

MEETING AGENDA

Meeting #40

Port Botany CCC

Location: Online, via Zoom

Date: Tuesday, 1 August 2023

Time: 5.30pm - 7.00pm

Attendees	
<p>Community Members Charles Abela (CA) Peter Fagan (PF) John Burgess (JB)</p> <p>Council representatives Bronwyn Englaro – Randwick City Council (BE) Andy Smith – Bayside Council (AS) Sharon Mitchell – Bayside Council (SM) Josh Ford – Bayside Council (JF)</p> <p>Business Representatives Scott Eadie – DP World Creagh de Brabander – Elgas</p> <p>Professor Roberta Ryan – Independent Chairperson (RR)</p> <p>Isa Crossland Stone – Minute taker (ICS)</p>	<p>NSW EPA Erin Barker (EB) (for the first part of the meeting)</p> <p>Transport NSW Tony Matthews (TM) Kate Lewis (KL) Chris Williams (CW) Peta Chapman (PC) Adam Afamczewski (AA)</p> <p>Port Authority Nerida Green (NG)</p> <p>NSW Ports Bryan Beudeker (BB) Brooke Eggleton (BEg) Jonathan Lafforgue (JL) Jon Stewart (JSt)</p> <p>Apologies Patrick Medway – Bayside Chamber of Commerce (PM) Jennifer Stevenson - Hutchison (JS) Katy Shore – Electorate Offices of the Member for Kingsford Smith (KS) Natalie Cerda – Patrick (NC) Avishek Biswas – Vopak (AB) Jos Kusters – Ampol (JK) Jay Haidar – DP World</p>

Agenda Items

Welcome, apologies, introductions

RR welcomes everyone to the meeting and invites them to introduce themselves.

PF introduces himself; he is a community representative from Little Bay.

CA introduces himself; he is a community representative from La Parouse.

JB introduces himself; he is a community representative and a long-term member of this CCC.

BE introduces herself. She is the Senior Sustainability Officer at Randwick City Council.

NG introduces herself; she is from Port Authority NSW.

LK introduces himself; he works in Community Engagement for Waverley and Randwick at TfNSW.

PC introduces herself; she is Senior Communication and Stakeholder Engagement Officer at TfNSW.

AA introduces himself; he is from TfNSW and will be supporting his colleagues in the Kamay Wharf presentation.

TM introduces himself; he is the Project Delivery Manager for the TfNSW Kamay Wharf project.

CW introduces himself; he is the Environmental Sustainability Lead for the Kamay Wharf project.

AS introduces himself; he works in Economic Development at Bayside Council.

SM introduces herself; she is from Bayside Council.

JL introduces himself; he is the General Manager of asset optimization and environment at NSW Ports.

BEg introduces herself; she is the Communications Manager in the Corporate Affairs team at NSW Ports.

BB introduces himself; he is the Environment Manager at NSW Ports.

JSt introduces himself; he is the new General Manager of Strategy and Corporate Affairs for NSW Ports.

CD introduces himself; he is from Elgas.

SE introduces himself; he is from DP World.

EB introduces herself; she is from the NSW EPA. EB is unable to join the meeting in full and will be attending briefly for the first part of the meeting.

Conflicts of Interest and Previous Minutes

RR asks attendees to share any conflicts of interest regarding NSW Ports and the Botany Bay area.

RR asks JB and BB to endorse the previous minutes formally. They do.

Matters Arising

1. JB and NG to confer offline regarding the Ausgrid cables exposed at Watts Reef (Kurnell) and Bare Island, and to report back to the CCC with an update.

NG and JB updated that they have had one discussion offline, which was very broad. The conversation is an ongoing one. NG says that she will be in touch with JB offline, and this action will be ongoing.

This will follow over to the next meeting. ACTION

2. JB and NG to confer offline about the maintenance of the boat ramp and report back to the CCC with an update.

JB and NG say the status of this item is the same as Item 1. They will continue to discuss offline.

3. BB to provide an update on the recruitment of new community members for this CCC from the Matraville Precinct Committee.

BB says that he is pursuing this objective. It is an ongoing process, and identifying individuals who represent the community well is a challenge.

