



# Community Update Report

For Port Kembla Harbour Environment Group  
June 2020

## EXPLANATORY NOTE

Due to the circumstances around the COVID-19 pandemic, NSW Ports is unable to host the June 2020 meeting of the Port Kembla Harbour Environment Group (PKHEG). This Community Update Report has been developed in consultation with the PKHEG Chair and other committee members to provide an update on port operations and other key issues.

## DISTRIBUTION

The information in this report has been provided for the members of the Port Kembla Harbour Environment Group and to share with the wider community where relevant.

## CONTENT

1. General Business
2. Actions arising from previous minutes
3. NSW Ports Business Update
4. Committee Member Updates
5. Items and Projects of Interest
6. Other Business

# 1. General Business

## 1.1 Accept minutes of the last meeting – February 2020

Noted omission from the last minutes: Mark Peterlin - discussion on the agglomeration of volatile industries in PK.

The documents provided by Mark Peterlin have been compiled and attached to the previous meeting minutes and these have been re-issued to the PKHEG (attached to the accompanying email).

**ACTION FOR COMMITTEE MEMBERS:**

**Please refer to poll feature in the email to accept the minutes of the last meeting.**

## 2. Actions Arising

### 2.1 February 2020 Action 1: Update from Wollongong City Council re Storm Water Pollution

**ACTION:** WCC to provide a response regarding current stormwater quality controls in the Allans Creek catchment and opportunities for further improvement measures.

**ACTION:** WCC to confirm regularity of maintenance at next meeting.

**ACTION:** WCC to report back the findings from the data collected at the next meeting.

**Response from WCC:**

Attached to this report as Appendix A are two maps of Allans Creek and Wollongong City catchments draining to Port Kembla, each green dot identifies a water quality measure in Council's ownership.

These are cleaned quarterly and in general do not retain large quantities unless there is a significant rain/storm event. That being the case, the quantities can rise quite sharply if this happens. During typical weather conditions and patterns (excluding storm events) we remove an average of 200kg of trash and debris per unit.

In addition to Council's owned water quality devices there may be more in the catchment that are privately owned (in commercial areas for example) or yet to be handed over to Council as part of the subdivision hand over process.

**Record of Correspondence between Chris Haley, Chair and Renee Windsor, WCC**

Chris Haley put forward a request to Renee Windsor about providing some input into the practicality of installing a litter boom on Allans Creek. Chris provided a report on work on Cooks River in Sydney where they measured the amount of microplastics after a storm event and proposed that a similar study be undertaken in Port Kembla.

Renee Windsor provided the following response from WCC's stormwater management section:

"The Allans Creek catchment is 40km<sup>2</sup> compared to the Cooks River catchment which is around 100km<sup>2</sup>. The land use between the two catchments is also very different; with the Cooks River catchment having no bushland and only 9% of parkland, in Allans Creek bushland and parkland represent about 45% of the catchment. Moreover the amount of urban area in the Cooks River catchment is almost 6 times the urban area in Allans Creek catchment. The amount of plastics generated by those catchments would therefore be quite different.

The Cooks River Alliance represents and is able to access funding from eight Sydney LGAs, their capacity to carry out studies and install and maintain stormwater treatment devices is consequently much greater than Wollongong Council. Wollongong's managed stormwater devices are located based on strategic analysis, in order to provide the most cost effective benefit for the city, as per attached maps.

It is recommended that the group look at opportunities to reduce the source of plastic pollution particularly around the port, potentially partnering with the industries and the EPA to review their environmental management plans."

## 2.2 February 2020 Action 2: Summary of Qualitative Assessment of Environmental Incident Risk

**ACTION:** Trevor Brown to discuss the summary at the next meeting.

The Extract from the QUALITATIVE ASSESSMENT OF HAZARDS AND RISKS FROM PORT AND INDUSTRIAL OPERATIONS Sherpa Report 2019 is attached to this report as Appendix B.

## 3. NSW Ports Business Update

### 3.1 Operational Update

**3.1.1 Port Kembla is an essential service** – Port Kembla has remained open and operating 24/7. Processes have been implemented at the port to protect the safety and wellbeing of port workers and the wider community. Keeping our ports and supply chains operational is essential to continue the flow of goods to support NSW and Australia and we will continue to work together with all parties to ensure the safe operation of these essential services.

**3.1.2 Biala Wind Farm video** – To celebrate the arrival of the final shipment of turbines for the Biala Wind Farm project at Port Kembla, we produced a short animated video showcasing NSW Ports' credentials in handling sustainable project cargo. The video has been shared on social media and can be viewed [here](#).

**3.1.3 Port Kembla Surf Club Sponsorship Renewal** - NSW Ports has announced its ongoing commitment to supporting Port Kembla's volunteer surf life savers, with an extended contract that will take its long-term partnership with Port Kembla Surf Life Saving Club (SLSC) to a milestone of 20 years! [The news article can be read here](#).

**3.1.4 Picton Road Upgrade** – This week, NSW Ports was featured in the Illawarra Business Chamber's campaign calling for the upgrade of Picton Road to a separated dual carriageway. Coverage included social media on facebook and LinkedIn and coverage on WIN TV news. With increased freight travelling between Port Kembla and Western Sydney, the proposed works will benefit the economy, help increase safety and increases accessibility to regional NSW. Read more about the campaign here: <http://pictonroad.com/>

**3.1.5 Inside Infrastructure podcast series** - Infrastructure Partnerships Australia has launched the latest episode of its Inside Infrastructure podcast series, with an interview with NSW Ports CEO Marika Calfas. The episode was recorded prior to the outbreak of COVID-19 and discusses the evolution of NSW Ports, the fragmented nature of the port supply chain and the enormous change that new technologies and automation has brought to port operations around the world amongst other things. [Listen to the podcast here](#).

#### 3.1.6 COVID-19 trends, innovation and productivity opportunities

NSW Ports CEO, Marika Calfas has shared her perspectives on the impact of COVID-19 at Port Botany, Port Kembla and the broader ports and freight supply chain in NSW.

As COVID-19 has unfolded, NSW's ports, freight and supply chains have remained resilient, with NSW Ports reporting the following trade trends at Port Botany and Port Kembla for Feb 2020 – May 2020 vs same period last year:

- 2% increase in containerised food and beverage imports (likely due to increased consumption of long-shelf life supermarket products e.g. imported rice and pasta).
- 56% increase in bulk liquid imports of acetone (due to high demand for cleaning products and hand sanitiser)
- 10% increase in bulk liquid imports of diesel fuel (likely due to the increased movement of freight vehicles delivering goods around the state to supermarkets)
- 50% increase in bulk liquid exports of ethanol (many countries reported a spike in alcohol consumption and hand sanitiser during lockdown).

Read more here: <https://www.nswports.com.au/news/article/CEOBlog220620>

## 3.2 Port Kembla Development Projects

### 3.2.1 AIE Port Kembla Gas Import Terminal

In April the NSW Government approved a modification to the existing AIE consent. The modification provides the Terminal with the flexibility it needs to move from a constant rate of output, to a variable rate of output in response to the seasonal variations in demand some of our potential customers have indicated they would require before being able to commit to supply or capacity agreements.

A link to the Government's release is provided here:

<https://www.planning.nsw.gov.au/news/2020/port-kembla-gas-terminal-modification-approved>

### 3.2.2 Lo Stretto Café

The old Seascape Café at the Maritime Centre at Port Kembla has been taken over by a new operator – Lo Stretto providing a licensed Italian pizza bar. The Café is currently open for business and adhering to COVID-19 restrictions on seating and patronage.

