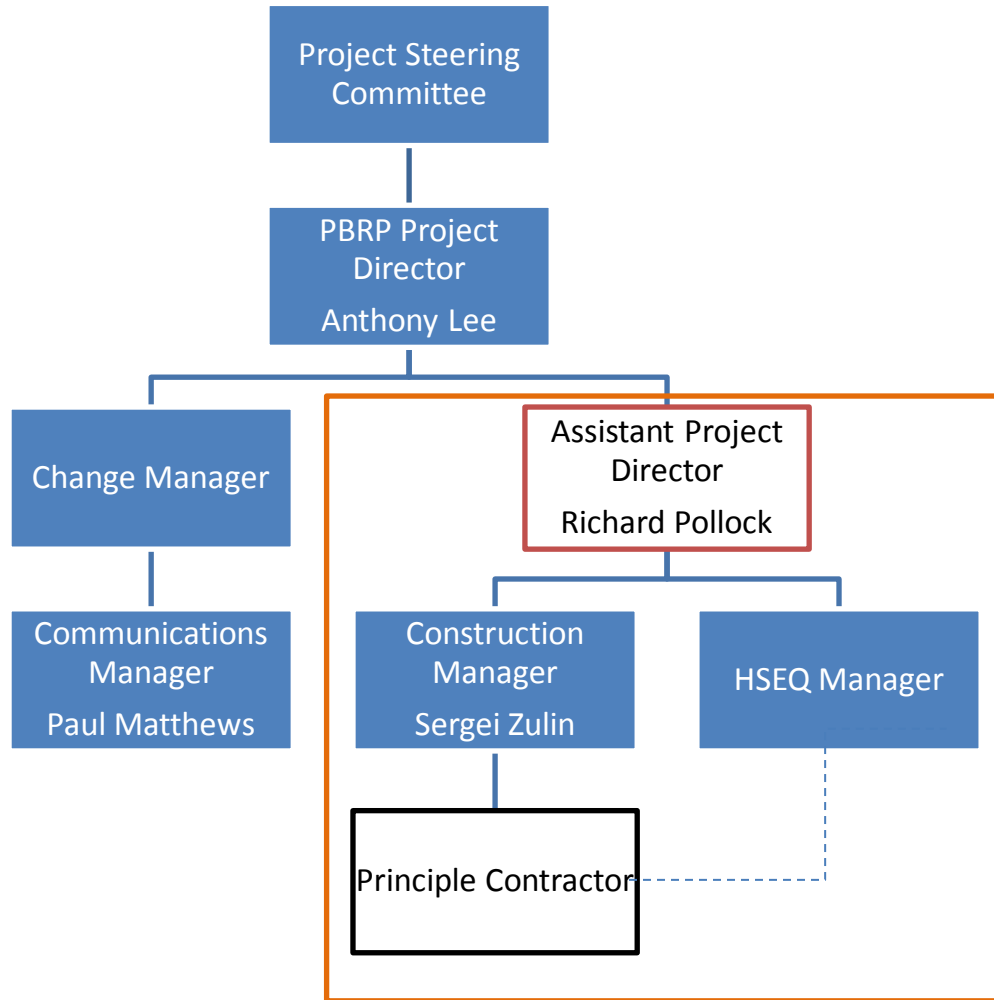
Management System to achieve Compliance

- Policies & Values;
- Roles & Responsibilities;
- Identification of:
 - Legal and Other Requirements,
 - Aspects & Impacts;
- Risk Assessment and development of Objectives and Targets;
- Procedures, Registers, Forms;
- Training and Mentoring;
- Procurement;
- Communication (Internal and External);
- Verification of Environmental Performance (Monitoring, Inspections, Audits, Complaint, Incident and Non-Conformance Management);
- Management Reviews (Continuous Improvement); and
- Reporting.

Environmental Aspects and Controls (Sub-Plans) for Construction

- Dust Management
- Noise and Vibration Management including After Hours Works
- Soil and Water Management;
- Contaminated Materials Management (Acid Sulphate Soils (ASS), Spoil, Contaminated Soil);
- Waste Management;
- Stakeholder & Community Involvement Plan;
- Emergency Response
- Traffic Management Plan;
- Hazard and Risk Management
- Construction Safety
- Fire Safety Study
- Aviation Construction Management

Patrick PBRP Organisational Structure



Directly responsible for the day to day management of the CEMP

Construction Environment Management Plan (CEMP)

Principle Contractor Responsibility

All project personnel, including the Principal Contractor, are required to work to this CEMP. This will ensure that all environmental obligations detailed in the CEMP are delivered by Patrick in full.

