

MEETING AGENDA

Meeting #39 Port Botany Community Consultative Committee

Location: On-site – NSW Ports Office, Online – Zoom
Date: Tuesday, 2 May 2023
Time: 5.30 pm - 7.00 pm

Attendees

Community Members

Charles Abela (CA)
Peter Fagan (PF)
Paul Pickering – Community member (PP)
John Burgess (JB)
Patrick Medway – Bayside Chamber of
Commerce (PM)

Council representatives

Bronwyn Englaro – Randwick City Council (BE)

Electorate Offices

Katy Shore – Electorate Office of the Member for
Kingsford Smith (KS)

Business Representatives

Avishek Biswas – Vopak (AB)
Creagh Debrabander (CD)
Scott Eadie – DP World (SE)
Sam Steel – Patrick (SS)
Jennifer Stevenson - Hutchison (JS)
Mark Walker – Qenos (MW)

NSW EPA

Erin Barker (EB)

Transport NSW

Clare Baker (CB)
Christopher Zito (CZ)
Simon Cooper (SC)

SafeWork NSW

Derrick Quinlivan (DQ)

Port Authority

Nerida Green (NG)

NSW Ports

Bryan Beudeker (BB)
Jonathan Lafforgue (JL)
Peter Munro (PM)

Roberta Ryan – Independent Chairperson (RR)
Isa Crossland Stone – Minute taker (ICS)

Apologies

Karen Jones – Opal (KJ)
Jay Haidar – DP World (JH)

Agenda Items

General Business

1. Welcome, apologies, introductions

RR welcomes all attendees to the meeting.

RR invites newcomers to introduce themselves.

SC and CZ each introduce themselves; they are a representative of WestConnex for TfNSW.

CB introduces herself. She is Manager of Communications and Engagement for WestConnex at TfNSW. She explains that she is here primarily to support SC and CZ, who will be presenting to the committee on the WestConnex M4-M5 link tunnels project.

RR welcomes NG and thanks her for her attendance at the meeting on short notice. NG is attending as a temporary representative for Port Authority following Nicholas Daly's (ND) departure from the organisation.

She is filling in until a longer-term replacement for ND is nominated.

JB and BB endorse the previous minutes.

Matters arising from previous minutes

JB explains that he emailed ND on 23 March with required details for the Port Authority (PA) to respond to the 4 outstanding action items. JB did receive a reply response from ND on 31 March which was brief and JB felt it did not adequately address all outstanding issues.

JB responded to this email on 30 April detailing shortcomings in ND's response and requested a meeting to discuss.

JB's received an email from the PA advising that ND had ceased employment on 6 April. JB expresses that he was not impressed.

JB then spoke to the outstanding action items and agreed to provide NG with all details previously provided to ND.

1. Lighting on Foreshore Road .

JB was aware that the PA no longer owns land on the Northern side of Foreshore Rd but as a lead agency he expected the PA would have been aware of this possible work.

JB thought the work was odd given that lights originally installed along Foreshore Rd were removed many decades ago at the direction of the PA (which then controlled the land) due to aviation safety concerns.

JB concludes that while it remains a mystery what these cables were laid for, he is agreeable that this item required no further action.

2. Exposed Ausgrid Cables Remediation

JB quoted, from ND's email, that the project had been completed by Ausgrid.

While the PA had been consulted on this project the PA did not own or manage this asset and does not have any direct contact with Ausgrid.

Accordingly, the email stated that JB should contact Ausgrid regarding his concerns.

Given that JB had clearly advised ND that he and others were not making progress in their direct dealings with Ausgrid, JB says that this was an unsatisfactory response from the PA.

JB further states that the exposed cables had not been reburied in their entirety and that the only reburial work that had been undertaken by Ausgrid was in respect of where the cables emerged in shallow water at Watts Reef (Kurnell) and Bare Island. This work was done before the major deep water cable exposure problem was identified and made public.

JB says that all of this historic information and these hard copy extracts are from a lengthy Ausgrid document (since removed from the Ausgrid website links) detailing the extent of the cable exposure and options for remediation and costs. The links to this document had been provided to ND.

JB and NG will confer offline to progress this issue and report back to the CCC. **ACTION.**

3. Beach and General Erosion impacts on Botany Bay

JB says that he has met with representatives from both Randwick and Bayside Councils, as well as Mike Daley (MP) and Matt Thistlethwaite (MP). He notes that Bayside Council, particularly, does not seem highly motivated to be involved in efforts to deal with the major erosion problems within its jurisdiction and that his contact there is no longer employed by Council.

JB clarifies that this erosion does not only affect La Perouse and Yarra Bay, but also extends to the foreshore between Brighton and Sans Souci and also Towra Point.

It also has had an impact on not only the Ausgrid cables but also gas and fuel lines that run under Botany Bay from Caltex to Foreshore Beach. These latter erosion problems were picked up during the course of construction for the Port Botany expansion.

JB says that he is hoping for the PA to have a dialogue with both Councils about managing the erosion issues in the area and contributing to remediation. He feels that these organizations are best placed to collaborate in finding a way to mediate this problem and to ensure against similar problems in future. An environmental management process for the whole of Botany Bay is urgently needed.

JB credits Port Authority with having been proactive about these kinds of issues in the past. Historically, they have been instrumental in dealing with the issue of beach erosion, for example along Foreshore Rd beachfront and the installation of groynes.