## 3.3 Planning and Legislation Update

There are no updates on the proposed amendments to State Environmental Planning Policy (Three Ports) 2013 (the Three Ports SEPP).

The State Environmental Planning Policy (COVID-19 Response) includes allowances for supermarkets and other retail outlets and any part of the supply chain across the State to operate for deliveries 24 hours a day. The policy overrides local planning restrictions that limit the timing and frequency of truck deliveries to ensure consistent supply of essential goods to communities. There are largely no impacts at Port Kembla which already operates 24/7 however there may be some changes at the local delivery level.

## 3.3 HSE Update

There are no HSE complaints or incidents to report.

## 3.4 Corporate Affairs Update

### 3.4.1 NSW Ports Website Project

NSW Ports is developing a new corporate website to help improve the way we share news and information. We formally commenced the project in April and conducted over 20 interviews with representatives of our stakeholder and community groups to better understand these needs. The feedback and insights gathered through these discussions has played a critical role in helping to shape the structure of the new site.

We would like to thank everyone who volunteered their time to participate in this program. We will be in touch again in July to seek your feedback on the design and usability of the site. If you would like to participate or have additional feedback that you'd like to share in the lead up to this time, please get in touch with Sarah Downey on 0447 253 867 or via [sarah.downey@nswports.com.au](mailto:sarah.downey@nswports.com.au).

### 3.4.2 Revitalisation of NSW Ports Community Engagement Processes

The introduction of Community Consultative Committee Guidelines in 2019 by the NSW State Government has presented an opportunity for NSW Ports to revisit the Terms of Reference (ToR) that are in place for the Port Kembla Harbour Environment Group. In doing so, we have also taken the opportunity to review more broadly our existing community engagement objectives and have prepared a *draft* set of engagement principles for your consideration and feedback.

The new draft Terms of Reference for the PKHEG – including the proposed engagement objectives and principles are attached as Appendix C to this report. Committee members are asked to review the updated ToR and provide any feedback on the document. They have also been issued to the NSW Ports Executive team and the independent Committee Chairs for feedback. Once finalised the ToR will apply to all current and future members of the PKHEG.

Separately, we plan to implement a new initiative where NSW Ports CEO will attend at least one meeting per year to provide an overview of operations, strategic challenges, trade and important initiatives and to answer any questions you might have.

#### **ACTION FOR COMMITTEE MEMBERS**

**Please review the ToR attached as Appendix C and email any feedback by 10 July 2020 to Alison Wedgwood at NSW Ports: [Alison.wedgwood@nswports.com.au](mailto:Alison.wedgwood@nswports.com.au)**

#### **3.4.3 International Day of the Seafarer**

On Thursday 25 June NSW Ports recognised the vital contribution of seafarers in supporting global trade with International Seafarers Day, a day where the world pays tribute to the work of 1.6 million seafarers worldwide. With current COVID-19 restrictions, many have had to remain onboard the ships calling at Port Botany and Port of Kembla beyond the normal designated maximum period of 11 months. To help bring a bit of comfort and cheer for these vital workers, NSW Ports worked with The Mission to Seafarers to hand deliver 85 pizzas to seafarers in port at Port Kembla and Port Botany.

WIN News segment: 25 June 2020 <http://my.tvey.es/Ws2x4>

Media release: <https://www.nswports.com.au/news/article/internationalseafarersday>

The Illawarra Mercury coverage of this initiative ran on Saturday 27 June. View the print coverage [here](#).

## **4. Committee Member Updates**

### **4.1 Port Kembla Tenant Updates**

#### **Port Kembla Coal Terminal:**

- We have changed our rosters to split the workers into two separate teams to increase social distancing but other than this, our site is operating as normal.

#### **Pacific National:**

- Last meeting PN outlined an education and enforcement program for the rail crossings at Old Port Road and Foreshore Road Port Kembla. Amended details as follows:
- TfNSW will be conducting an education and enforcement program for the rail level crossings at Old Port Road and Foreshore Road Port Kembla.
- The timing of this program has been adjusted and will now run in Q1 of FY21.
- Media and local communications will commence in September with on-site enforcement scheduled from Monday 21/9/20 to Thursday 1/10/20.

#### **Port Kembla Gateway:**

- Operations are business as usual

#### **BlueScope Steel:**

- Nothing to report this month.

#### **Quattro Ports:**

- Operations are business as usual.

#### **AAT:**

- AAT is operating business as usual however shipping volume is down around 50% for May & June.

### **4.2 Other Agency and Council Updates**

#### **4.2.1 EPA Report**

A report from the EPA's Illawarra unit is attached as Appendix D.

[COVID-19 noise exemptions](#)

The Environmental Planning and Assessment (COVID-19 Development-Construction Work Days) Order 2020 (the Order) was issued by the Department of Planning, Industry and Environment in late March 2020. It details extended working hours to ensure the health, safety and welfare of communities, as well as workers to facilitate social distancing on construction sites. It does not excuse licensees from their obligations under the Protection of the Environment Operations Act 1997, and they must still comply with all conditions of consent, other than those which restrict hours of work or operation on a Saturday, Sunday or public holiday.

EPA's website now includes [updated information to reflect the Gazetted Orders](#), including a section on 'Construction industry responsibility' at the very bottom of the page. The EPA is not prohibited from using its powers and there are restrictions on what types of activities can occur and when. Where there are recognised adverse impacts on the community or from a public health perspective, there is provision for the Order to be reviewed.

The EPA is working with licence holders to ensure compliance with licence conditions.

## 4.3 Other Member Updates

These two abstracts have been submitted to the PKHEG by John Morrison. Please contact John if you wish to obtain a copy of these papers. Note the first 5 authors are based in Australia.

### 4.3.1 Characteristics of global port phytoplankton and implications for current ballast water regulations

*Brenda M. et al*

The International Maritime Organization and U.S. Coast Guard have implemented regulations to reduce introductions of non-indigenous species via ballast water (BW). For phytoplankton, regulations limit discharges to <10 live/viable cells mL<sup>-1</sup> (size: 10–50 µm), ignoring other size fractions. Additionally, challenge conditions of 100 (shipboard) and 1000 (land-based) cells mL<sup>-1</sup> are required in BW management system certification testing. How these requirements correspond to natural phytoplankton populations is poorly resolved. We analyzed phytoplankton samples from 31 major ports to evaluate: a) how natural communities compare to challenge requirements and b) abundances of unregulated size fractions (i.e., <10 and ≥50 µm). None of the ports met land-based challenge conditions, and only 32% met requirements for shipboard testing. Approximately 71% of organisms ≥50 µm were centric diatoms, also unregulated by current protocols. This study demonstrates that current regulations do not consider natural phytoplankton populations, limiting control efforts for potentially harmful non-indigenous species.

### 4.3.2 Sediment metal enrichment and ecological risk assessment of ten ports and estuaries in the World Harbours Project

*Birch G. F. et al*

Ten global harbours were assessed for sediment quality by quantifying the magnitude of anthropogenic change and ecological risk. Anthropogenic change (enrichment) was high for Derwent River and Sydney estuary, moderate for Santander Harbour, Rio de Janeiro and Dublin Port, slight for Hong Kong, minimal for Darwin. All 10 enrichment indices used showed similar results. Derwent River sediment was rated at high ecological risk, followed by Sydney and Santander estuaries with moderate risk. Auckland and Darwin sediments exhibited minimal ecological risk and sediment in the remaining harbours (Dublin, Hong Kong, Ravenna, Ria de Vigo and Rio de Janeiro) were assessed at slight ecological risk. The extraordinary variety of environments and types/quantities/qualities of data investigated resulted in as much a critique and development of methodology, as an assessment of human impact, including unique techniques for elemental normalisation and contaminant classification. Recommendations for an improved technical framework for sediment quality assessment are provided.