- Eliminates the potential for inconsistencies between this CEMP and the plans that would normally be submitted by the Principal Contractor working on the project.
- Provides process efficiency for the stakeholders by sparing the tedium of reviewing multiple documents.
- Project procurement processes have been designed to ensure that the Principal Contractor is aware of the CEMP requirements and will work to this approved CEMP.

To remove any ambiguity,

- The CEMP preparation, approval coordination, amendment and implementation review will be controlled by Patrick.
- The Principal Contractor will have the responsibility for ensuring that the approved CEMP is implemented in full.
- The Principal Contractor will have within its team an environmental professional whose role is to ensure that the Principal Contractor will comply with the CEMP requirements.
- In order to ensure compliance of the Principal Contractor to the CEMP in full, the Project HSEQ Manager (Patrick) will undertake or coordinate inspections & audits by senior project personnel.

Construction Environment Management Plan (CEMP) Principle Contractor Responsibility Continued

The Environmental Representative and the Project HSEQ Manager will have:

- the authority to act freely and independently and require all reasonable steps to be taken in case deviation from environmental requirements is identified:
 - to achieve compliance;
 - to avoid or minimize environmental impacts; and
 - to stop progress of the relevant part of construction works.
- demonstrated compliance with qualification criteria in *AS/NZS ISO 19011:2003 “Guidelines for Quality and/or Environmental Management System Auditing”*.

Construction Environment Management Plan (CEMP)

Sub-plan Highlights

Noise & Vibration Management;

The contractor will only undertake construction activities that will generate audible noise to any residential premises during the following hours;

- a) 7.00am to 6.00pm, Monday to Fridays, inclusive
- b) 8.00am to 1.00pm, Saturdays, and
- c) At no time on Sundays or public holidays



Vehicles on Knuckle as at Oct'12

Soil & Water Management;

The objectives of the SWMP are detailed below:

- Comply with all relevant statutory approvals and requirements;
- Avoid the discharge of pollutants to stormwater and/or waterways (No discharge into the estuary);
- Avoiding soil erosion resulting from the construction works;
- Comply with the requirements of the Managing Urban Stormwater - Soils and Construction, Vol 2 "Blue Book" in relation to the installation of soil and erosion controls.

Sub-plan Example



Adobe Acrobat
Document

Construction Environment Management Plan (CEMP)

Monitoring

Water Quality Monitoring

- A multi-probe sensor will be used for the majority of parameters. Manual collection of samples and laboratory monitoring is required for total phosphorus, phosphate, total nitrogen and nitrogen oxides. Water quality monitoring is described in the Soil & Water Management Sub-Plan.

Environmental Noise Monitoring

- Noise monitoring locations will be selected to be consistent with the EIS, and to be representative of sensitive receivers. Noise monitoring locations will be marked in the Construction Noise & Vibration Management Sub-Plan.
- Background noise monitoring will be undertaken at these locations to accurately determine the LA90(15min), known as the Rating Background Level (RBL).
- During monthly construction monitoring, each monitoring location will be assessed using a calibrated sound level meter for a period of at least 15 minutes, while typical construction activities are occurring at day and night.
- Monitoring results will be used to validate the noise model. Noise monitoring, and procedures for response to audible construction noise above criteria, is described in the Construction Noise & Vibration Management Sub-Plan.

Construction Environment Management Plan (CEMP) Monitoring

Construction Equipment Noise Monitoring

- Noise emission levels of plant used on worksites, both fixed and mobile, will be monitored using a calibrated sound level meter prior to the equipment starting work (to establish baseline levels), then at least every three months during construction. Results obtained will be compared with baseline levels to ensure proper maintenance of the equipment.

Dust Monitoring

- Dust deposition gauges and one (or more) high-volume air sampler (HVAS) will be used throughout the construction phase where required. This equipment is operated by the Principal Contractor, and overseen by the HSEQ Manager. Dust monitoring locations will be marked in the Dust Management Sub-Plan.

Construction Environment Management Plan (CEMP)

Patrick Management & Review

Management review

An environmental management review will be undertaken annually to confirm the continuing suitability and effectiveness of the CEMP. The management review covers:

- results of audits and inspections including evaluations of compliance;
- communications from agencies, regulators and other external stakeholders;
- the extent to which objectives and targets have been met;
- monitoring results;
- non-conformances and environmental incidents;
- status of corrective and preventive actions;
- systemic issues arising from site inspections;
- training needs; and
- follow-up actions from previous management reviews (as applicable).