BB says that he has some candidates in mind, and he will be in touch with RR to discuss his suggestions. ACTION.

4. PF would like to briefly discuss the cruise ship terminal proposal.

The dock at the Hutchison terminal is a possible interim or permanent cruise ship terminal site. PF would like a definitive answer about whether this is a possibility.

JL speaks on behalf of NSW Ports, as the landlord of the Hutchison facility. He states categorically that there is no intention to use the berth for cruise ships. These berths are strictly container berths.

RR thanks JL, and notes that JS from Hutchison is an apology at this meeting. RR will follow up with JS offline to confirm Hutchison's position and will report back to PF offline. ACTION

From the perspective of Port Authority, NG says they are exploring various other options, but she does not believe Hutchinson terminal is part of these considerations.

JB says that he has heard from some employees of Hutchison who mentioned that they had heard this relocation may be a possibility. They asked JB for any information he might provide them.

JL says that the 2063 Master Plan forecasts that container trade demand is expected to increase to over 9 million TEU by 2063. Operating a cruise terminal out of this critical container ship berth is outside the scope of the Master Plan.

Presentations

1. DP World alarm replacement update - SE

SE provides an update on the initiatives DP World is taking to reduce noise issues.

He explains that over the past few months, the company has pursued an initiative to reduce the alarm noise issue. They believe that the issue is mostly under control.

SE updates that three weeks ago, they trialed a self-adjusting alarm as discussed at the last meeting.

The alarm was found to be far too quiet – inaudible from outside the direct area – and therefore unsuitable due to safety concerns.

SE says that they are continuing the search for a better alarm, which will ultimately be retrofitted to the existing machines.

DP World expects to receive proposals from 2 noise-management firms soon.

SE shares that DP World's noise complaint process has been upgraded. Complaints are very easy to submit online, and the webpage is much easier to navigate than it was previously.

SE explains that he planned to present on the lighting program at this meeting, but his accompanying technical expert was unable to attend at the last minute. This matter will be carried forward until the next meeting. ACTION

EB says that she has had an interest in this project. The EPA has been aware of the community concern surrounding the alarm noise and EB feels that there have been very good efforts by DP World to address it. She acknowledges that it is a work in progress.

EB adds that the upgraded complaint submission process will be very helpful. She urges community members to use it as needed, as their feedback is very valuable. Direct feedback to DP World is more efficiently dealt with than when complaints are filtered via the EPA.

JB says that there was a Notice of Motion about general noise issues passed through Randwick Council a few weeks ago. It requests that the Port Botany Authority put in place a noise abatement strategy to control the port noise levels. They have written to the State and federal minister requesting him to intervene on behalf of the residents, providing a letter to the EPA and the minister, requesting them to review the noise abatement strategy at Port Botany.

BE says that there was a noise working group from the agencies that was set up many years ago.

The group committed to developing a strategy based on a series of noise monitoring activities. The EPA was involved in this. There were more noise monitoring activities to occur before the strategy development phase.

BE says that the Council is committed to contributing funds to the strategy development. At this stage, it is a matter of following up with the noise working group who committed to developing a strategy.

EB says that there is a current working group in relation to noise, although they are not committed to a noise abatement strategy, per se. It includes government and some industry parties working together to address noise issues in the Port Botany area. It has resulted in a massive reduction in shipping noise.

EB offers to provide BE information offline regarding the involved parties, etc.

BE says that the resident who is behind the motion JB mentioned is likely not aware of the activities of this working group.

EB agrees. It is not a community-based working group.

BE says perhaps it would be helpful for the government working group to report to the community to keep them informed.

EB says that this information is available via the EPA's website and NSW Ports' website. She will provide some links to the group via email. ACTION

BB says that he has been giving presentations to the resident precinct communities and is in touch with the resident who pushed forward the motion to Council. BB says that SE has extended an invitation to a select group of residents to view the work that is being done on noise management.