## 5. Items and Projects of Interest

### 5.1 The Climate Implications of Using LNG as a marine fuel

Although liquefied natural gas (LNG) contains less carbon per unit of energy than conventional marine fuels, its use might not reduce greenhouse gas (GHG) emissions on a life-cycle basis. This paper compares the life-cycle GHG emissions of LNG, marine gas oil (MGO), very low sulfur fuel oil, and heavy fuel oil when used in engines suitable for international shipping, including cruise ships. The analysis includes upstream emissions, combustion emissions, and unburned methane (methane slip), and we evaluate the climate impacts using 100-year and 20-year global warming potentials (GWPs).

Over a 100-year time frame, the maximum life-cycle GHG benefit of LNG is a 15% reduction compared with MGO, and this is only if ships use a high-pressure injection dual fuel (HPDF) engine and upstream methane emissions are well-controlled. However, the latter might prove difficult as more LNG production shifts to shale gas, and given recent evidence that upstream methane leakage could be higher than previously expected. Additionally, only 90 of the more than 750 LNG-fueled ships in service or on order use HPDF engines.

Using a 20-year GWP, which better reflects the urgency of reducing GHGs to meet the climate goals of the International Maritime Organization (IMO), and factoring in higher upstream emissions for all systems and crankcase emissions for low-pressure systems, there is no climate benefit from using LNG, regardless of the engine technology. HPDF engines using LNG emitted 4% more life-cycle GHG emissions than if they used MGO. The most popular LNG engine technology is low-pressure dual fuel, four-stroke, medium-speed, which is used on at least 300 ships; it is especially popular with LNG fueled cruise ships. Results show this technology emitted 70% more life-cycle GHGs when it used LNG instead of MGO and 82% more than using MGO in a comparable medium-speed diesel (MSD) engine.

<https://theicct.org/publications/climate-impacts-LNG-marine-fuel-2020>

## 5.2 Spectroscopy from space lets satellites spy out ocean plastic patches

By Tom Metcalfe May 2020



*Henderson Island lies in the South Pacific, about halfway between New Zealand and Chile making it one of the most remote places on Earth. However, while this remote, uninhabited, tiny landmass may look idyllic and untouched by humans, it's one of the most plastic-polluted places on Earth with plastic washing up on its shores daily. It is hoped that the new satellite technique to spot plastics will help to tackle oceanic pollution by establishing where the waste is coming from*

Satellite images can now be used to detect small patches of plastic litter floating in coastal water, thanks to the unique way they reflect light.<sup>1</sup> The 'spectral signature' of the floating plastics distinguishes them from natural materials, like seaweed and timber – and the method is sensitive enough to spot plastics floating among natural materials in patches smaller than 10m across.

Lead author Lauren Biermann, a biogeochemist at the Plymouth Marine Laboratory, UK, says the method detects floating patches containing macro-plastics – like plastic bottles or pieces of polystyrene foam – that are destined to degrade into even smaller microplastics. Scientists have identified microplastics – defined as fragments that are less than 5mm in length – as a pollutant in ocean ecosystems, and floating macro-plastics are where most come from. 'Whatever you are spotting as a macro-plastic is eventually going to become a microplastic and contribute to the global load,' Biermann says.

Two recent studies from the British Antarctic Survey have highlighted the problems of plastic pollution floating in the oceans.<sup>2,3</sup> One found that plastic debris, including fishing gear and litter, has been washing up on beaches in the sub-Antarctic regions of South Georgia and the South Orkney Islands for at least 30 years. Another reported that sub-Antarctic seabirds, such as the wandering albatross and the giant petrel, often mistake pieces of plastic litter for prey, and eat them. And a new study from the University of Manchester shows how microplastics that eventually sink to the seafloor can be concentrated by currents.<sup>4</sup> It reports a thin layer of 1.9 million pieces of microplastic in a single square metre of seafloor in the Tyrrhenian Sea, west of Italy – the highest level of seafloor microplastics ever recorded.

Macro-plastics can be distinguished in satellite images from other floating objects mainly by what they don't do. Plants like seaweed reflect many of the same light wavelengths, but plastics don't show activity in at the 'red edge' of the near-infrared spectrum – a marker for plants' chlorophyll. 'It's quite distinctive,' Biermann says. 'It's more about the lack of photosynthetic activity ... what you're looking for is an absence of that.'

The detection method was partly based on Instagram photographs of floating plastic pollution after a storm in South Africa's Durban Harbour in April 2019, which enabled Biermann to identify plastic patches in satellite images taken that day. Similar observations of floating plastics could help refine the method, she says, which has been tested in satellite images from the coasts of Ghana, Scotland, Vietnam and western Canada. The more awareness we raise about this, hopefully the more people will say "I took a photo of this plastic patch when I was out on my boat ... and it was on this day, at this time", she says. 'That is like gold.'

Biermann has trained a machine learning algorithm to scan images from the European Space Agency's Sentinel-2 satellites, to automatically identify floating patches with a significant amount of plastic – as little as 10 or 20% of a 10-metre-wide pixel, she says. Ultimately, it could be used to create global maps of floating plastic hotspots in the oceans, to enable clean-up operations and to learn more about how the plastic patches form, she says.

Environmental scientist Arturo Castillo Castillo, of Imperial College London, who was not involved in the study, says automated detection of plastic patches from satellite photographs is promising, but could be improved. Among other issues, 'they need to validate that what is identified as plastic actually is plastic'.

The next step will be to use the satellite photographs to determine where floating patches of plastic litter originate and to take measures to reduce them, he says. 'How do they move, how do they end up where they end up – but more interestingly, where do they come from?'

### References

- 1 L Biermann et al, Sci. Rep., 2020, 10, 5364 (DOI: [10.1038/s41598-020-62298-z](https://doi.org/10.1038/s41598-020-62298-z))
- 2 C M Waluda et al, Environ. Int., 2020, DOI: [10.1016/j.envint.2020.105460](https://doi.org/10.1016/j.envint.2020.105460)
- 3 R A Phillips and C M Waluda, Environ. Int., 2020, DOI: [10.1016/j.envint.2019.105443](https://doi.org/10.1016/j.envint.2019.105443)
- 4 I A Kane et al, Science, 2020, DOI: [10.1126/science.aba5899](https://doi.org/10.1126/science.aba5899)

## 5.3 Microplastics in the Air

Microplastics show up in soil, the deep ocean, beer, fish nurseries, table salt, bottled water, tea, all kinds of marine mammals, and human stool. One study published last year estimated that Americans might ingest as many as 121,000 of the particles per year. At less than 5 millimetres long, the tiny synthetic polymer particles are one of the most ubiquitous pollutants in our environment. Thanks to a new study, researchers can add another microplastic-ridden thing to the list: the ocean breeze. In a study published in Plos One, researchers from the University of Strathclyde and the Observatoire Midi-Pyrénées at the University of Toulouse recorded microplastics in the ocean air along the southwest Atlantic coast of France, reports Matt Simon for Wired. According to the study, researchers estimate that sea spray could release up to 136,000 tons of microplastic particles into the air per year.

