

Port Botany CCC  
Minutes  
Meeting #44

Date: Tuesday 20 August 2024

Time: 5:30pm - 7:00pm

Location: Zoom

Attendees	
Community Members	Port Authority of NSW
Charles Abela (CA)	Nerida Green (NG)
Peter Fagan (PF)	
John Burgess (JB)	
Paul Pickering (PP)	NSW Ports
	Bryan Beudeker (BB)
	Erika Jimenez (EJ)
Local Government	Greg Walls (GW)
Bronywn Englaro – Randwick Council (BE)	Jonathan Lafforgue (JL)
	Independent Community Commissioner
Business Representatives	Roberta Ryan – Independent Chairperson (RR)
Wayne Gibson – DP World (WG)	Isa Crossland Stone – Minute taker (ICS)
Karen Jones – Opal (KJ)	
Creagh Debrabander – Elgas (CD)	Apologies
Natalie Cerda – Patrick (NC)	Jennifer Stevenson – Hutchison Ports (JS)
	Lucy Mercer – Hutchison Ports (LM)
	Erin Barker - EPA (EB)

## Agenda Items

### Commencement

1. Welcome, apologies and introductions

RR introduces herself to the group and welcomes EJ to her first meeting.

EJ introduces herself; she is the new Corporate Affairs Manager at NSW Ports.

All regular attendees make their introductions.

GW is now in the role of General Manager of Corporate Affairs and Planning.

JB and PF confirm the previous minutes.

### Matters arising

1. JB and NG to confer offline about the issues of seagrass and shore bird monitoring at the Port Authority and update the group as necessary.

JB and NG says that they have spoken offline. They have not come to much clarity yet, and at this stage there is not much to provide an update on.

This will remain a standing item to be revisited at the next meeting. ACTION.

2. After raising this matter at the last meeting, JB would like an update on the current status of the Emergency/Risk Management Plan /Strategy for the northern side of Botany Bay and including the Port itself and the surrounding Port precinct.

JL says that there is an emergency plan that was updated this year. He will share this plan with the group offline after this meeting. ACTION.

CA notes that a risk management plan should be distinct from emergency plan.

GW says that the 1998 risk management study is still the current plan.

JB says that since this has not been reviewed for 25 years, it should be reviewed. The Port is getting bigger, and tenants and activities are evolving with increased risk.

GW says that this plan was built into the planning process, and risk contours are used and reviewed regularly. Every time a new bulk liquid development goes through the planning process, they review the 1998 study to ensure that they are consistent with the 'future use scenario' cumulative risk contour that was set then.

JB says that in the passage of time, there have been a number of emergency incidents at the port that might easily have gotten out of control and had very serious safety outcomes for those working at the port, as well as for the community. In light of these incidents, the then-Police Local Area Commander, Karen McCarthy (KM) did identify shortcomings with the coordination of emergency services' response to major incidents and called for a review of the emergency/risk management plan. Upon transfer of KM away from Botany, this review process seemingly lapsed.

While people have so far been lucky, it seems clear that there needs to be a review of the emergency/risk management plan to factor in the many changes to operational activity and associated risk over time.

BB says that they hold live exercises annually on-site at the NSW Ports site, which are very comprehensive. This is to ensure that safety and emergency management systems are relevant.

BB shares that there is a Port Authority pollution response plan for the Port of Botany. He briefly shares this plan, which is currently under review, on his screen.

3. BB to contact TfNSW regarding the flooding along the Southern side of Foreshore Road, which JB identified as a traffic hazard, and to identify who is responsible for dealing with this issue.

BB says that he has not had a chance to follow this up with TfNSW, and he suggests that it is perhaps an issue to be raised by the community instead.

JB says that there is a major brush reduction program which involves the clearing of a large amount of bushland. This may improve the drainage, when it is fully removed from the road. Currently, the removed bush material is dumped on the side of the road and therefore actually increases the accumulation of water there, which contributes to the further flooding of Foreshore Road on its southern side.

BE believes that there is no gutter on either side of Foreshore Road.

JB and PF confirm that this is true. This contributes significantly to the water pooling there.

PF feels that the state of this road overall is a disgrace, especially given it is such an important road for industry and for the community.

RR asks BB to follow up on this matter with TfNSW, and to seek their input about maintenance of the road in the case that it is their responsibility. ACTION.

4. EB to review the material JB forwarded her relating to Sydney Water's approval for a 3-year extension of a licence to discharge sewerage flows into the Mill Stream, and to provide have an update on the EPA's response to the community's concerns at having not been consulted or informed.