SE says that it would be preferable to wait until DP World has a successful new alarm before giving this tour. He will confer with BB about this timing offline. ACTION

RR asks JB to send over the documents in question. ACTION

RR asks for an update to be provided on this matter at the next meeting. ACTION

2. TfNSW Kamay Wharf Project Update: KL, TM and CW TfNSW

RR introduces KL, TM and CW as the TfNSW presenters. She thanks them for taking the time to update the group.

Together, KL, TM and CW present an update on TfNSW's Kamay Wharf Project.

Their presentation is attached to the minutes in PDF format.

BE asks CW to confirm whether there is a Posidonia fragment bin at the boat ramp near Foreshore Beach for the committee to use.

CW says that there are no tanks for collection. Collection is all being done with the University rangers.

Operation Posidonia was a conservation activity working with the local community, whereas the Offset project is a legislative requirement for TfNSW. Getting the community involved by providing fragment bins is a potential to consider for the future. UNSW is keen to progress in that area.

BE says that there was recently a presentation from the Gamay Rangers about their collection bins at the boat ramp at Foreshore Bay. There is a lot of opportunity for the community to get involved.

CW says that the Gamay Rangers are also doing some work with the University. TfNSW's is one of a number of projects occurring around Botany Bay.

BE suggests that it would be good to have the Gamay Rangers present to the community.
ACTION

JB says that on the northern side of the bay there is minimal Posidonia left. What little that existed was destroyed in the extension of the port.

As a condition of Port expansion, the remainder of what Posidonia was left on the north side of the Bay was transplanted to Quibray Bay, with an expectation that it would be transplanted back to Port Botany when port development was completed. The Posidonia relocation to Quibray Bay was successful but regrettably the move back to Foreshore Beach and Penrhyn was not due to the turbidity of the water and excessive sand movement.

JB says that there have not been recent updates on the seagrass report on the Port Authority website.

Given the past lack of success with translocation on the northern side of the bay and the continued degradation of the seabed and other sea grasses due to changing wave energy patterns and ongoing sand movement. He questioned whether the Kamay Wharf team is aware of the damage that has occurred to marine grass in the area. He is skeptical of the recovery process but would be delighted to see it succeed.

CW says that that he is aware of previous transplantation activities. There were some done by Ausgrid. They are working with experts (including UNSW researchers and an independent scientist) from those projects who understand the reason of these previous failures, and therefore they are well-placed to avoid previous mistakes. CW believes that Operation Posidonia is using an effective planting style, where naturally detached shoots are replaced.

Regarding the upcoming community forum on this project on August 10, RR asks KL to send RR and ICS the link for distribution. ACTION.

PF asks about the commercial use of the wharf. Assuming commercial activities will use the

wharf (tour boats, for example), will they pay fees? Who will they pay fees to?

KL says that she is not sure, and will take this on notice in order to provide an answer shortly.
ACTION.

JL says that this location at La Perouse is a popular spot for windsurfing in winter and Spring. Will it be allowed for windsurfers to use this wharf for launching gear off, as it is for fishing and swimming?

KL says that she is unsure. She will take this question on notice to provide an answer shortly.
ACTION.

JB says that one of his concerns is that the boarding area for the jetty at La Perouse protrudes into this area, which is often used by windsurfers since the wind from the Northeast comes this way through Summer.

JL says that the Harbourmaster is removing the shipping channel which windsurfers use. The area is getting more restricted.

JB agrees that the future of this harbour as a recreational area is concerning. There are also safety concerns for kite surfers and windsurfers who risk collision with the concrete pilons of the wharf.

JB asks about the overnight berthing of the incoming ferry tenderer. NSW Ports and the Port Authority have previously been vocal in their opposition to having permanent berthing within the Port jurisdiction site and inquired if this was still the position of both bodies and if not had there been any other berthing locations considered?

KL says no. Until a ferry operator has been selected, this won't be clarified.

KL will follow this up and provide an update when one becomes available. ACTION.

Industry Updates

1. Vopak Update – AB
AB is an apology, so there is no update.

2. EPA Update – EB

Offline, EB reports that there are no updates from the EPA. She says that she is happy to receive any questions and respond offline if there are any for the EPA.

3. Hutchison Ports Update – JS

JS is a last-minute apology, so there is no update.

4. Qenos Update – MW

MW is an apology, so there is no update.