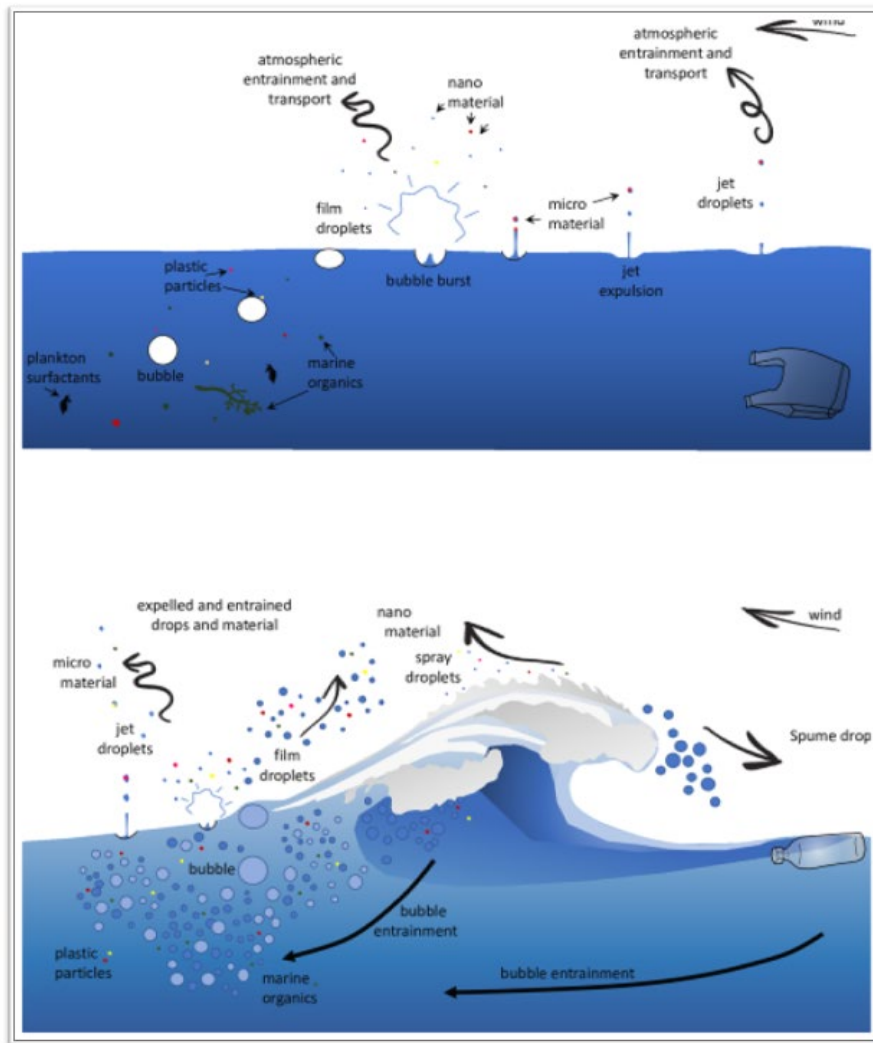
Researchers demonstrated in the laboratory how microplastics can be released into the air via “bubble burst ejection,” reports Karen McVeigh at the Guardian. The process works like this: Bubbles bring microplastics—as well as air, salts, bacteria and other particles—to the ocean's surface. Then, when ocean waves break and cause those bubbles to burst, particles are launched into the winds blowing above the water.

This finding might help explain where “missing” plastic that enters the ocean has gone, Aristos Georgiou reports for Newsweek. “We have an estimated 12 million tonnes entering the sea every year but scientists have not managed to find where most of it goes—except in whales and other sea creatures—so we looked to see if some could be coming back out,” Deonie and Steve Allen, spouses and lead co-authors on the study, told Newsweek.

This means that oceans can act as both a sink and a source of microplastic pollution, Wired reports. “Previous studies have shown that plastics and microplastics can be washed onshore from the oceans, and that larger plastics can be blown onshore. But this is the first study to show that sea spray can release microplastics from the ocean,” University of Manchester earth scientist Ian Kane, who was not involved in the study, tells Wired. “Even if blown onshore, it is likely that much will make its way, eventually, into watercourses and the sea. Some may be sequestered into soil or vegetation and be ‘locked up’ indefinitely.”

Researchers recorded up to 19 microplastic fragments in a cubic meter of air along a low-pollution beach on the Bay of Biscay in Aquitaine, France. Deonie and Steve Allen tell Newsweek that this figure is “surprisingly high,” specifically because the body of water they tested is not especially polluted. “We know plastic moves in the atmosphere, we know it moves in water,” Steve Allen tells the Guardian. “Now we know it can come back. It is the first opening line of a new discussion.”





## 6. Other Business

### 6.1 Community Request for Information

Mark Peterlin requested any information on a proposed desalination project.

NSW Ports has no information regarding a potential desalination plant. We are aware of media reports indicating that the NSW Government is developing a water supply strategy for greater Sydney, but do not know if this has any implications for Port Kembla.

### 6.2 Format of future meetings

NSW Ports has developed a short survey to gain your feedback on the potential format of future meetings. The survey will only take a few minutes and will be open until 10 July 2020.