JB confirms that he did provide this information to EB. Since EB is an apology today, this will be carried over to the next meeting. ACTION.

BE notes that there is a planned be a waste water abatement facility in the new Capital Works Plan, linked [here](#).

## Presentations

1. NSW Ports update presentation on the Bunnerong Canal Pollution Trap (which has now been installed) – BB

BB makes a presentation on the NSW Ports Floating Litter Trap at Bunnerong Canal, Port Botany. **BB's presentation slides are attached.**

PP asks what the water quality is like in the Bunnerong Canal.

BB say that they are not required to do water quality testing here, but that the water is primarily run-off. The water is likely similar to the water in the Port itself, which contains 'urban trash' in its runoff.

JB says that there have been major changes to the Port Botany industrial park, with all chemical processing companies (including Qenos) shutting down. Many of these companies had high water use, and were sourcing recycled high quality water from Orica as a byproduct of the treatment by Orica of the contaminated ground water.

JB adds that there is a hydraulic containment barrier that catches contaminated water which is then put through a series of treatments and removal of contaminants which are destroyed via an incineration process.

JB says that historically, the processed water was piped and discharged to the Brotherson Dock until Orica found a market to sell it to tenants at the Industrial Park. With these companies now going out of business, Orica will have to revert to the former process of piping the water to Brotherson Dock or to sewerage. JB says that the quality of the water is high and probably cleaner than potable drinking water.

BB will look into this.

CA notes that there is a major sewage pumping station at the junction where the paper mill is. This is the lowest point of the Eastern suburbs, so it is very big and active. Is this related to the park?

KJ says that that station one is owned by Sydney Water.

At Purcell Park, an Opal irrigation centre has been operating since about 2020.

PF asks if there are any other opportunities on the NSW Ports site to capture discharge for pollution mitigation.

BB says that there is a smaller discharge running along the between the Banksmeadow terminal and the Botany – Bunnerong road.

BB is not sure of the volume of rubbish that runs through this, but he can find out, or what opportunities this discharge offers, but he will follow up to see what might be offered. ACTION.

2. NSW Ports short briefing in relation to the NSW Ports perspective on [this article](#), raised by PF offline.

PF would like to know in more detail about the ongoing efforts of the Port of Newcastle to get permission to handle container traffic.

GW says that in 2022, the NSW Parliament passed the Port of Newcastle Extinguishment of Liability Act 2022, which set the process to determine the value of a one-off compensation payment that can be made by the Port of Newcastle to the State to remove the Port of Newcastle's liability to make payments under previous arrangements related to container traffic.

This Act required that the Parliament set an independent regulator with the task of determining the value of the compensation payment – IPART was appointed to undertake this work.

IPART determined that the cost to the Port of Newcastle was \$13 million. This amount has now been paid by the Port of Newcastle.

PF asks if there is any movement by the Port of Newcastle or any community support for the Port of Newcastle in trying to become a competitive container port.

GW says that the Port of Newcastle is active in investigating the potential for container trade. GW says that he is not aware of the views of the local community of Newcastle. GW shares the official IPART statement about this matter, which is linked [here](#).

## Business Representatives Updates

1. DP World update – WG  
WG has nothing to report. It is business as usual.
2. Patrick Terminals update – NC  
NC says that over the next couple of weeks, the 300m train operations in the autorail terminal has been extended to 600m length.
3. Hutchison Ports update – LM  
There are no representatives present.
4. Opal – KJ  
KJ recalls that the Opal shutdown this year was successful and ended ahead of schedule.
5. Port Authority of NSW– NG  
NG says that she does not have the PA maintenance update to share at this meeting.
6. NSW Ports–JL  
JL says that there has been a healthy increase in rail volume this year on the year prior, which is a consistent trend across the last two years. There is a significant increase in rail volume and the rail share has increased by about 15.6%.  
  
At the end of July South-westerly winds caused significant swells at the Port which caused a closure of the ports and all shipping movements for about 90 hours. This is a resilience issue for the Port, and NSW Ports is working with the Port Authority to develop strategies to increase resilience against these kinds of issues.  
  
BE notes that the construction on the ferry wharf was also paused.
7. Elgas– CD  
CD says that there is no major update from Elgas.