BE says that the Randwick Council plans to advertise an Expressions of Interest for Smart Places Acceleration Program grant, with a focus on methodology for monitoring erosion within Botany Bay, in order to monitor future changes over time and across the Sydney Region.

JB agrees that there are various positive initiatives in the area. He feels that they ought to be better coordinated across organizations in order to examine the causes of these issues and develop future

management strategies. This is why he believes that collaboration between the Councils and Port Authority is important.

BE adds that the Randwick Council's March 2023 SIMS (Sydney Institute of Marine Science) project report is now available.

JB has already reviewed this report, and was somewhat disappointed with its content - he was expecting to be a stakeholder member of the SIMs project but this did not eventuate.

JB and NG will confer offline to progress the issue of the cable and report back to the CCC. **ACTION.**

4. **Boat Ramp Review**

JB says he was disappointed with the advice from ND that this review was completed internally with no consultation with stakeholder users. Previously, reviews undertaken by Port Authority have involved the community.

JB says that a year ago, a general manager at Port Authority advised of this latest review and JB expected that the community would be engaged and the review would be shared with the community. JB had offered to contribute to the review but heard nothing back. Since then, the individual has left Port Authority and the review has not been made available to the community. JB is not aware of NSW Maritime being consulted as he is sitting member of the Botany May/ Port Hacking Boating Advisory Committee

NG asks if JB's concerns are primarily maintenance concerns.

JB says there are significant maintenance concerns.

There are also concerns about security – often, young people enter the area at night and engage in car hooning and other questionable activity.

JB also notes that usage of the ramp is very often at maximum capacity(filled by 6am) and due to lack of parking spaces there are often cars and trailers parked illegally along Foreshore Rd.

JB says that the strip of land adjacent to the South of the boat ramp was initially designated as a future tug facility and now used as an emergency evacuation site. It has in the past been used as a temporary overflow car / trailer park. The fishing/ boating organisations he represents have for many years been lobbying for some of this land to be set aside for extra permanent parking.

JB invites NG to join him for a walking tour of the area to discuss these issues in person.

JB and NG will confer offline to progress this issue and report back to the CCC. **ACTION.**

PF asks NG: what are the Port Authority's plans regarding a cruise ship terminal at Botany Bay? When can the community expect an update?

NG says that tomorrow, the Port Authority will have a meeting with Minister Haylen, the Minister for Transport.

Tomorrow's briefing will include a discussion about cruise capacity.

Following this discussion, NG can come back to the community and offer more information.

CA says that the community of La Perouse would like to know what is happening with the plans to build the Kamay ferry wharf.

RR confirms that the ferry wharf has been approved.

JB acknowledges that all State approvals are conditionally in place. He was surprised and disappointed that Federal Environment Minister Plibersek had conditionally cleared the project from an environmental aspect under the EPBC Act as there are still serious environmental concerns. The community, in JB's understanding, is greatly opposed to the Ferry project

JB says that Randwick council has this past week formally written to the NSW Premier, Transport Minister and others in government reaffirming its opposition to the Ferry project. JB and others are hoping to meet with responsible ministers shortly to make the case to discontinue with the project.

PP notes that there is a missing link in the transport system. A ferry would be helpful, and therefore a ferry wharf is necessary.

RR says that she will invite someone from TfNSW to present on this project at the next CCC meeting.
ACTION.

1. KT to provide an update on the matter of B Double route approval on Macauley St, as raised by BE in the previous meeting.

BE says that she is yet to receive word regarding ongoing access on Macauley St. Temporary approval has been issued while the Raymond St freight transport facility is being developed.

BE says she is keeping an eye on this matter as it concerns the community broadly. She confirms that when she hears of any changes or longer-term access approval, she will let the community know.

JB says that in the Council's draft strategic plan there is mention of a need to review development codes to better reflect what is acceptable for the local area and community. JB feels that the community should have more of a say in the planning process but acknowledges that Council's hands are tied due to policies set by State Planning.

BE says that someone from the Department of Planning will come to speak to the CCC about new employment zones and what they will mean for the community. **ACTION.**

BE notes that under the industrial zoning, freight transport is now permissible.

BE says that Council has prevented freight transport facilities from being permitted under the General Employment Zone on Mary St. They have requested that this rule be applied to all the employment zones in the Randwick Industrial Area.

BE notes that most of the local businesses are non-intrusive and do not cause noise issues.

2. BB to provide RR with the details of any potential CCC members who belong to the Matraville Precinct Committee.

BB says that he attended the Matraville Precinct meeting and made a presentation on behalf of NSW Ports. This presentation was well-received.

Unfortunately, there did not seem to be a good deal of immediate interest in the CCC, but BB did make contact with a small number of individuals after the meeting. He will follow up and revisit this at a future meeting. **ACTION.**

3. PF would like to learn more about DP World's lighting replacement program.

PF is interested in the DP World lighting program. The new lighting has less light spill and is more energy efficient.

PF notes that the light spillage at the port is frustrating for the surrounding community. Since DP World has effectively minimised this issue in their terminal, they would like to know more about their strategy and to encourage other companies to take up a similar one.

PF asks if DP World can offer any literature about their program to share with the CCC.

SE says that DP World invested significant funds (approximately \$3.4 million so far) into a new LED lighting system. This upgrade was in large part due to the need for a hardware update, but the new system was installed with energy efficiency in mind. It has reduced the company's footprint significantly, and assessments have confirmed minimal light spill, staying in the company fence line.