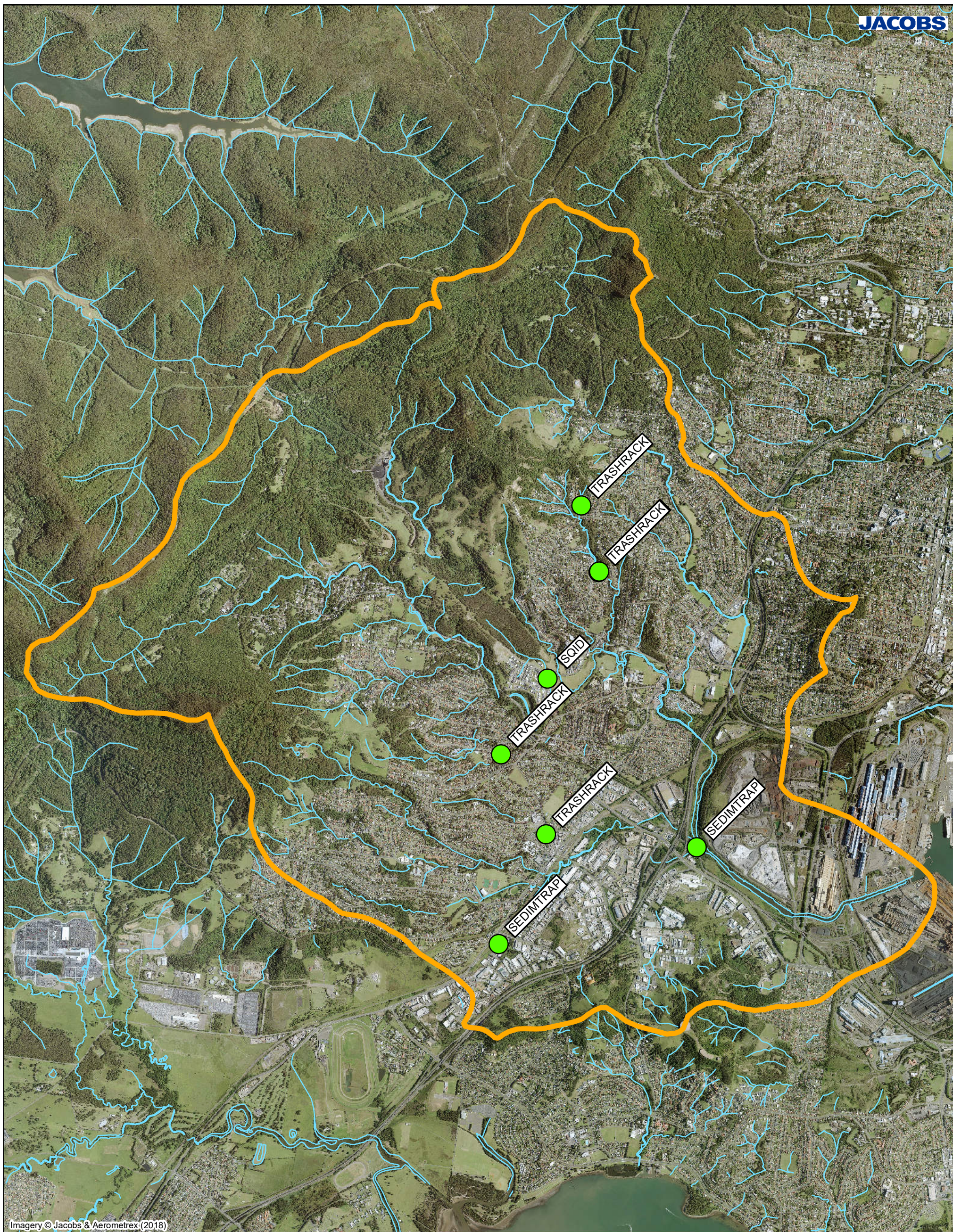
#### **ACTION FOR COMMITTEE MEMBERS**

Please complete the short survey here: <https://www.surveymonkey.com/r/5G7S5XM>

### 6.3 Consultation Feedback

If you have any other feedback, questions or comments about anything provided in this report, please email through to [Alison.wedgwood@nswports.com.au](mailto:Alison.wedgwood@nswports.com.au) by 10 July 2020. A summary of all feedback received will be provided to the committee.

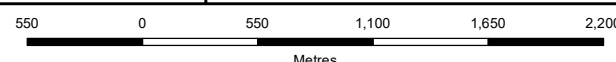
# **APPENDIX A – Wollongong City Council Water Quality Measures**



Imagery © Jacobs & Aerometrex, (2018)



# ALLANS CREEK Gross Pollutant Traps



GIS ref.: gj12094\_01

Printed: 5/02/2020

Aerial Photography: 2018

Scale 1:36,100



Imagery © Jacobs & Aerometrex, (2018)



# WOLLONGONG CITY Gross Pollutant Traps



GIS ref.: gj12094\_01

Printed: 5/02/2020

Aerial Photography: 2018

Scale 1:11,700

# **Appendix B – Extract from the Qualitative Assessment of Hazards and Risks from Port and Industrial Operations Sherpa 2019 Report**

## REPORT

# QUALITATIVE ASSESSMENT OF HAZARDS AND RISKS FROM PORT AND INDUSTRIAL OPERATIONS

## PORT KEMBLA

## NSW PORTS

**PREPARED FOR:** Trevor Brown  
NSW Ports HSE & Risk Manager

**DOCUMENT NO:** 21332-RP-001  
**REVISION:** 0  
**DATE:** 6-Sep-2019

## 1. SUMMARY

### 1.1. Background, scope and approach

Port Kembla handles a range of dry bulk, bulk liquid and general cargo in addition to being the largest motor vehicle import hub and grain export terminal, and second largest coal export port in New South Wales. BlueScope Steel operates a major integrated steelwork adjacent to the port.

The role of NSW Ports as the Port Manager for Port Kembla, is to plan for and oversee the development of the port, facilitate the safe and efficient operation of the port, and coordinate emergency response across the port precinct.

There is potential for abnormal incidents to occur as a result of port and industrial operations at Port Kembla, that may affect port workers, visitors and public users of port facilities (e.g. breakwaters, boat ramp).

NSW Ports believes it is prudent to consider the overall level of risk exposure in the port and how this should be managed in the event of an abnormal incident, particularly with the recent introduction of passenger cruise ship visits.

It is noted that NSW Ports does not directly own or control the risk of an abnormal incident occurring at any of the operating sites. However, to assist to define any improvements to the overall management of these types of event, NSW Ports decided to undertake a qualitative assessment of hazards and risks from port and industrial operations at Port Kembla with input from stakeholders.

The process included:

- Identifying relevant stakeholders and categorising these as risk sources, receptors or other interested parties.
- Obtaining operational and abnormal incident information from the risk sources and compiling a risk register of scenarios with the potential to have an impact on third parties outside the boundary of the risk source.
- Consolidating the risk register into a set of 'representative risk scenarios' and assessing the risk based on the NSW Ports risk matrix.
- Reviewing the representative risk scenarios in a stakeholder workshop to confirm these appropriately covered the potential risk scenarios, the offsite exposures and the residual risk (ie risk level including the effect of any control measures already adopted by the risk source).
- Developing a set of recommendations for NSW Ports to use to improve management of abnormal incidents within the Port area.
- Developing an interactive map that could be used to display the location of relevant risk sources and receptors, the type of risk and risk level.

The focus was on acute risks only that had a potential impact on people from a safety (ie injury / fatality) or amenity (eg irritation) perspective.

The scope did not cover risk of asset damage, production losses, commercial or business risks, typical industrial issues such as heavy vehicle traffic and noise, or risks with environmental impacts (ie to air, water, soil) only. Health effects due to any chronic or repeated exposures associated with routine operations were also not part of the scope.

## 1.2. Identified risk scenarios

Broadly, the relevant abnormal incident or emergency scenarios were grouped according to the typical substances handled by the risk sources as per Table 1.1.

A summary of the representative scenarios, associated affected receptors and risk rankings is provided in Table 1.3.

**Table 1.1: Substances**

Substances	Examples	Typical Effect / Impact
Toxic materials	Fumigants such as methyl bromide	Small inventories Severe effect (injury / fatality) but limited impact area
Flammables	Fuels LNG (future only)	Large inventories Severe effect (injury / fatality), wider impact area
Dust (Combustible)	Grain Coal	Onsite effect Explosion debris may go offsite injury / fatality, directional – very low probability of direct impact on person
Toxic combustion products	Sulfur – has potential for toxic combustion Various process upset conditions	Mostly buoyant / elevated Widespread but minor effect (irritation, amenity)
Dust (irritant / dirty)	Irritant dusts: eg clinker, cement, fertilisers, grains  Visual amenity / dirt: eg soda ash, limestone, gypsum, mineral concentrates, iron ore, coal, various process upset emissions	Widespread but minor effect (irritation, amenity)
Odourous materials	Coal tar	Widespread but minor effect (irritation, amenity)



### 1.3. Recommendations

A summary of the recommendations arising from the risk review process is provided in Table 1.2.

NSW Ports has committed to developing a timeframe for progressing these recommendations and will periodically inform stakeholders of progress.

NSW Ports will also schedule a review of the risk assessment periodically, or if significant changes (eg new type of land use, changes in hazardous materials) is proposed.