## Government/Community Member Updates

1. Randwick City Council update – BE  
  
BE says that the Council is currently reviewing their DCP, which affects the industrial area. At this stage, they cannot restrict hours of operation 24/7 in the whole industrial area. As such, they are currently looking at what they can do in terms of noise mitigation around the landside industry. They have engaged a consultant to develop noise abatement strategies, as well. They are looking at noise control for indoor noise control, and restrictions around Macauley Street and Perry Street.  
  
The Council will appeal the 24/7 operations again, after being knocked back previously.  
  
CA asks if the Council has any noise monitors in Macauley Street.  
  
BE says that they do not have them in that area in a long-term way only on an as-needs basis.
2. Bayside Council update – AS  
  
There is no representative from Bayside Council.

3. EPA update – EB  
EB is not in attendance at the meeting.

4. Community member updates

There are no major community member updates. Community discussion is documented below in 'other business'.

## Environment Update

1. Summary of complaints and incidents – BB  
29 noise complains since the beginning of the year. only 6 of these were from alarms, and 15 from noisy ships. They are still monitoring alarms closely, and there have been no more major noise issues at the DP World site.

BB thanks WG and SE (who is not present) for taking the group on a tour of the DP World site.

JL thanks BB for his tenacity in following up the noise issues as they arise.

JB and PF thanked the people at DP World, and were grateful for the comprehensive tour from SE.

PF notes that SE shared that their transition to rail has not been highly efficient, given that loading freight onto rail is more difficult than onto road vehicles.

JL says that an upgrade for the DP World rail terminal will undergo upgrades, with a goal to handle a much larger TEU amount than is currently possible. They are currently only in their first phase of rail upgrade and will progress.

BB says that there have been a few incidents reported to the EPA.

BB says that there was a leak at the Patrick terminal. It was well-managed, and Patrick notified the EPA themselves.

At NSW Ports, there was an intruder on-site who tried to access the bulk liquids. He was caught by security and removed quickly from the premises by police.

BB suggests that the NSW Ports biosecurity group could do a general presentation to this CCC. He will organise this. ACTION.

## Other Business

JB says that there are moves afoot by Bayside Council to eject the Muddy Creek fishing and community club from the Muddy Creek arm of the Cooks River. The club facilities include a boat ramp. Off-street parking, a jetty, slipway and some sheds. The club did manage to get an injunction against the council, staying the eviction for a couple of weeks, but now this time has lapsed.

There is communication between the council and the Minister's office involving the Port Authority, arguing that there is no need to preserve the Muddy Creek boat ramp and other facilities as the existing Foreshore Road boat ramp is underutilized and there is scope to increase boat trailer parking capacity at Foreshore Road to accommodate another 30 boat trailers. It is inferred that Council will meet the cost of these extra spaces if required.

JB is very supportive of additional trailer parking at Foreshore Road and has been advocating for this since the new ramp was constructed - during summer weekends and over the peak summer holiday period the ramp is at full capacity by 6am with the gates secured. JB is at loss as to where the additional trailer parking might be situated. One possible option might be to use the dedicated evacuation area which already serves as a temporary car parking facility but this site is not large enough to cater for an extra 30 combined car/ trailer rigs and would do away with the car only temporary parking space. The other option would be to reclaim some of the bushland adjoining the existing trailer park.

JB has correspondence confirming that the Port Authority's and the Minister's office's involvement in this plan with Bayside Council. The Muddy Creek Fishing and Community Club has now vacated the site and the boating community is now short some 40 trailer parking spaces. JB expects that the Minister and the Port Authority to now live up to their commitment to provide an additional 30 trailer parking spaces at Foreshore Road, and if necessary compel Bayside Council to pay for this work

JB feels that the handling of this matter by various government agencies and the council has not been as transparent as it should have been, and this is a feeling shared amongst the community.

JB would like a commitment from the Port Authority to install another 30 trailer spaces at Foreshore Road as soon as possible. This is a request for NG to take back to the Port Authority. ACTION.

PF says that this morning he saw an ACFS electric truck at the intersection of Botany Road and Foreshore Road. He is very pleased to see this.

BB will organize for his contact, Michael Zanaros (MZ) at ACFS to present at the next meeting on the electric trucks at the Ports. ACTION.

BB will also follow up a new representative of ACFS for this CCC. BB did this directly after the meeting, and ICS will include this representative in future meeting invitations.

PF asks if it would be possible to have a tour of the Moorebank terminal or have a presentation from them at the meeting.

JL says that he will follow this up. ACTION.