SE says that the company is replacing all maintenance workshop lights with a similar LED light, and that they are in the early stages of installing solar panels throughout the terminal.

SE says that he can provide a fact sheet from DP World, as well as a copy of the assessment. SE will present these at the next CCC meeting. **ACTION.**

Presentations

1. NSW Ports Community Research Results: PM

PM thanks tour attendees for their attendance on-site tonight. He thanks the team at Hutchison particularly for their assistance in arranging and providing a tour of their operations to PBCCC members.

PM discusses the results of the NSW Ports Community Research, conducted in 2022. This research aimed to identify the priorities and interests of the communities living near NSW Ports sites at Port Botany, Port Kembla and Enfield Intermodal & Logistics Centre, and their perceptions of the role and contribution of NSW Ports.

This research was undertaken by external consultants, commissioned by NSW Ports, and involved qualitative and quantitative community surveys and interviews.

The consultants also spoke to some PBCCC community representatives directly. PM thanks these members for their participation.

An overview of the research and results discussed by PM is attached to these minutes in PDF format.

PM says that NSW Ports will use the findings of this research to help guide future community investment, engagement and consultation, to better align its initiatives and programs with what is important to community members.

The feedback from members of NSW Ports community consultation groups (in Port Botany, Port Kembla and Enfield) was generally positive. These groups are valued as an opportunity to hear first-hand about port activities and to have conversations with the ports and related industries and operators.

But some community consultation group members felt uncertain over the division of responsibilities between NSW Ports and the Port Authority of NSW. Members of the PBCCC also said that they struggle to get traction on issues such as noise, traffic and foreshore erosion.

The frequency of the meetings was agreeable to surveyed members, but there was some interest in shifting the meeting time to earlier in the day.

2. TfNSW M4/M5 Presentation: CB, SC and CZ

CB, SC and CZ deliver a presentation which provides an overview of the M4-M5 Link Tunnels Project. *Note: Operationally, the tunnels involved will be known as the M4 and M8.*

CB introduces the presentation, and SC and CZ discuss the project in further detail.

This presentation is attached to these minutes in PDF format.

SC notes that the WestConnex website has some 'virtual experience' style trip planners which allow people to look up their potential route and have a simulated visual experience of their drive.

RR asks for questions and comments.

PP asks about the toll roads involved in the WestConnex Project. Will these tolls mean that the costs of rail and road freight transport are more aligned than at present?

CZ says he is not best placed to clarify questions about rail costs. Any vehicle drivers can choose to use the existing toll roads or the existing surface networks.

SC adds that rail tends to be used for longer journeys, while road freight tends to be used for more localised freight and trips to local depots.

SC updates that there is an upgrade currently by the ARTC to make sure that the rail and road networks suit the economy of the greater city area.

SC adds that one benefit of this project is that it decreases the number of heavy goods vehicles on smaller service roads.

CZ says that the first efficiency project of the railway network was the removal of a level crossing, as part of the Wentworth Avenue extension. Freight trains did not have to slow as much,

PP asks if there is an increase of road freight operations. He has noticed more containers coming through the port.

BB says that NSW Ports has developed a rail strategy, which has now been finalised. The strategy aims to get as much freight on rail transport as possible, and to minimise freight transport on roads.

BB adds that as the port grows, there will necessarily be an increase in road freight. Nonetheless, the aim of shifting more freight to rail transport from trucks will remain.

PF asks if the new tunnels will all be open for large vehicles, such as B-Double vehicles, carrying containers to and from the Port?

CZ says that all the tunnels have been designed to accommodate B-Double vehicles. CZ adds that dangerous goods, such as fuel, are not permitted in the tunnels.

The tunnels have a higher clearance than older tunnels in the Greater Sydney Area. They have a 5.1m clearance, as opposed to the 4.4m clearance of older tunnels.

PF asks about the uptake of the tunnels by the trucking industry.

CZ says that particularly in the M4 and M8 tunnels, uptake by trucks is quite high. This is because the tunnel provides very good access to Western Sydney, where many distribution centers are located.

BB asks about the time-save of the tunnels.

CZ says that the time savings of the tunnels are quite significant. Currently, they stand at approximately 30 minutes.

SM adds that in terms of GPS in the tunnels, only Waze is available. This is because they currently only have Waze Beacons installed.

Other navigation systems such as Google Maps and Apple Maps are not effective below ground, as there are no satellites.

PM asks if this is because the team for WestConnex is in negotiations with these other GPS companies, such as with Google Maps and Apple Maps.

SC says no, Waze just happened to approach WestConnex to offer their beacons.

RR thanks the TfNSW team for their attendance and their presentation.

CB thanks the CCC on behalf of the TfNSW attendees. She invites RR and ICS to be in contact with any further questions in future.

3. PF to discuss a Reuters article about electric truck deployment at Port of Long Beach in California.

PF presents the article in question, which is attached to these minutes.

PF's key takeaways from the article are summarised by PF via email, below:

1. "[T]he interest of infrastructure investors, warehousing firms and real estate investors, all of whom saw opportunity in providing the facilities required to meet the needs of electrified trucking."
2. [A]cceptance around Long Beach port: that because port real estate is at a premium, most early electric truck charging projects will be "behind the fence" on trucking company property."

Following up PF's presentation on electric trucks at the previous meeting, BB says that he has spoken with Volvo to try to understand the potential and technical limitations of electric truck use at the Ports.