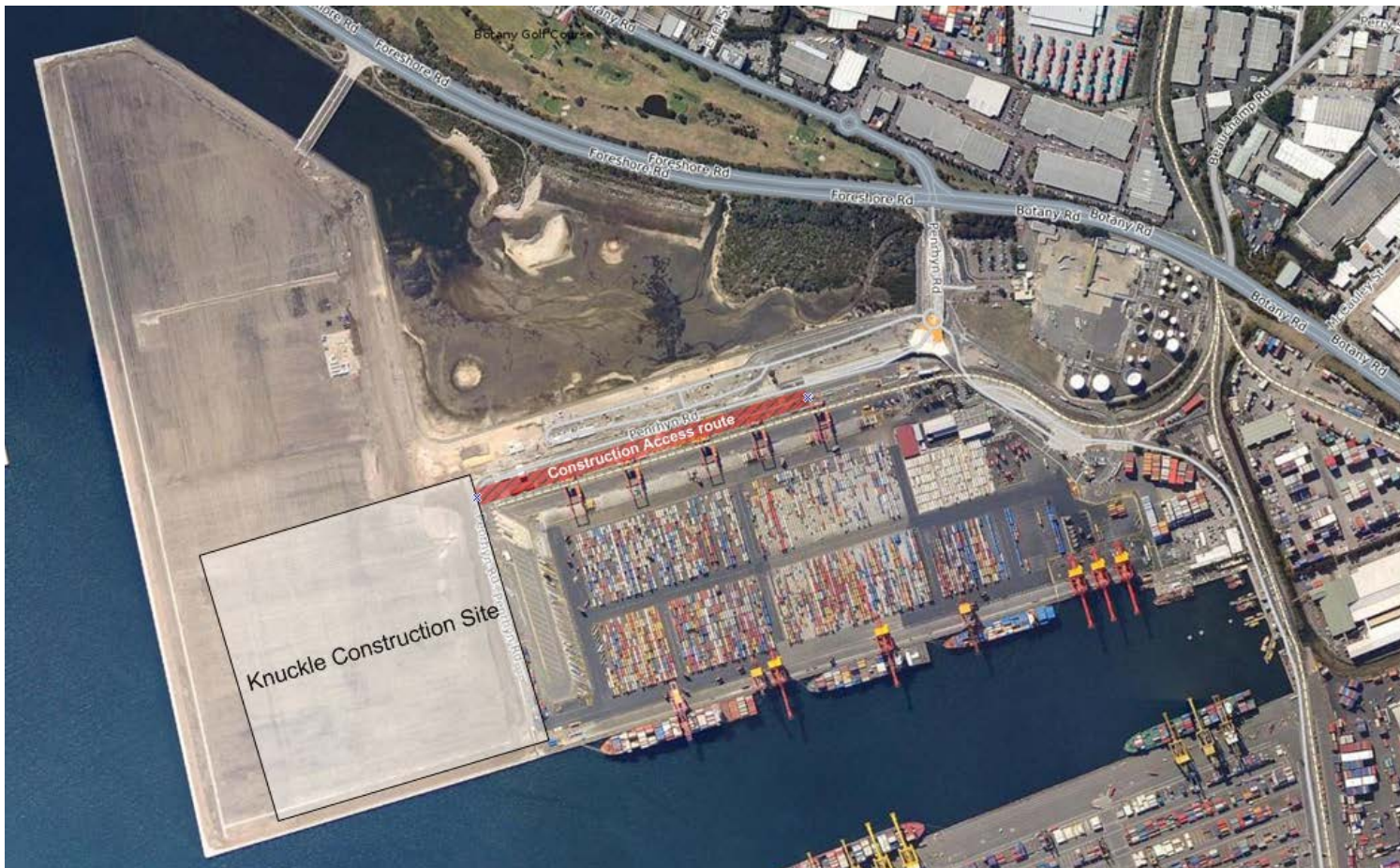
Non-conformance, corrective and preventive action.

The Principal Contractor and HSEQ Manager are responsible for:

- Implementing action to identify and correct causes of environmental non-conformance in the implementation/operation of the CEMP;
- issuing environmental non-conformances to initiate action to correct unsatisfactory environmental conditions;
- **raising Corrective and Preventive Action Requests and forwarding them to the responsible person so that remedial action to correct CEMP implementation deficiencies is effected;**
- verifying that corrective action has been effected;
- reporting to respective management significant adverse environmental conditions, incidents or trends in the implementation/operation of the CEMP; and
- recording changes to documented procedures as a result of non-conformances or Corrective and Preventive Action Requests.