**Table 1.2: Recommendations**

ID	Recommendation	Responsibility
1	ACTION 1: Communications – investigate ‘best practices’ at other ports for direct notification of multiple parties in event of an incident (complements existing situation, ie each site with own ERP / PIRMP running down list of phone numbers which can take a long time), eg Port of Melbourne (call centre based), Port Botany (radios) and pros and cons of each option	NSW Ports
2	ACTION 2: Review operating practices and consider implementing/refining trigger-action-response protocols to minimise risk of airborne pollutants impacting sensitive receptors within the port.	Risk sources
3	ACTION 3: Review potential means of evacuation from public areas (mainly the breakwater) -consider whether evacuation from water side rather than land side (eg using boat to access) is required (most applicable to future uses eg LNG, TQ). Consider appropriate means of communicating the need to evacuate (e.g. sirens, lights, signage).	NSW Ports
4	ACTION 4: Review the adequacy of cruise ship management of passengers during an event / emergency. Clarify procedures in place for ship captains currently and consider pre-defining the emergency response plan with respect to incidents affecting cruise ships, ie under which scenarios passengers should be put back on ship, continue to exit in buses etc.	Cruise ship operators
5	ACTION 5: Clarify the communication protocols currently in place and whether they are adequate to notify ship captains (not confined to cruise ship only -any ship that is entering / using port) regarding an on-going incident before the ship approaches/enters the port.	NSW Ports and Port Authority of NSW
6	ACTION 6: Audible alarms – determine if an emergency siren and signage is needed for public areas, eg in breakwater area	NSW Ports
7	ACTION 7: Develop formal Port wide emergency exercise schedule to cover representative risk scenarios. These should cover both ‘significant’ risks as well as the most likely incidents.	NSW Ports

**Table 1.3: Representative risk scenario summary**

Scenario	Impact	Immediate neighbours	Cruise Ship	Publicly accessible areas (within the Port boundary)	'Hazard' Type	Risk Category	Consequence	Frequency	Risk	Emergency Services response?
Dust clouds / emission - stockpiles or materials handling (eg cement, coal, grain, fertiliser, steelworks raw materials etc)	Visible effect / amenity issue within several hundred metres	Yes	Yes	Yes	Dust (amenity)	Reputation	Minor	Possible	Low	No
	Potential irritation to employee working in neighbouring industry	Yes	No	No	Dust (amenity)	H&S	Minor	Possible	Low	No
Dust explosion within coal / grain handling equipment	Onsite damage, but debris may impact offsite	Yes	No	No	Dust (combustible / explosion)	H&S	Critical	Rare	Significant	Yes
Release of acutely toxic material (eg fumigant)	Potential injury / fatality within a hundred metres	Yes	Yes	No	Toxic	H&S	Critical	Unlikely	Significant	Yes
Toxic combustion products from fires (eg sulfur, coke ovens, blast furnace, material stockpiles)	Visible effect /irritation/ amenity issue within several hundred metres	Yes	Yes	Yes	Toxic	H&S	Major	Possible	Significant	Yes
Fuel terminal leak and fire	Potential injury / fatality within tens of metres	Yes	Yes	Yes	Flammables (fire / explosion)	H&S	Critical	Rare	Significant	Yes
Flammables (all types) leak with or without ignition - reputational issues	Media attention, risk perception issues	Yes	Yes	Yes	Flammables (fire / explosion)	Reputation	Major	Rare	Moderate	Yes
Shipboard fire (not involving flammable cargo of LNG, gasoline etc)	No effects beyond from fire but smoke may have a widespread effect	Yes	Yes	Yes	Flammables (smoke)	H&S	Moderate	Possible	Moderate	Yes
Visible emission - fugitive emissions from processes	Visible effect / amenity issue within several hundred metres	Yes	Yes	Yes	Dust / smoke / plume (amenity)	Reputation	Minor	Possible	Low	No
Odours (eg coal tar at wharf, grain rotting)	Irritation/ amenity issue within several hundred metres	Yes	Yes	Yes	Odour	Reputation	Minor	Unlikely	Low	No

Scenario	Impact	Immediate neighbours	Cruise Ship	Publicly accessible areas (within the Port boundary)	'Hazard' Type	Risk Category	Consequence	Frequency	Risk	Emergency Services response?
Building fire	No effects from fire but smoke may have a widespread effect	Yes	Yes	Yes	Flammables (smoke)	H&S	Minor	Possible	Low	Yes
Odourous releases - Sewage	Odour and irritation/amenity issue -100s of metres from site	Yes	Yes	Yes	Odour	H&S	Minor	Possible	Low	No
LNG leak and fire / explosion (future only)	Potential injury / fatality within hundreds of metres	Yes (future only)	No	Yes (future only)	Flammables (fire / explosion)	H&S	Extreme	Rare	Significant	Yes
Gas pipeline leak and fire (future only)	Potential injury / fatality within tens of metres	Yes (future only)	No	No	Flammables (fire / explosion)	H&S	Major	Rare	Moderate	Yes

# Appendix C – Draft Terms of Reference for the Port Kembla Harbour Environment Group

# Community Consultative Committees

## ***Draft Terms of Reference***

### **Overview**

Over the years, NSW Ports (and formerly Sydney Ports Corporation and Port Kembla Port Corporation) has coordinated a range of Community Consultative / Liaison Committees with the purpose of sharing information about port and intermodal activities amongst port tenants, local and State authorities, community and special interest group representatives. These have evolved over time to become the following three committees – the Port Botany Community Consultative Committee (PBCCC), the Enfield Community Liaison Committee (ECLC) and the Port Kembla Harbour Environment Group (PKHEG).

The recent introduction of new Community Consultative Committee Guidelines by the NSW State Government has presented an opportunity to revisit the Terms of Reference (ToR) or 'Charter' that is in place for each of these long-standing committees. In doing so, we aim to replace the three separate ToR's with one overarching ToR whilst also highlighting the specifics of each committee.

We recognise we need to undertake this process collaboratively and, to that end, the purpose of this draft ToR is to seek feedback from each of our stakeholders on how they want each of the three committees to be run. The draft ToR is set out below for comment.

### **Our engagement objectives**


NSW Ports is committed to working transparently and constructively with our stakeholders and communities to:

- Secure sustainable and efficient port supply chains for the people and businesses of NSW.
- Explain the value of our ports and intermodal terminals and increase stakeholder awareness of the importance and sustainability of shipping, ports and logistics.
- Manage the impact of port and intermodal terminal operations and developments in a way that balances efficient operations with the environment in which they operate.
- Foster whole-of-port action towards sustainability among staff, contractors, tenants, community and government.
- Receive feedback on operational impacts and input to development and planning processes.

Our engagement objectives are to:

- Embed community feedback in our thinking about strategy and operations, and our decision-making process.
- Set expectations so that our stakeholders and the community know the parameters of each engagement activity – what it includes and what it doesn't include, ensuring 'no surprises'.
- Provide ongoing opportunities for community and stakeholder participation and feedback.
- Listen to feedback, investigate suggestions and use it in decision-making (where appropriate). Explain how feedback and input is being used or where not used, provide an explanation as to why.

Our engagement approach is guided by the IAP2<sup>1</sup> Participation Spectrum, which helps define the community's role in an effective participation process. While most of our engagement takes place in the range of 'inform' to 'involve', we aim to broaden our current engagement program to include opportunities to 'collaborate'.

INCREASING IMPACT ON THE DECISION 					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

© IAP2 International Federation 2018. All rights reserved. 20181112\_v1

## NSW Ports engagement principles

In keeping with our engagement objectives, we have developed a set of engagement principles which will assist in building stakeholder and community trust. These principles have been informed by stakeholder and community feedback from NSW Ports' 2019 Reputation Research, and include:

1. **Clear and timely information** - we will provide clear and prompt information about key initiatives and developments taking place within the port or intermodal precincts where we can.
2. **Meaningful and genuine** - we will facilitate genuine opportunities to listen to, understand and respond to the needs, ideas and concerns of our stakeholders and the community.
3. **Better together** - we will work constructively with our stakeholders and the community in the interest of securing sustainable and efficient port supply chains for the people and businesses of New South Wales, whilst minimising the impact our business has on the environment and the communities in which we operate.
4. **Open and transparent** - we aim to proactively and openly engage with stakeholders to ensure a coordinated and transparent approach.
5. **Adaptable** - we will be flexible and willing to adapt based on stakeholder feedback.