BB says that Volvo will soon commence building electric trucks in Queensland, manufacturing approximately 15,000 vehicles per year.

BB says that since the trucks are currently manufactured to US and European specifications, they have different freight axle ratings and width ratings.

According to overseas standards, currently 2.6m is the maximum width, and 7.5 tonne axle weight limit.

In Australia, we have a 2.5m maximum width, and 6.5 tonne axle weight limit. Therefore, the larger electric trucks need special permission.

BB reports that Volvo is currently working with the Australian regulators on this point. There is a positive feeling.

Volvo's upper limit of a battery electric truck is approximately 50 tonnes. This limits them to single trailers.

Volvo is looking at hydrogen electric technology for larger B-double and A-double trucks and longer distances.

Ampol has a refueling station at NSW Ports and are looking into hydrogen energy. This may create a refueling facility in the ports.

BB will continue these investigations and will continue to encourage tenants to take up opportunities to move towards EVs.

NSW Ports Business Update

1. Operations update – JL

JL says that there is not a lot to report regarding operations. Volumes are quite consistent. There was a drop in volume throughout January and February, following highs from August to October.

JL reports that they are seeing a growth in rail volume through the port.

Patrick has completed the first tranche, known as Phase 1, of their rail upgrade project. This is a project between Patrick and NSW Ports.

The 4x300m rail sidings constructed in this project are now operational. This has already delivered an additional 30% rail capacity in the terminal.

Patrick has therefore redesigned their rail window schedule and now has spare windows throughout the week. This is a significant milestone for the port.

There has been a significant increase in port rail volume through St. Marys. ACFS has converted a large portion of its road freight volume to rail.

JL adds that between June FY '22 and June FY '23, there has been a significant increase in rail volume. Volumes are predicted to grow.

2. Corporate Affairs Update – PM

PM says that NSW Ports is soon to announce the recipients of the 2023 grants. There were 188 applications this year, in comparison to approximately 60 in previous years. PM will update the group directly when these announcements are made.

PM says that following the 2022 grants, some of the funded projects have come to fruition. There have been some floating nests for native birds and turtles in St Joseph Banks Park. They expect this to encourage native wildlife occupation of the area.

PM also reports that NSW Ports has helped to provide a shipping container to Daceyville Public School, which will be used as a bike storage and repair area for the students.

Committee Member Updates

1. Elgas Limited Update – CD

CD has nothing to report on behalf of Elgas.

2. Vopak Update – AB

AB has nothing to report on behalf of Vopak.

3. EPA – EB

EB has nothing to report on behalf of the EPA.

4. Hutchison Ports – JS

JS has nothing to report on behalf of Hutchison Ports.

5. Qenos – MW

MW has nothing to report on behalf of Qenos.

6. SafeWork NSW – DQ

DQ has nothing to report on behalf of SafeWork.

7. Patrick – SS

SS says that Patrick now has received 2 new refueling bays. They are now decommissioning the second diesel tank. They will soon be able to extend their rail to 4x600m sidings. This is projected to be completed by September of 2023.

SS notes that this will be his final CCC meeting as he is transitioning out of his role at Patrick. RR thanks SS and wishes him well.

8. DP World – SE

SE notes that he has taken the place of Peter Armenis, who has left his position at DP World.

SE updates that DP World has recently taken their second delivery of RTGs. They will be commissioned this week and be in service.

Subsequently, 6 old machines will be decommissioned. These are the last of the very old machines, which SE notes are not fuel efficient.

SE says that DP World has also taken on 15 new internal transport vehicles. These are far more fuel efficient than the old ones. These 15 will constitute approximately 1/3 of the DP World fleet.

SE reports that the volumes have been relatively flat during the first half of the year but are expected to increase in future.

DP World has recently installed 10 new RTG cranes. These are increasingly electronic and smart. Unfortunately, it has been challenging to make changes to the volume of the alarms on these cranes. They have all now been adjusted, and baseline monitoring has confirmed that all alarms are within Australian guidelines now.

SE says that in order to mitigate ship noise, DP World and Port Authority are in discussions to begin bringing ships in the Starboard side as opposed to Portside, which means that the ship funnels will no longer be pointing so directly towards the suburban areas. This is expected to be an effective measure.

HSE Update

1. Summary of Complaints and Incidents – BB

BB reports that there was a cyclist accident one Sunday morning. The cyclist was emerging from Prince of Wales Drive, entering Military Rd. The cyclist was badly injured, but the accident was not fatal.

BB reports that there was a car crash early one morning. The car was a white VW Golf and took out one of the signs at NSW Ports. The CCTV footage was blurry, and the individual was not identified.

BB says that at the spot known as 'Jurassic Park', Ausgrid was doing some work and found some asbestos on NSW Ports property. The material was immediately removed, and the area was assessed and confirmed to be free of asbestos.

BB reports that there was a kayaker trespassing at the ports, who was asked to leave.

BB reports that there was a sinkhole on Botany Rd. NSW Ports assisted in the repair.

BB reports that there have been 10 noise complaints; 4 ships, and 6 alarms. These have been dealt with.

BB notes that going into Winter, ship noises are likely to increase.

BB encourages community members to continue reporting sound complaints. Feedback here is very constructive, and there is good collaboration between NSW Ports and its tenants to deal with the issue.

BB adds that he has met with Carlos Da Rocha, a previous member of this CCC and former Randwick Councillor, who has offered to take BB around the area at night. BB plans to take up this offer.