5. Patrick Update – NC

NC is an apology, so there is no update.

6. DP World Update – SE

SE says that DP World has no major updates, aside from the alarm upgrade program discussed earlier.

7. Randwick update – BE

BE says that the Council is continuing to work with the Raymond Avenue state-significant development.

They are presenting a Mod 2 on exhibition which proposes that trucks reverse into the warehouses. The Council has raised issues regarding potential reversing alarms and the potential noise impacts, given that NSW Ports have worked to remove reversing alarms.

This area is directly between the Port and the residential area, so potential disturbances to residents is concerning. There is also concern that the Port will be the receiver of noise complaints that are mistakenly assumed to come from them.

The developers will have to do some noise compliance testing when they become operational. BE confirms that this issue is still with the Planning department.

8. NSW Ports Business update – JL

JL says that Port Botany handles 2.27 million TEU for FY22.

This is a slight decrease from the previous year. JL suggests that this is due to a decrease in overall importing of containers in the post-Covid period.

The load to discharge ratio for FY23 was 1.01. This means that the port was able to evacuate more containers than it has imported.

There was therefore minimal congestion of containers.

JL updates that NSW Ports' empty container storage capacity is expanding, and they have almost completed the development of their new empty container park where they will have a new tenant.

Bulk liquid volumes were higher than the previous financial year, and similar volumes are projected

in the next 12 months.

9. Port Authority NSW

NG says that she will do a review of complaints for the Port Authority to share with the group.

BB believes that all such complaints shared with Port Authority are forwarded to him.

NG says that is good. She will follow up internally to ensure that BB receives all of them. ACTION

Committee Member Updates

1. Bayside Council Update – SM

SM says no update from Bayside Council at this stage.

As far as she knows, there have been no noise complaints to Bayside Council.

If anything comes into the area they are happy to look into it.

2. Elgas Limited Update – CD

CD says that there are no major updates from Elgas.

HSE Update

1. Summary of complaints and incidents – BB

BB reports that there was a total of 77 individual noise complains in the last quarter. 49 of these were related to ship noise, 28 related to alarm noise.

BB says that 17 of the ship complaints arose within a 3-day period and were in regard to a single ship which entered the port.

In response to these complaints, NSW Ports was in contact with this particular ship team directly, who were surprised at the complaints. They were proactive in their response, and agreed to take the ship off the Port Botany Route.

BB says that NSW Ports will continue to be in communication with offending ships. As ever, community feedback plays a very productive and welcome role here.

There are no environmental incidents to report, nor any major events to update on. There was one minor incident, wherein a truck driver collided with a barricade. He was taken to hospital, but his injuries are not understood to have been severe.

CA asks about the 77 noise complaints. At the La Perouse Community Precinct Committee, no one mentioned complaints. What suburbs are they coming from?

BB says that the majority are arising from the Matraville and Chifley areas, which receive more noise due to proximity and prevailing winds.

BB says that there are a lot of new ships moving in and out of the Port, and therefore it has been challenging to identify them individually.

CA says that there is a lot of concern around aircraft noise currently – this may have distracted

from complaints regarding boat noise within the La Perouse community.

2. PortBotanyExpansionRailNoise(asperCoA2.28)–BB

BB reports that there have been no rail noise complaints.

3. Biosecurity – BB

BB reports that there have been no biosecurity issues.

Other Business

PF shares that there is a website called 'Casual Navigation', which is a good resource for information regarding ships, shipping and tides. It includes helpful mini-lectures and graphics on various topics within these areas.

ICS will share the link to this resource with the group. ACTION.

BB recalls PF's previous presentation on the potential of using EVs at NSW Ports. He advised that a truck hydrogen refuelling station has opened at Port Kembla. There is potential that some hydrogen EVs will soon be in use between Port Kembla and Sydney.

BB says that one of the Port Botany terminal operators is looking at a potential EV truck trial.

RR raises the timing of the next meeting.

The group tentatively agrees on Tuesday, November 7. ICS will send diary hold.ACTION.

