

MINUTES

Meeting #41

Port Botany CCC

Location: Online, via Zoom

Date: Tuesday, 7 November 2023

Time: 5.30 pm - 7.00 pm

Attendees	
<p>Community Members Charles Abela (CA) Peter Fagan (PF) Paul Pickering (PP)</p> <p>Council representatives Bronwyn Englaro – Randwick City Council (BE) Andy Smith – Bayside Council (AS)</p> <p>Business Representatives Scott Eadie – DP World (SE) Scott Goddard – DP World (SG) Gabrielle Peitiatia – Hutchison (GP) Mark Walker – Qenos (MW) Karen Jones – Opal (KJ)</p>	<p>NSW EPA Erin Barker (EB)</p> <p>Port Authority Nerida Green (NG)</p> <p>NSW Ports Bryan Beudeker (BB) Brooke Eggleton (BEg) Jonathan Lafforgue (JL)</p> <p>Roberta Ryan – Independent Chairperson (RR) Isa Crossland Stone – Minute taker (ICS)</p> <p>Apologies John Burgess (JB) – Community Representative Patrick Medway (PM) – Community Representative Jon Stewart (JS) – NSW Ports Natalie Cerda (NC) - Patrick</p>

Agenda Items

General Business

1. Welcome, apologies, introductions

RR introduces herself and welcomes all the members to the final Port Botany CCC of 2023.

RR extends a special welcome to the two first-time attendees, SG and GP.

PF and BB endorse the previous minutes.

Matters arising

1. CCC to discuss updates on and surrounding the noise abatement strategies requested in response to the Notice of Motion submitted to Randwick Council.

BE says that Randwick Council requested that Port Botany establish a noise abatement strategy that would reduce noise levels. She says that the EPA and other organisations advised via a letter to the Council that a noise abatement strategy is not required, and from this point the Council is not able to push forward with a plan of this kind.

BE says that the Council has received letters from the EPA, the Minister for Transport and NSW Ports.

EB clarifies that the EPA and NSW Ports are both doing a significant amount of work in this area. She clarifies that the EPA does not take the position that noise is not an issue to be resolved, but that the extensive work being done in collaboration with NSW Ports is actually as proactive and responsive as a broader noise abatement strategy would be.

EB says that NSW Ports itself has an active noise abatement strategy in place that likely addresses some of the Council's concerns.

EB is happy to take this offline with the Randwick Council, and welcomes BE to direct any interested members of Council to her for offline discussion.

BE says that the advice included putting additional controls on new residential development in the vicinity of the port to increase requirements for double-glazing and insulation. However, the Council does not have a clear register of what properties are and are not affected and which should be restricted, as there has not been comprehensive noise monitoring over a long-term

period.

BE says that the Council is conscious of development costs associated with these requirements. There is already some backlash towards requirements for high levels of double glazing and insulation as these involve high development costs. The Council wants to avoid requiring any costly controls.

BE says that the Transport Minister suggested that some noise monitoring stations be installed as far afield as Little Bay to determine the impact of noise in that area, which is expected to become more populous with new residents in the coming years due to various development plans.

EB notes that there are very few noise complaints issued to the EPA. Most complaints relate to ship noises, and some complaints have referred to issues with the DP World alarm system, which have been discussed in these CCC meetings. EB notes that DP World has been proactive and effective in addressing its alarm noise issue, and recognises the good work of SE, BB, and others in tackling these issues.

BB confirms that NSW Ports has a noise abatement strategy, which the CCC members might recall from the presentation made by BB at a meeting in August 2022.

BB adds that NSW Ports continues to work alongside the EPA and the Councils as part of a noise management working group. This working group meets quarterly.

BB offers to make an updated presentation on the NSW Ports noise abatement strategy at the next meeting. The group welcomes this idea. **ACTION.**

BB says that each of the stevedores operate with an Environmental Protection License (EPL), which involves certain obligations for noise management and is regulated by the EPA.

BB adds that he is still engaging actively both with the community and the NSW Ports tenants to deal with noise complaints and is co-developing strategies in response.

BB says that he is keen to keep interacting with the community and to keep them informed. There continues to be good cooperation between NSW Ports and other agencies/companies, and in this collaboration, they aim to prioritise the concerns expressed by the community.

2. In response to interest from PF, BB to discuss NSW Ports' Environmental Management Framework.

PF tells the group that Devonport in Tasmania has attained Eco Port certification and stars. Does NSW Port Botany have a similar objective?

BB says that NSW Ports has registered for the Eco Port initiative. They will first complete the self-assessment stage, but have not made any definitive decisions on how to progress beyond this step. NSW Ports may progress to get certification and attain Eco Port stars, but at this stage, they feel that they do not require formal certification given other existing work.

BB will make a presentation on the Eco Ports certification and what it means at the upcoming meeting. **ACTION.**

BB presents the group with the NSW Ports Environmental Management Framework webpage ([linked here](#)).