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

BB offers no updates here.

3. Biosecurity – BB

BB says that the Department of Agriculture and Water has alerted the ports to the Brown Marmorated Stink Bugs once again after 1 bug was found at Port Botany. The department is now in the process of laying 20 traps at the ports.

Other Business

PP asks if anyone is testing the water in the creeks surrounding Foreshore Rd.

JB says that both the Springvale and Floodvale drains are consistently monitored as part of the Orica ground water contamination clean up, as are various checkpoints within the aquifer. Mill Pond stream is also monitored for sewerage contamination by Sydey Water. He believes the standard of monitoring is of a good standard..

PF thanks JL, the Hutchison team and the NSW Ports team for making the site tour possible. It was very valuable to the CCC.

RR thanks all attendees for their presence at the meeting.

RR and PM will discuss meeting date and be in touch with members.

Next Meeting

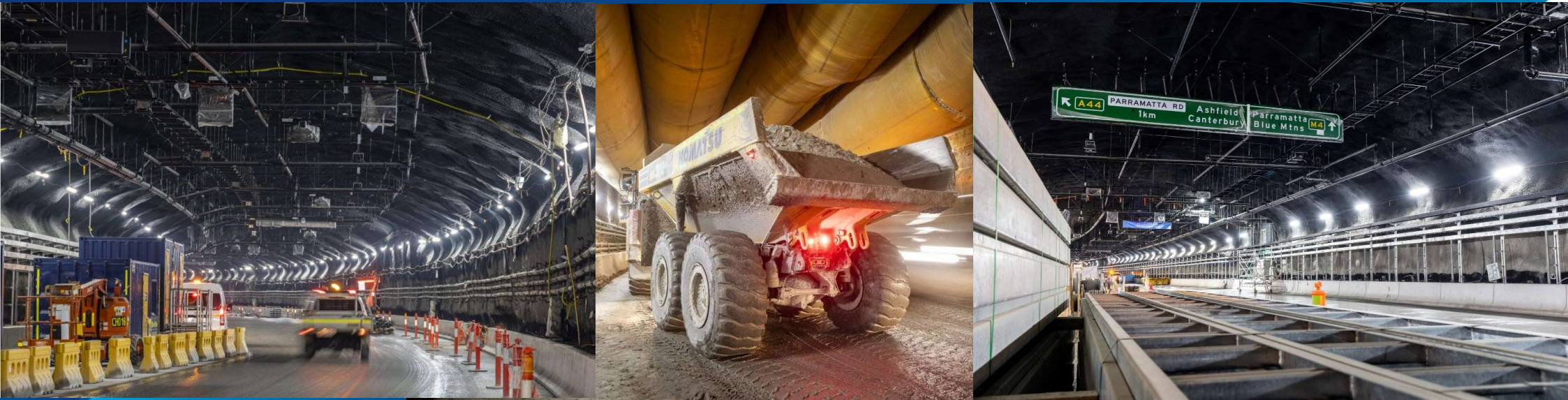
Date: TBD

Time: 5:30pm – 7:00 pm

Location: Zoom



M4-M5 Link Tunnels project: opening the extensions of the M4 and M8 motorways



OFFICIAL

Project overview

- The M4-M5 Link Tunnels project extends and connects the M4 and M8 motorways.
- This is a \$3.2 billion project, part of the \$16.8 billion WestConnex, Australia's largest road infrastructure project, being delivered in partnership by the NSW and Australian governments, Transurban and their partners.
- The 7.5km twin tunnels connect Haberfield and St Peters.
- They opened to traffic ahead of schedule, in January 2023.





Operational name

- The M4-M5 Link Tunnels are known operationally as the M4 and M8, aligning with the NSW motorways' numbering system, to help motorists navigate Sydney's road network.

Key benefits



Better connectivity for drivers traveling from and to western and southern Sydney