Next Meeting

Date:Tuesday, November 7

Time: 5:30pm–7:00pm

Location: Online, Zoom

Kamay Ferry Wharves



Briefing to NSW Ports Community Consultative Committee

1 August 2023
transport.nsw.gov.au



Acknowledgement of Country

We acknowledge the Bidjigal and Gweagal clans who traditionally occupied Kamay (Botany Bay) and pay respect to Elders past and present. We recognise and celebrate the diversity of Aboriginal peoples and their ongoing cultures and connections to the lands and waters of NSW.

Introductions

Kate Lewis – Communications and Engagement Manager TfNSW

Tony Matthews – Project Manager TfNSW

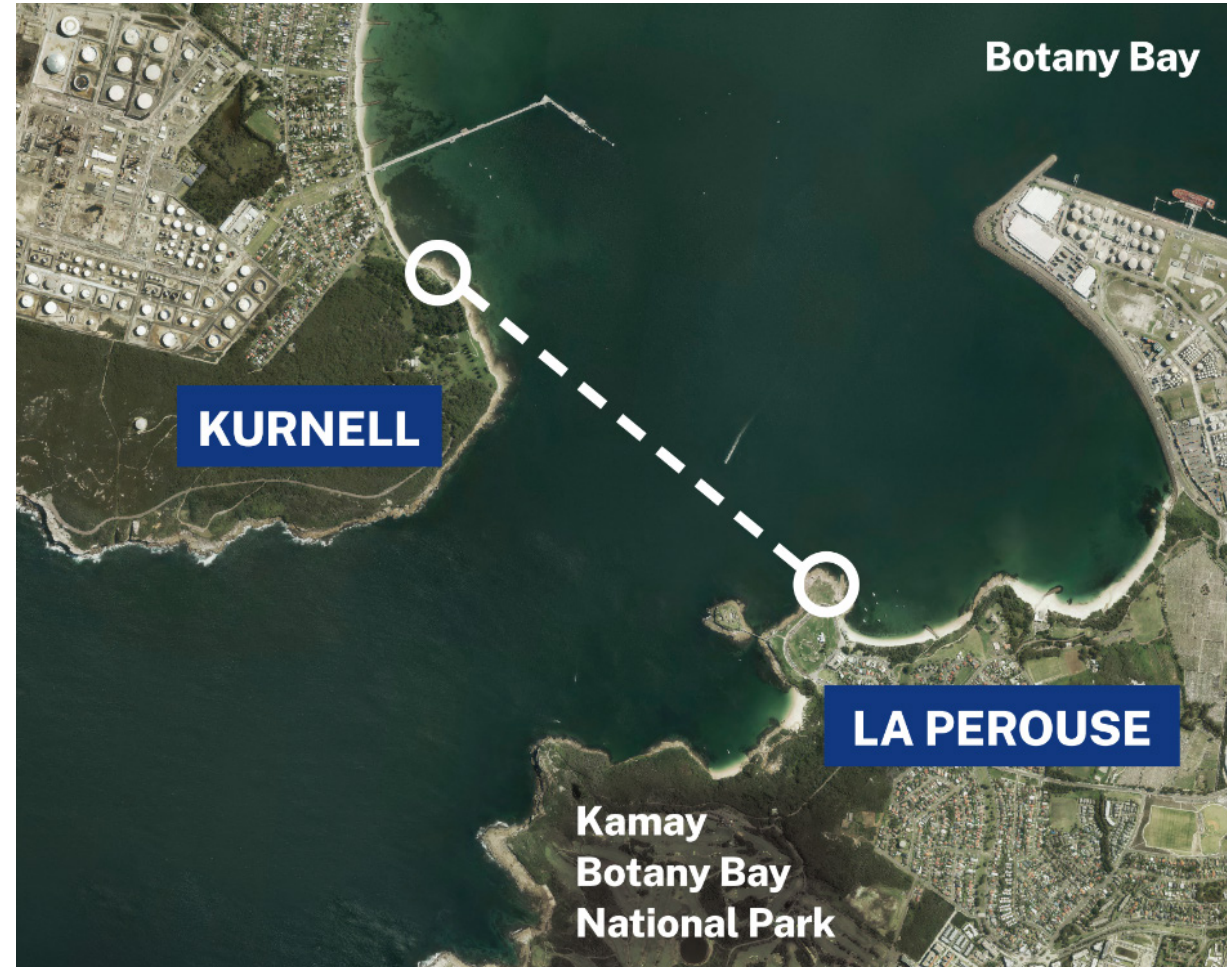
Chris Williams – Snr Environment Officer TfNSW