BB explains that the intention is for all tenants to have their own operational Environmental Management Plan. For example, the bulk liquids berth has its [Operational Environmental Management Plan](#).

BB adds that NSW Ports is updating its Sustainable Development Code. They also have the NSW Ports Sustainability Strategy, which was last updated in 2022 and is updated every 3 years. The strategy is quite comprehensive.

CA asks if noise issues at the ports are known to affect birdlife in the area.

BB says no, there's no evidence to suggest that and the noise issues are also not generally excessive to the point of causing any problems with wildlife.

3. TfNSW representatives to provide updates to the community questions raised at the last meeting, which pertain to the Kamay Wharf.

RR shares the updates shared by Kate Lewis (KL) on behalf of TfNSW, in response to the community questions. The questions and their answers are copied below:

- . Assuming commercial activities will use the wharf (tour boats, for example), will they pay fees? Who will they pay fees to?

Transport is continuing to work on the Wharf Access Policy. We will provide further information about potential fees when available.

- The wharf's location 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?

Transport is continuing to work on the Wharf Access Policy and Operational Management Plan. We will provide further information about access once available.

- KL to provide an update regarding the overnight berthing of the incoming ferry tenderer. (NSW Ports and the Port Authority of NSW have previously been vocal in their opposition to having permanent berthing within the port jurisdiction and asked whether this was still the position of both bodies, and if not, if any other berthing locations had been considered.)

Ferries would only use the wharves for boarding and alighting passengers during daytime hours. The overnight layover, refueling, cleaning and maintenance of vessels would be undertaken at an existing facility within Botany Bay. This would depend on the selected operator. (This was documented in our response to submissions as part of the EIS)

At this stage the most appropriate operating model and party has not been determined. We are working on the future ferry service and will keep the community updated.

BE notes that the approval for the operation of the wharf has not been granted; only the approval for the construction has been granted at this stage. This is why there are limited answers/ there is limited info on these operational questions.

4. JB to continue to follow up offline with NG, regarding community concerns about the boat ramp.

RR notes that JB is an apology at today's meeting. Nonetheless, she welcomes NG to share any available updates with the group.

NG updates that there has recently been maintenance work done at the boat ramp area, and there is more planned work. This includes the following:

- The jetty has been water blasted to clean algae and moss;
- The car park has received new line markings;
- Surrounding trees have been pruned back to prevent interference with CCTV cameras;
- New signage will be installed to replace faded signage;
- Landscaping has been contracted;
- Public water fountain was found to be leaking and is being fixed.

NG shares that there was an incident in which someone was locked in the public toilet at the foreshore. Understandably, the incident was quite distressing for the person involved and they are planning to replace the lock with a new one to meet OHS standards.

Presentations

1. DP World light replacement program – brief presentation and fact sheet: SE

SE says that the lighting expert was not available, so he will give a brief presentation.

SE's presentation slides are **attached to these minutes.**

SE presents diagrams of the terminal areas and an aerial view of the 21 light towers across the DP World terminal.

SE explains that DP World replaced all 21 light towers at a cost of approximately \$3.5 million.

SE says that they replaced 320 sodium lights with 173 LED light fittings. This has reduced the electricity expenses significantly, and the lights/ placement has greatly reduced light spillage.

SE says that the upward waste light ratio at the terminal has a maximum of 3%. The results of the survey after the scope of works was 1.6%.

Overall, the light replacement program has been very successful in helping DP World meet its goals.

NSW Ports Business Update

1. NSW Ports Business Update – JL

JL provides a brief update.

He shares that in October, Medlog began operating their new empty container park at Port Botany, which has a capacity of approximately 6000 TEU. They are starting operations, and everything is going to plan so far.

Overall, port volumes remain stable and are relatively consistent for this time of year. There is minimal congestion and chemical and bulk liquid volumes are normal.

JL reports that ACFS, a logistics provider in Sydney, is going to start a trial of an electric truck in Sydney. They are happy to come and present at the next CCC meeting to discuss their new pilot program with the community. **ACTION.**

BB says that the EV trial will be run here, and ACFS will run a hydrogen truck trial in Queensland.

JL note that this initiative was encouraged by PF's presentation in February this year on the potentials of EV use at the ports.

PF is very pleased to hear this.

PP asks if there is any work being done to get more containers onto the rail. He has noticed that the roads are more congested.

JL says there is work being done. NSW Ports has invested \$120 million and Patrick Terminals has invested \$70 million into the 'SABRE' rail project at Patrick Terminals' Sydney Autostrad, which will deliver 4x600m rail sidings. This project is almost at completion. They are currently running 4x300m sidings, which has increased rail capacity significantly, and when the full 4x 600m is operational there will be a further increase in rail windows and capacity.

JL adds that there has been an increase in intermodal activity whereby containers are transported via shuttle services between the intermodal terminal and the port. There is increasingly a balance of import and export containers passing through the port.