Improving safety for customer journeys



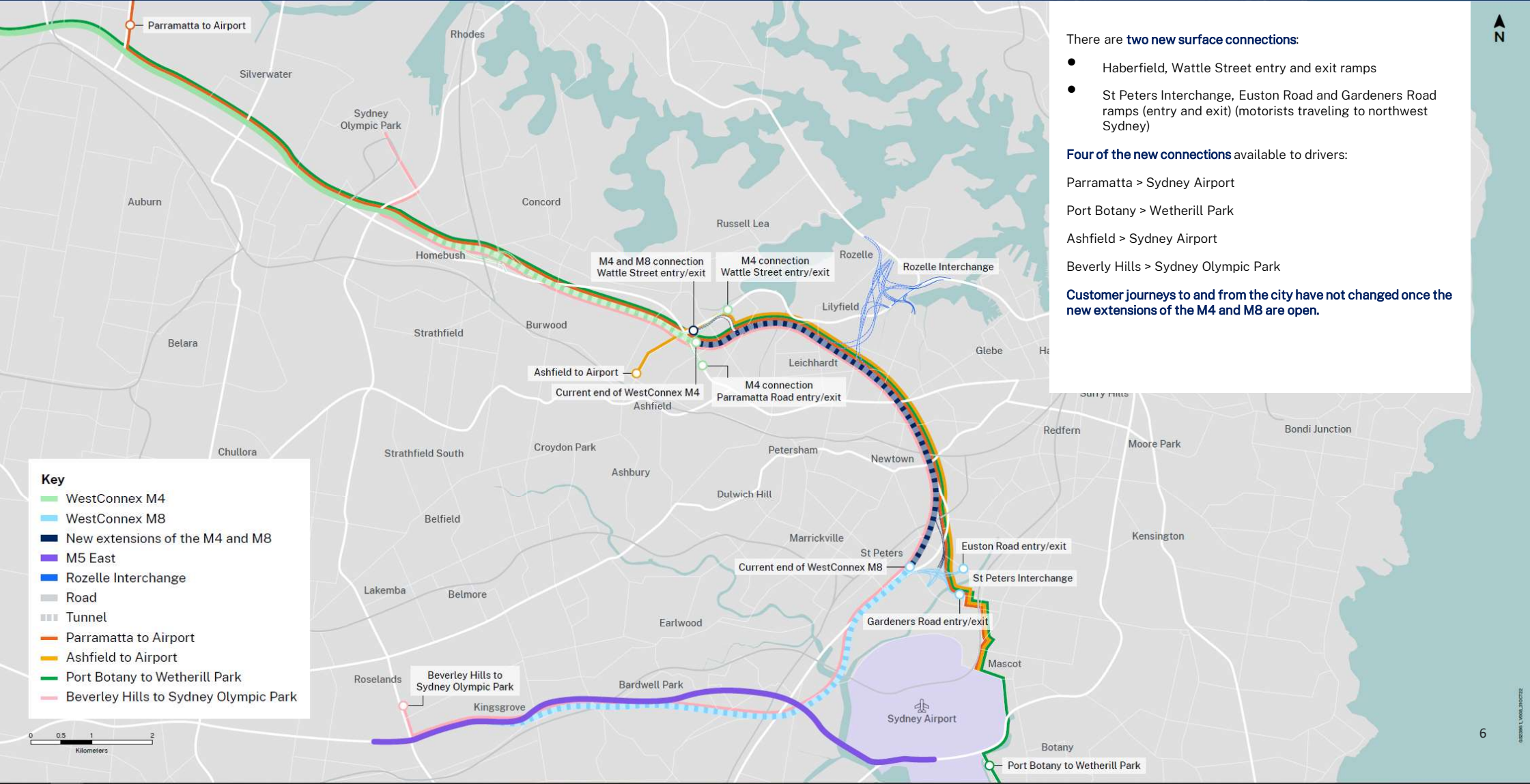
Reducing travel time between Parramatta and Sydney Airport

What motorists are experiencing since the extensions of the M4 and M8 opened?

- M4 East is open with traffic flowing into and out of the M4 extension
- Westbound entry ramp from Wattle Street is increased to two lanes
- Westbound entry ramp from Parramatta Road is reduced to one lane
- M8 is open with traffic flowing into and out of the M8 extension
- Wattle Street's new on and off ramps are open
- Euston Road's new on and off ramps are open
- Gardeners Road's new on and off ramps are open



Key customer routes post opening



There are **two new surface connections**:

- Haberfield, Wattle Street entry and exit ramps
- St Peters Interchange, Euston Road and Gardeners Road ramps (entry and exit) (motorists traveling to northwest Sydney)

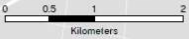
Four of the new connections available to drivers:

- Parramatta > Sydney Airport
- Port Botany > Wetherill Park
- Ashfield > Sydney Airport
- Beverly Hills > Sydney Olympic Park

Customer journeys to and from the city have not changed once the new extensions of the M4 and M8 are open.

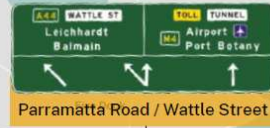
Key

- WestConnex M4
- WestConnex M8
- New extensions of the M4 and M8
- M5 East
- Rozelle Interchange
- Road
- Tunnel
- Parramatta to Airport
- Ashfield to Airport
- Port Botany to Wetherill Park
- Beverly Hills to Sydney Olympic Park



New and existing road signs at key decision points

Haberfield Interchange



Key

- WestConnex M4
- WestConnex M8
- New extensions of the M4 and M8
- M5 East
- Rozelle Interchange
- Road
- Tunnel
- Existing signs
- New signs