Peta Chapman – Snr Communications and Engagement Officer TfNSW

Adam Adamczewski – Project Manager McConnell Dowell Contractors

Kamay Ferry Wharves

- Replaces former ferry wharves at La Perouse and Kurnell
- Part of the Kamay Botany Bay National Park, Kurnell Master Plan
- The Master Plan is aimed at creating a significantly improved experience for visitors and locals and improving accessibility to this historic area
- The project recognises the rich culture and ongoing importance of the area to Aboriginal people, acknowledging the diversity of stories associated with this place
- Artworks by two local Aboriginal artists have been integrated into the designs of the jetty and the shelter structures at La Perouse and Kurnell
- The wharves will provide a valuable recreational resource for the community and will allow for future ferry access between both sides of the National Park



La Perouse Wharf



Artist impressions of La Perouse Wharf

Landscape design of La Perouse

La Perouse Wharf is ~184m long

- 'dog-leg' design – extending ~104 m from the shoreline.
- berthing area runs adjacent to the shoreline and is ~80 m long.



Kurnell Wharf



Artist impression of Kurnell Wharf

The Kurnell Wharf extends ~**224 m**.

Artist impression at Kurnell Wharf



OFFICIAL

Project update



Project update

- Following planning approvals, construction of both the La Perouse and Kurnell Wharves commenced in **June 2023**.
- Transport appointed McConnell Dowell as the delivery partner
- Community engagement undertaken in May, June and July 2023, included briefings to Randwick and Sutherland Councils, community drop-in sessions on site, community notifications, web updates and social media.
- The construction of the two wharves will occur at the same time
- The project is due to finish in **late 2024**.



Piling crane barge La Perouse



Site compound La Perouse

What work are we doing?

- Setting up our temporary work sites - Completed
- Establishing marine exclusion zones - Completed
- Seagrass translocation - Completed
- Marine Ecological, archaeological inspections - Completed
- Removing the existing viewing platform at Kurnell – Completed
- Marine Plant Mobilisation - Ongoing
- Building temporary work platforms to enable access for construction - Ongoing
- Installing the wharf piles and wharf structures – Piling commenced (La Perouse)
- Precast Concrete Production for structure elements – Ongoing
- Services and utilities installation
- Installing new parking (La Perouse)
- Landscaping and reinstating the areas
- Ongoing seagrass rehabilitation