<sup>1</sup> International Association for Public Participation (IAP2) Framework

# Port Kembla Harbour Environment Group

## *Draft* Terms of Reference

### **Purpose**

Stakeholder and community engagement is an important part of NSW Ports' strategic thinking, operations and our decision-making process. Our involvement in the Port Kembla Harbour Environment Group provides a forum to promote information sharing, consultation and collaboration between NSW Ports, port and intermodal tenants, the local community, government agencies and local councils on intermodal operations, developments, initiatives and issues. This forum also enables committee members to provide feedback on the business' operations and activities.

The Port Kembla Harbour Environment Group (PKHEG) was formed in 1998 from the previous Port Kembla Harbour Catchment Management Committee as a forum for port stakeholders and community to work collaboratively towards a sustainable and healthy waterway and harbourside environment. The Group meet bi-monthly to exchange information and promote the achievement of environmental goals for Port Kembla Harbour and its surrounding community. It also aims to contribute to general awareness & understanding of the harbour environment and associated issues within the catchment, facilitate the completion of appropriate research and monitoring activities with analysis and dissemination of the results and stay abreast of environmental policy, regulations, guidelines and management practices of relevance to the harbour and its catchment.

### **Operating Arrangements**

#### **1. Membership criteria**

NSW Ports seeks membership that reflects the community demographics and interest groups as closely as possible. Membership is sought from relevant local community, business and interest groups, port tenants and their contractors, local council and government agencies as agreed by NSW Ports and the independent Chair, and should include:

- Independent Chairperson
- Minute taker
- NSW Ports – a minimum of two and maximum of seven representatives
- Community representatives - and maximum of seven representatives
- Port Kembla port tenants and their contractors where relevant
- Industrial/commercial facilities adjacent to Port Kembla where relevant
- Environmental groups engaged in improvement projects in and around the harbour
- Wollongong Council
- Port Authority of NSW
- NSW EPA
- Transport for NSW
- University of Wollongong
- Department of Agriculture

Various experts connected with the operations or projects may also be invited to present to the Committee on specific topics or matters of interest. New members can be invited to join at any time, so long as membership does not exceed the maximum representation. New community members are required to complete an Application Form (refer Appendix A). Community nominations can be obtained by invitation from the Chair, in consultation with NSW Ports; nomination from existing members or in response to local media advertisements placed by NSW Ports. Membership will be evaluated by NSW Ports, the Committee Chair, and Council representatives for consistency with their ability to meet member responsibilities outlined below, with the Chair holding ultimate control over membership.

## **2. Member responsibilities**

Committee members will:

- Have an interest in logistics related issues and/or a demonstrated understanding of, or significant interest in, local environmental, business and community amenity issues around Port Kembla Harbour.
- Have a demonstrated interest in local community groups and/or activities.
- Recognise the need to balance between environmental, social and economic needs.
- Attend meetings at the times and dates set by the committee's independent Chair; actively participate in discussions; flag any confidential information being shared from the outset; and work collaboratively so that meetings begin and end on time.
- Read and review papers provided in advance of committee meetings and bring the views and perspectives of their organisation, local community / those they represent to the discussion.
- Suggest agenda items in advance of meetings.
- Be able to represent and share the views of their organisation / local community / those they represent with NSW Ports.
- Give feedback from the committee meetings to their organisation / wider community / those they represent as appropriate.
- Respectfully engage with other committee members, contribute to an atmosphere of open and constructive participation and openly communicate relevant concerns, interests and ideas and make reasons for any disagreement clear in a constructive and thoughtful manner.
- Ensure confidential matters handled by the committee are kept confidential and refrain from discussing these matters with other parties outside of PKHEG meetings.
- Not speak publicly on behalf of NSW Ports or on behalf of the PKHEG. All media enquiries relating to NSW Ports and its associated operations should be directed to the NSW Ports Corporate Affairs team. All media enquiries relating to the PKHEG should be directed to the Chair, where the request will be actioned in consultation with the NSW Ports Corporate Affairs team.
- Abide by the Code of Conduct outlined in the Terms of Reference

## **3. NSW Ports' responsibilities**

NSW Ports will:

- Work within the framework of the Terms of Reference.
- Support the Chairperson, introduce new members and their reason for joining in advance of first meeting attendance and provide other resources as required.
- Convene meetings at a time that is acceptable to the majority of the Group and arrange site inspections where required.
- Share the committee's advice and recommendations to relevant NSW Ports managers and staff.



- Where appropriate, give feedback on suggestions and ideas made by the Committee, explaining how each contributed to the decision-making process or the reason they did not.

#### **4. Role of the Independent Chair**

The Chair will:

- Provide leadership and facilitation of the meeting to ensure full participation during meetings, adherence to the Agenda, timekeeping and the appropriate recording of action items (through a delegate, as relevant).
- Act in a manner that is unbiased and independent of NSW Ports and other Committee members.
- Oversee the timely collation and distribution of meeting Minutes in addition to receiving correspondence between meetings for and on behalf of PKHEG and the group in question.
- Bring any breach of Conduct to the attention of the persons concerned. This may take the form of a verbal warning during the meeting (which is formally recorded in the meeting Minutes) or a written warning following the meeting. After three written warnings, the independent Chair may seek to replace the member.

#### **5. Confidentiality**

Confidentiality agreements may be put in place to ensure committee members can be provided with confidential material as needed and all members are expected to respect these agreements.

#### **6. Code of Conduct**

- The Chair will have the final say on the conduct of meetings and the finalisation of Minutes.
- Members are expected to attend the PKHEG at dates and times set by the Chair. If unable to attend, the committee member must advise the independent Chair in advance of the meeting. If the committee member misses three consecutive meetings the Chair may replace this position on the Committee.
- Attendees may not use intimidatory, offensive, defamatory or discriminatory language or actions in meetings or correspondence.
- The Chair may ask an individual to desist from certain behaviour or leave the meeting if the behaviour is not in accordance with the Code of Conduct or the Terms of Reference.
- Where a committee member does not attend three consecutive meetings, the Chair may replace this position on the PKHEG.
- The PKHEG is not to be used for personal or political interests.
- Correspondence directed to the PKHEG must be done through the Chair (or delegate).
- Members are required to adhere to the Member responsibilities and Code of Conduct outlined in this Terms of Reference as a condition of membership
- Community members are required to sign a declaration of pecuniary and non-pecuniary interests as a condition of membership (refer Appendix B).

#### **7. Attendance**

Attendance at the meeting may be in person or via suitable electronic means (where appropriate). Meeting attendance, including apologies, will be noted in the minutes of each meeting. It is expected that members should attend at least three meetings per calendar year. Members who fail to attend three consecutive meetings in a calendar year may have their membership revoked.

## **8. Agenda**

The Chair will advise on date, time and location for the meeting with at least one month's notice, in consultation with NSW Ports. All members will be invited to submit Agenda items for each meeting two weeks prior to the meeting, and provide the required agenda, papers and other documentation in advance of each meeting. Where (or if) an agenda item cannot be addressed sufficiently in the time leading up to the proposed meeting date, it will be the Chair's responsibility to ensure the item is carried over and addressed in either a subsequent meeting or through appropriate correspondence.