JL adds that ACFS have been operating the St Mary's intermodal terminal for over 18 months and is increasingly using rail over road transport. Swift Intermodal, another large transport operator, is also shifting a large proportion of its container volume to rail from road use. In the first 3 months of this year, rail mode share has averaged 15%, which is an increase from the same period last year.

2. Port Authority NSW – NG

NG says that the Port Authority of NSW Annual Report will be submitted to parliament in November. When it has been submitted, RR and ICS will distribute it to members. **Note: this action was completed.**

1. EPA Update – EB

EB reports that there are no major updates from the EPA.

2. Hutchison Ports Update – GP

GP reports that there are no major updates from Hutchison.

3. Randwick Council Update – BE

BE reports that there are no major updates from Council. She says that they are continuing to work as part of an environmental review group with UNSW around the construction of the Kamay wharf facility.

4. Bayside Council – AS

AS updates that Bayside Council is attending to maintenance and safety concerns on the foreshore, as touched on by NG earlier.

The Council will soon commence with its summer foreshore program, which runs every year. The program involves 'beach buddies' who walk up and down the foreshore at busy periods (particularly on the weekends) during summer, providing information packs to everyone.

5. DP World Update – SE

SE says that DP World has done a lot of work on noise issues in recent months. Since July, they have only had 1 noise complaint, which was raised in early October. The complaint was very helpful as it alerted DP World to a problematic alarm, and the source was identified quickly.

SE says that there is a lot of new machinery up and running, with more on order. They are aiming to lower emissions as well as noise.

SE adds that the community tour of DP World is still being planned, and he will be in contact with the CCC when more information is confirmed.

6. Opal update - KJ

KJ reports that there are no updates from Opal.

HSE Update

1. Summary of complaints and incidents – BB

BB says that there were 31 complaints in total in this last period.

21 of these were related to a single ship. It was a new ship, and when brought to the shipping agent's attention by NSW Ports, the agent committed to removing the ship from this route – and so the ship will not come to Port Botany again.

BB says that other complaints were more one-off, where it was not so immediately clear which ship caused which complaint.

BB says that there was one quay crane alarm complaint relating to the DP World terminal, and NSW Ports helped DP World identify the source of the issue.

SE reiterates that they have generally been able to remove the problematic alarms at DP World.

CA asks about the discrepancy between number of complaints reported by EB for EPA and those reported by BB now.

BB says that the EPA is receiving fewer complaints, and Port Botany received more as NSW

Ports can respond more immediately to complaints. Ultimately, this discrepancy is a sign of NSW Ports' well-functioning complaint response system.

EB clarified that she was referring to complaints submitted directly to the EPA. The EPA cannot respond to complaints as quickly as NSW Ports, as they serve a much larger geographical area.

PF expresses appreciation to SE and BB for their efforts in addressing alarm noise issues over the recent months. He has noticed a positive difference.

BB says that he is overseeing the installation of two small portable noise monitors to see where noise may be coming from. These portable monitors may be helpful to install and use around the community in other contexts as well, he says.

BB says there have been no significant accidents or incidents in the past months.

2. Port Botany Expansion Rail Noise (as per CoA 2.28) – BB

BB has no rail noise complaints to report.

Work is progressing on the duplication of the rail line. BB will update on this at the next meeting.

3. Biosecurity – BB

BB updates that the NSW Ports biosecurity team has been looking for the Tree of Heaven plant around the port area, as this plant is a noxious weed and host to the Spotted Lantern fly, which is an exotic pest.

NSW Ports have also assisted Biosecurity Officers in identifying and treating potential mosquito habitats at the port.

The Biosecurity team has also laid traps for the brown marmorated stink bugs.

Other Business

JL says that NSW Ports has been made aware that there is a protest planned at the Foreshore Road boat ramp on Saturday and notifies community members that the area will be busy on the weekend.

CA says he has heard the Federal Government are installing wind turbines in parts of NSW. Will this affect shipping lines or port operations?

JL says they do not believe there will be any impact on departures or incoming vessels.

CA asks how far off the coast shipping lines are generally.

JL says it depends on where they are coming from. Container ships generally service the east coast of Australia and service Brisbane, Sydney and Melbourne in various orders. He is not sure exactly how far offshore they go.

CA asks how far out an anchorage is, generally.

NG says that it depends on the port and its location.

NG says that the PA has provided advice (via a formal submission to the Federal Government) about the proposed offshore wind farm in the Illawarra. All the advice is around safe anchorage and low environmental impact anchorage, prioritising the health and recovery of the reef and sea life.

Following the meeting, NG shared this submission with the CCC via ICS.

RR notes that she will share a short survey with committee members to get their feedback on preferred date, time, and structure for future meetings. **ACTION.**

Next Meeting

Date: TBD

Time: 5:30 pm – 7:00 pm

Location: Zoom