Removal of viewing platform, Kurnell



Piling, La Perouse

Site establishment La Perouse

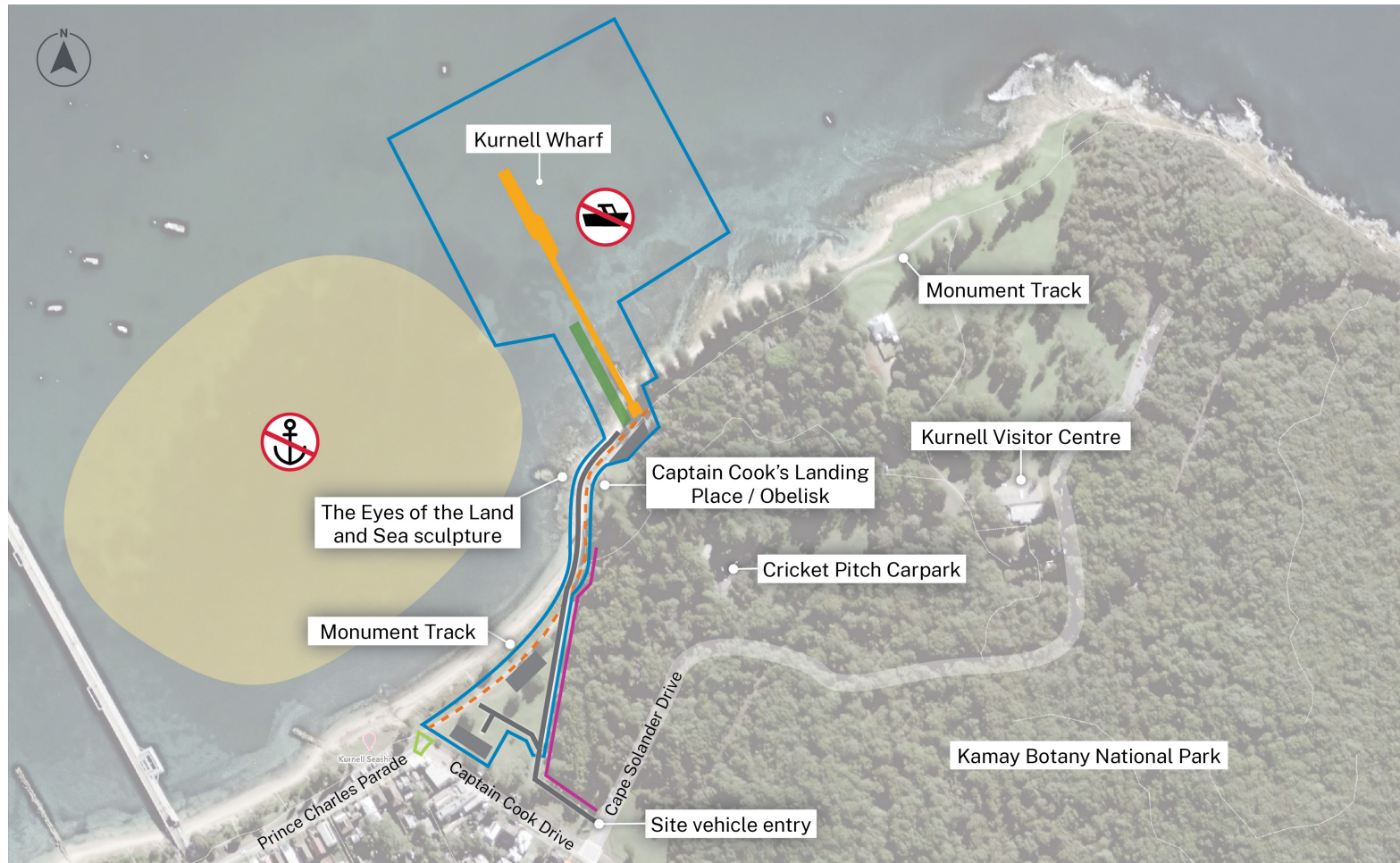


KEY

— Construction work area	Temporary parking removal	Temporary staged work area	Exclusion zone
La Perouse Wharf	Temporary access structure	Site buildings and laydown	

- Equipment and supplies will come via road and water.
- It is expected that around 20 heavy vehicles will access the site
- 9 parking spaces are temporarily removed during construction
- 13 new parking spaces will be added at the end of the project
- Marine exclusion zone is in place

Site establishment Kurnell



KEY	Construction work area	Temporary closure Monument Track	Utilities work zone	Kurnell Wharf
	Temporary access road	Pedestrian detour to National Park	Temporary access structure	Exclusion zone
	Site buildings and laydown	Seagrass restoration	No anchor zone	

- Equipment and supplies will come via road and water.
- It is expected that around 20 heavy vehicles will access the site
- There is a detour for the Monument Track temporary closure.
- Additional parking will be provided by NPWS within the Cricket Pitch car park
- Marine exclusion zone is in place

Environment



Managing environmental impacts



UNSW Scientific Diver replanting a Posidonia seagrass shoot into a rehabilitation site at Kurnell. Image by UNSW.