## **9. Minutes**

Minutes will be taken by an independent note taker under the guidance and direction of the Chair on behalf of the Chair and circulated to all stakeholders within two weeks of a meeting occurrence. NSW Ports will be responsible for retaining meeting Minutes and circulating copies of the minutes to committee members and stakeholders along with publishing on the NSW Ports website.

## **10. Meetings**

Unless otherwise agreed by the Committee, the PKHEG will meet bi-monthly, as per an agreed calendar with February, April, June, August, October, December as a guide.

## **11. Out of Session Items**

Where an issue of importance arises out of session that cannot be dealt with at a meeting, but does not require calling an additional meeting, the chair may circulate material out of session.

## **12. Review of Terms of Reference**

A review of these Terms of Reference will be undertaken every third year. Administrative changes will be made as necessary by NSW Ports when the Chair is satisfied that there is a valid reason for the amendment. Amendments to the Terms of Reference are to be endorsed by the Chair in consultation with the Committee. The version and date of the revision will be recorded in the footer of the Terms of Reference and a copy will be maintained on the NSW Ports website.

## APPENDIX A – PKHEG Application Form

Name of Applicant	
Address of Applicant	
Contact Phone Number	
Email Address	
Please describe your interest in Port Kembla? Have you had any involvement to date?	
In what ways do you feel you can add value to the Port Kembla Harbour Environment Group ?	
Have you participated in community liaison groups (or other such groups – i.e. community / environment) in the past? If so, please list and describe your experience.	
Can you, in a few words, describe your understanding of the local environmental/ community or business needs of the area neighbouring Port Kembla?	
Do you have any conflict of interest and/or connection with the port other than outlined above, i.e. related to a worker at the port, supplier to the port or any business operating at the port?	
If you are selected to join the committee, will you agree to abide by the Terms of Reference of the Committee and sign the Declaration of Pecuniary and Non-Pecuniary Interests?	
Signature of Applicant	

## APPENDIX B - Declaration of Pecuniary and Non-Pecuniary Interests

All members of the PKHEG must sign a declaration of pecuniary and non-pecuniary interests before they join the committee and keep this declaration up to date while they are members on the committee.

This declaration is designed to protect the integrity of the committee and the reputation of its members.

Examples of pecuniary interest may include but are not limited to:

- holding shares in an entity proposing or carrying out all or part of the major project
- holding a private contract with the proponent
- holding voluntary acquisition or mitigation rights under the proponent's consent
- receiving sitting fees or payments of personal expenses from the proponent
- a member representing a stakeholder group and the stakeholder group has received funding or grants from the proponent.

A pecuniary interest is an interest a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person. Money does not have to change hands for there to be a pecuniary interest.

A non-pecuniary interest is a private or personal interest a person has that does not amount to a pecuniary interest but that may arise from family or personal relationships, or involvement in community, social or other cultural groups that may include an interest of a financial nature.

**A no pecuniary or non-pecuniary interest to declare**

As a member of the Port Kembla Harbour Environment Group I declare that I have no pecuniary or non-pecuniary interest to prevent me from carrying out my role on the Port Kembla Harbour Environment Group impartially and in the best interests of the local and broader community.

Should this change, I agree to update this declaration and advise the PKHEG accordingly.

Name .....

Signature .....

Date

# Appendix D – Report from the EPA Illawarra Unit

# Environment Protection Authority

PO BOX 513, WOLLONGONG NSW 2520  
www.epa.nsw.gov.au

## PORT KEMBLA HARBOUR ENVIRONMENT GROUP — JUNE 2020

DOC20/461623

### GENERAL

#### Coronavirus update

The EPA has continued to regulate activities while maintaining the health and safety of staff and stakeholders. The EPA will continue to be guided by the latest advice from NSW and Commonwealth health authorities and will consider the impact of that advice in the delivery of our regulatory functions. Further information is available on the EPA's website at: <https://www.epa.nsw.gov.au/licensing-and-regulation/licensing/environment-protection-licences/guide-to-licensing/epa-response-to-covid-19>

### PLANNING

#### Eastern Gas Pipeline - Port Kembla Lateral Looping Modification

Jemena Eastern Gas Pipeline Pty Ltd submitted a request to the Department of Planning, Industry and Environment to modify the Eastern Gas Pipeline, a 797 kilometre (km) gas pipeline between Longford in Victoria and Wilton in NSW. The modification involves construction and operation of an approximately 5.6 km underground gas pipeline between Kembla Grange and Cringilla, duplicating (and running largely adjacent to) the existing branch line connecting the main Eastern Gas Pipeline to Cringilla. The pipeline will provide additional capacity to convey gas from the Port Kembla Gas Terminal of up to 214 petajoules per annum. The exhibition period recently closed, and the EPA provided a submission on the proposal to DPIE. Further information is available on DPIE's Major Projects website at <https://www.planningportal.nsw.gov.au/major-projects/project/26196>

#### South Coast Equipment (SCE) material handling facility at Port Kembla

Construction has commenced on the SCE materials handling facility located on the corner of Old Port Road and Christy Drive, Port Kembla. The work is being undertaken as an outcome of the NSW Land and Environment Court consent in 2017 and in accordance with the EPA's Environment Protection Licence (EPL 20984) issued for the site. The EPA has conducted a number of site inspections to ensure EPL conditions are being complied with.

### OTHER INFORMATION

#### BlueScope Steel (BSL) sinter plant bypass incident

In May 2020 BSL ended a scheduled maintenance program early and stopped operation of the sinter plant following a number of reported exceedances of its dioxins and furans licence discharge limit. The exceedances occurred while the waste gas cleaning plant pollution control system serving the sinter plant was shut down for scheduled major maintenance. The EPA is currently reviewing BSL's incident report and will determine an appropriate regulatory response. The sinter plant recommenced operation on 8 May 2020. BSL has reported that recent stack testing has demonstrated that emissions are complying with the licence requirements. For further information and monitoring results, please visit BSL's website at <https://www.bluescopeillawarra.com.au/>

#### Scrap metal handling at the former Port Kembla Copper (PKC) premises

In March 2020 Kilpatrick Holdings commenced leasing a portion of PKC's premises to undertake scrap metal processing activities. The EPA has responded to several reports of noise from nearby residents, conducted noise investigations and inspected the premises on several occasions. The EPA has liaised with PKC, Kilpatrick Holdings, and Wollongong City Council to help ensure the activity is conducted in a lawful and environmentally acceptable manner. This includes consideration of industrial activities that may be permissible at the site under existing planning controls. It also includes consideration of any necessary measures that may be required to minimise noise pollution.

#### Household Chemical CleanOut

Household Chemical CleanOut events are recommencing. Please check our website for upcoming events at <http://www.epa.nsw.gov.au/your-environment/recycling-and-reuse/household-recycling-overview/find-crccs-or-hcco>. Due to COVID-19 there are new protocols that participants need to be aware of. Before you attend a Chemical CleanOut event, please place all materials in the rear of your vehicle. On arrival, remain in your vehicle and our contractor will collect your items. Contractors onsite will be wearing PPE and following social distancing measures.

#### Industry Community Liaison Groups (CLG)

A BSL CCC meeting was held on 6 June 2019. A copy of the minutes will be made available on BlueScope Steel's website at <https://www.bluescopeillawarra.com.au/community/community-consultative-committee/>. The Port Kembla Pollution Meeting was held on 8 June 2019. The next meeting is 10 August 2019.

*William Dove*

15/6/2020

**WILLIAM DOVE**  
Unit Head Regulation - Illawarra