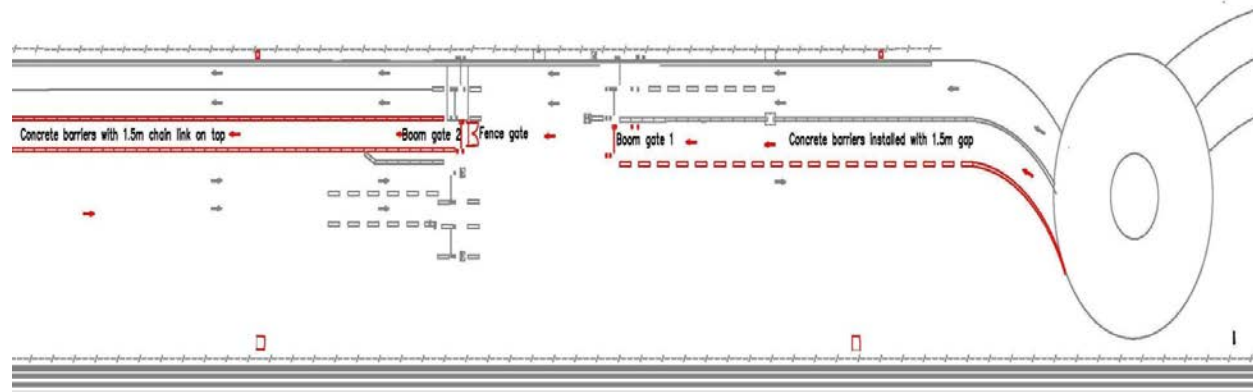
Construction Environment Management Plan (CEMP) Knuckle Site Access Plan

Access to the Knuckle Construction site will be via Penrhyn Road and through the existing terminal entrance at the base of Ramp C.

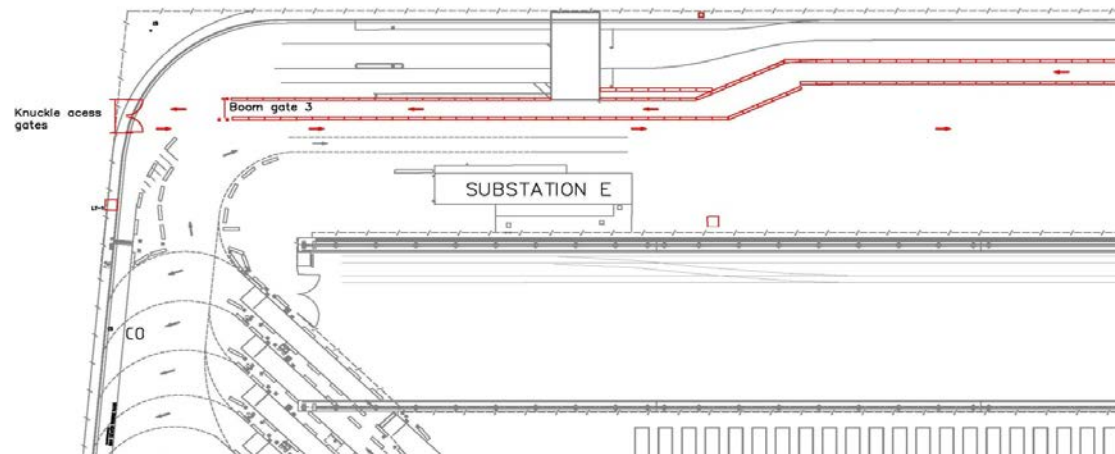


Construction Environment Management Plan (CEMP) Knuckle Access Plan

Access to the Knuckle Construction site will be via Penrhyn Road and through the existing terminal entrance at the base of Ramp C.



To segregate construction traffic from existing terminal traffic, the additional incoming traffic lane will be fenced off from operational traffic.



Construction Environment Management Plan (CEMP) Knuckle Access Plan



Temporary gate to provide access from the existing terminal to the knuckle construction site.

Construction traffic timings will be linked to the operational traffic plan currently operating on-site.

Contractor Knuckle Access as at Oct'12

Existing Knuckle Management Plan – Dust Management



Applying Dustbloc to the Knuckle



Silt fence and bunding



Applied Dustbloc and wind rows

Local Community Involvement

- Notification of works
- Patrick responsibility to the local community
 - Suggestions from Community Members
 - Terminal activities sponsoring local charities and events

Questions