- We have put in place detailed management plans to ensure construction is carried out with appropriate environmental and heritage safeguards
- We will also conduct environmental monitoring during the work and carry out archaeological inspections and stop-work procedures
- We are partnering with experts from the UNSW and local Gamay Rangers to protect endangered species *Posidonia australis* and White's Seahorse.
- We have completed the translocation of the seagrass
- There will be ongoing collection and planting of detached shoots found on shoreline
- A marine exclusion zone is in place and there is a seagrass no anchor zone
- Work is taking place during standard working hours

Engagement and communications



Community and stakeholder engagement

- Ongoing throughout the project
- Community forums, drop-ins and briefings
 - 10 August forum at La Perouse - educating the community and responding to questions
 - Then online forum focused on environmental management
- Regular community notifications, website updates and responses to community questions and concerns.
- Community engagement will also include door knocks, signage and posters, 1800 info line, email database (~600), and social and media.
- Stakeholder briefings will continue with local councils, residents' groups, Aboriginal groups, and government agencies.



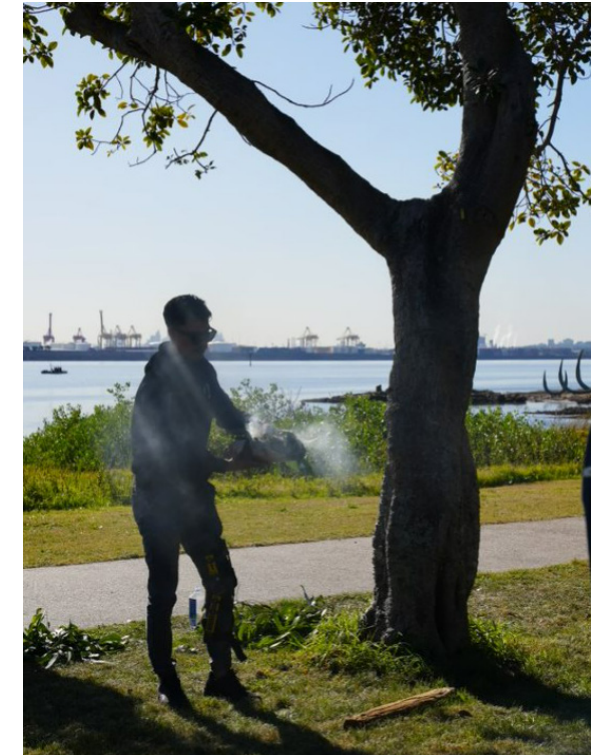
On-site drop-in session at Kurnell 17 June 2023



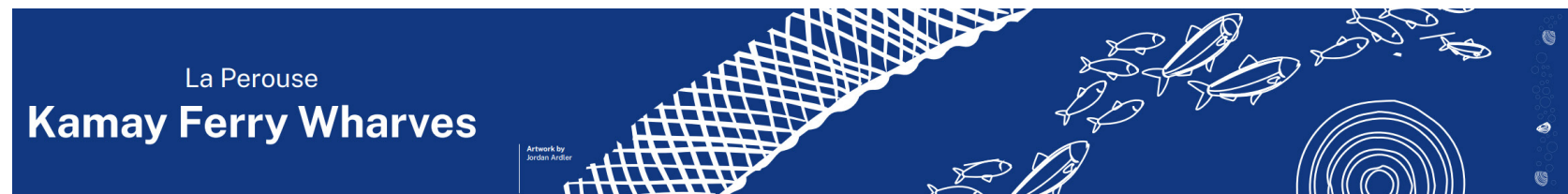
On-site drop-in session at La Perouse 3 June 2023

Aboriginal engagement

- Ongoing engagement with the local Aboriginal community – strong support for project
- Gamay Rangers are working with UNSW on sea grass rehabilitation
- Hosted two Smoking Ceremonies and Welcome to Country with different Aboriginal organisations
- Use of Gujaga Foundation for the Wharf design input as well as Fence wrap (see below)
- Aboriginal focus groups with Registered Aboriginal Parties - over 22 RAPs identified
- Ongoing focus on Aboriginal engagement and collaboration with the project



Jordan Ardler



Fence wrap

Shane Youngberry



Connect with us



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nswroads.work/kamayferrywharves



1800 718 556



Calls and briefings
Community forums

PROJECT LINKS

[Project website](#)

[Monument Track Closure detour map](#)

[Seagrass and seahorse infosheet](#)

[Construction infosheet](#)

[Frequently asked questions](#)

[Site establishment notification, 15 June](#)

Questions