St Peters Interchange

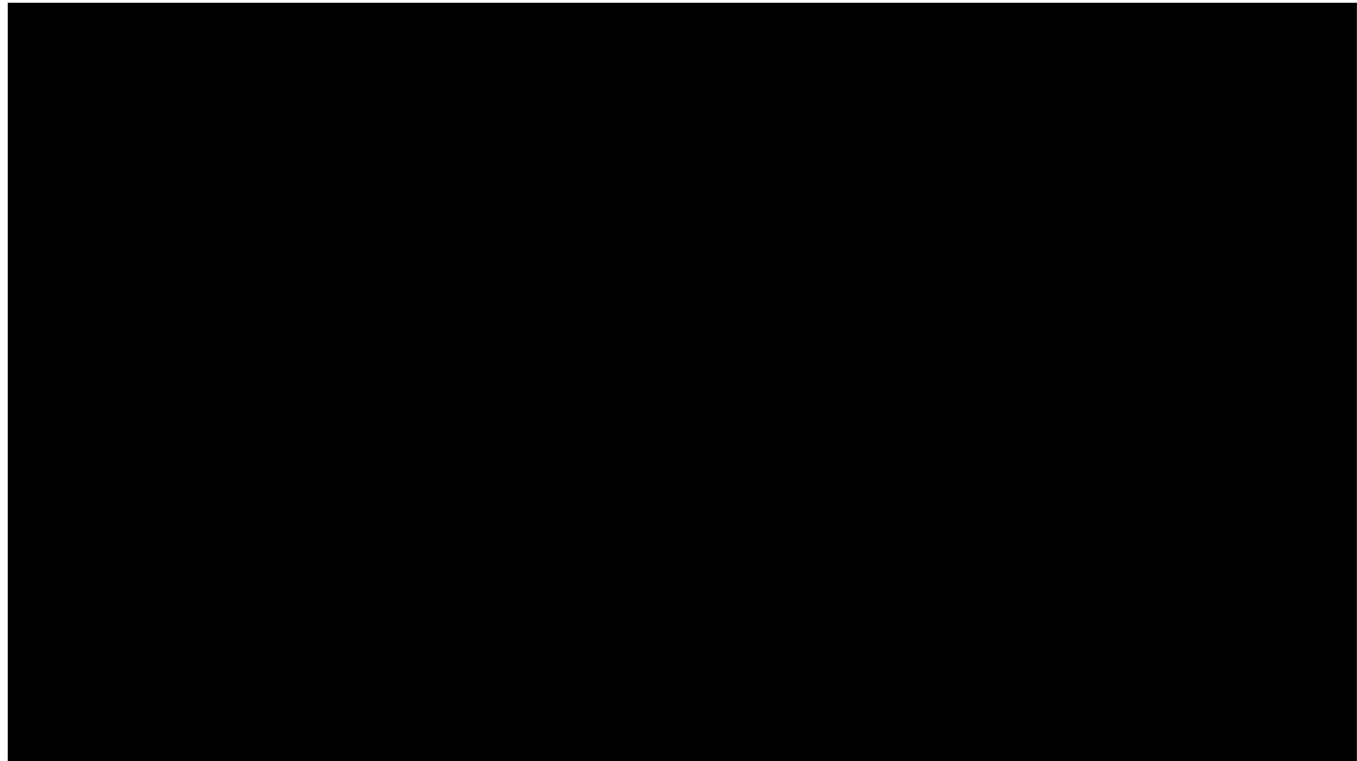


Driver animations

Transurban developed 17 driver animations to show the journeys available to drivers using the new tunnels.

The driver animations are used as part of the WestConnex 'Plan your Journey' tool to inform customers.

This was released publicly on 29 November 2022.



Entry to the extension of the M8 via Gardeners Road

Impacts on network

- An increase in traffic volumes is expected on the M4 motorway following the opening of the M4 and M8 extensions
- Traffic volumes on the M8 motorway are not expected to increase significantly

Mascot

As major transport infrastructure projects are delivered over the next few years, travel is expected to be disrupted at Mascot during peak periods.

Between completion of the M4-M5 Link Tunnels through to delivery of Sydney Gateway, there is a two-year period of disruption at Mascot. Transport is looking at short term measures to manage traffic flow on the adjoining local road network.

Network performance will improve when Sydney Gateway opens late 2024 and drivers are able to bypass Mascot while accessing new direct connections from the M4 and M8 to the airport precinct.



Improvement work at Mascot

- Mascot At-Grade Work involved five intersection upgrades and was completed in October 2020
- Airport Precinct Upgrades involved upgrading roads around the Sydney Airport to improve traffic flow in and around the airport and Port Botany. Completed work in October 2020.
- Gardeners Road Improvement Work involves the reallocation of road space from right turn bays into two commercial properties on Gardeners Road, to redistribute to through and right turn lanes. This work will be completed by mid-2023.



- M4-M5 Link Tunnels project to deliver new dual right turn lanes into Kent Road at Mascot. This will be completed prior to opening.

Tolling

WestConnex applies distance-based tolling which means that motorists only pay for the sections of motorway they use.

The new extensions of the M4 and M8 are now open and a toll cap has come into effect.

This means, when you are travelling for more than 16 kilometres, in one continuous trip on the WestConnex network, your toll will be capped at a maximum amount of \$11.11 (2023) for passenger vehicles. The maximum toll cap for Heavy Vehicles is \$33.32 (2023).

The future tolling strategy of the M8 and other tolled motorways forms part of the overall review of Sydney's tolling regime announced by the current NSW Government and led by Alan Fels. The tolling review is expected to provide recommendations to the NSW Government later this year. Existing tolling arrangements for the M8 will remain in place at least until the review is completed, and the Government has announced its next steps.

Linkt Toll Calculator: www.linkt.com.au/using-toll-roads/new-roads-toll-calculator/sydney

~~Nostra to take over arm of failed Victorian building company Porter Davis~~

By Lisa Baertlein

LOS ANGELES (Reuters) - California's bustling seaports, dominated by massive container vessels and soaring cranes, may seem an unlikely setting for investors seeking to capitalize on the "green" revolution.

But thanks to the state's plan to phase out by 2035 heavy-duty diesel trucks that haul containers to ships and warehouses, the ports have become ground zero for forward-looking investors who are lining up to build charging stations for the electric semis that will eventually serve those trade gateways.

Among the companies pouring in money are real estate firm CBRE Group Group, warehouse giant Prologis Inc and investment manager BlackRock Inc, who are eyeing a payday when replacement trucks are in wider use.

The California Energy Commission (CEC) estimates the state will need 157,000 medium and heavy-duty chargers by 2030 to support a range of trucks - including some 30,000 drayage rigs that ferry cargo from ports. It has dedicated \$1.7 billion to build those chargers and estimates there are 1,000 already in use by semis and buses.

"The challenge is land and power," said Rob Shaw, managing director of private infrastructure at CBRE Investment Management.

Oakland, California-based startup Forum Mobility in January announced a \$400 million joint venture with CBRE Investment Management and Homecoming Capital to build electric charging infrastructure to support the drayage industry. Meanwhile, BlackRock is part of another group investing \$650 million to build chargers along freight routes.

The nation's busiest port complex at Los Angeles and Long Beach has a smattering of heavy- and medium-duty chargers for truck drivers. Because port real estate is at a premium, most early drayage charging projects will be "behind the fence" on trucking company property, experts said.

CHICKEN-AND-EGG

The push by CBRE and other real estate and infrastructure investors could help overcome a "chicken-and-egg" electric truck adoption lag in the United States, said Henrik Holland, global head of Prologis Mobility. Electric trucks cannot operate without chargers, but it does not make sense to build chargers if drivers are not using electric trucks.

Prologis, the biggest U.S. warehouse owner, created its mobility business to install electric truck chargers and solar panels. Warehouse tenants in Southern California's freight corridor are subject

to clean air rules that require them to offset pollution from trucks that visit their facilities.

Prologis already has put a total of 38 dual-port chargers from Swedish-Swiss manufacturer ABB Ltd on two Los Angeles-area properties for a warehouse and distribution business owned by shipping giant Maersk that is switching to an electric fleet.

"A marriage between real estate and energy infrastructure" will be needed to accelerate the transition to electric-powered trucking, Prologis Mobility's Holland said.

Stung by the lack of public chargers, major electric truck makers are jumping in to build the infrastructure needed to underpin big rig sales but it will take time.

"Project lead times for depot-based fast charging are currently being measured in years, instead of weeks or months," said John O'Leary, CEO of Daimler Truck Holding AG's Daimler Truck North America.

The electric truck manufacturer joined with BlackRock Renewable Power and NextEra Energy Resources on a \$650 million venture to build high-performance charging sites on critical freight routes in Southern California, the U.S. Northeast and Texas, the sites of major seaports.

Multiple industry officials said permitting and approvals on the electrification side are a limiting factor. Nevertheless, they believe there will be enough chargers for port trucking by 2035 because the projects are less complex.

"2035 is 12 years out ... a lot can be done in that time," infrastructure consultant Charlie Allcock said.

POWER PLAY

Industry officials agree the success of commercial truck charging projects hinges not on power generation but on connecting sites with needed energy.

"Right now you can go order a vehicle, have it manufactured from raw materials and then delivered to you faster than the average line extension takes," said Greg Sarvas, electric transportation program manager at the Los Angeles Department of Water and Power, referring to the process of bringing power to a site.

Getting in front of demand is difficult since energy regulators require power companies to build to need rather than to forecasts, utility executives said.

"That puts us in a little bit of a crunch," said Chanel Parson, director of building and transportation electrification at utility Southern California Edison, owned by Edison International.

Transmission line installations can take months to years, utility executives said. Beyond that, power companies must grapple with shortages of key parts including some transformers and switch gear.

Meanwhile, the search is on for sites with excess power, known as "headroom," to accommodate

charger projects.

Hight Logistics President Rudy Diaz said the Forum Mobility team that oversaw his electric charger project in Long Beach found "a needle in a haystack." A previous tenant, he said, had installed an 800-amp panel to run the broken-down hay bailer in his warehouse.

That defunct equipment was wired with enough power for 80% of the first phase of his drayage electrification project. Diaz had four dual-port chargers made by Tellus Power Green up and running in under a year.

"It's a relic," Diaz said of the dusty bailer. "Bless that thing."

(Reporting by Lisa Baertlein in Los Angeles; Editing by Ben Klayman and Matthew Lewis)

NSW Ports community research findings for PBCCC members

Research process

- Community consultation/engagement/investment review conducted July-November 2022, across NSW Ports sites of Port Botany, Port Kembla and the Enfield Intermodal & Logistics Centre
- Research process included focus groups with residents living near those sites, phone and online surveys of larger samples of community members and in-depth interviews with key community members, including members of the PBCCC

Key findings for Port Botany community members

- While awareness of Port Botany is high, awareness of NSW Ports is relatively low among community members
- There is a related lack of understanding about what facilities or specific operations are managed by NSW Ports – eg: three-quarters of Port Botany residents mistakenly believe NSW Ports is responsible for all activities and facilities at the port
- Awareness of NSW Ports community investment, engagement and consultation initiatives (such as the PBCCC) is similarly low. This includes awareness of NSW Ports community grants program and NSW Ports sponsorship of Conservation Volunteers Australia
- Port Botany residents indicated that they want NSW Ports to provide essential goods, have the community's best interests at heart, protect the environment in which it operates and positively contribute to the local economy
- When asked to nominate preferred community investment programs, respondents provided suggestions such as employment and traineeships for local disadvantaged groups, apprenticeships or graduate programs, schools programs and environmental initiatives
- Members of the PBCC who were interviewed said such consultation groups were an opportunity to hear about port activities and to have conversations with the port and relevant businesses/operators
- However, they said they were unclear as to the division of responsibilities between NSW Ports and the Port Authority of NSW. As a result, they indicated that they struggled, at times, to get traction around issues such as noise and truck traffic.