JL agrees that it would be great to have a tour, as it is a very impressive site.

BB notes that there is a face-to-face meeting of the Enfield community meeting in mid-November, which will involve a site tour of the Enfield Intermodal Terminal. If Port Botany CCC members are interested in attending, they may.

EJ will send out a notice to the group via email on this. ACTION.

JB says is concerned that the Port Kembla Harbour and environment group no longer operates.

GW confirms that actually, the Port Kembla Harbour and Environment Group continues to function, and BB still attends those meetings.



### Next Meeting

Date: 12 November

Time: 5:30pm – 7:00pm

Location: Online, Zoom

Presentation to

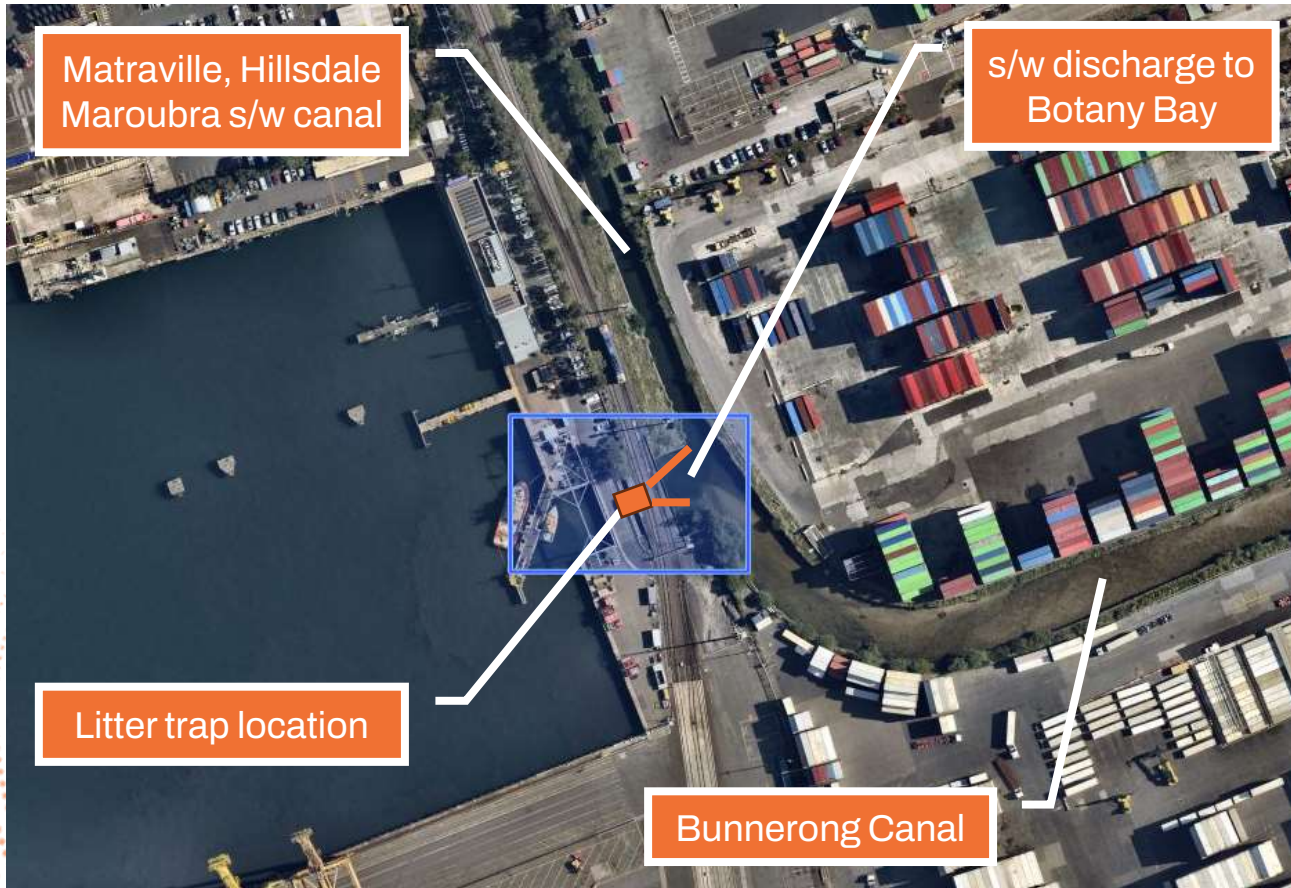
# Port Botany CCC

20 August 2024



**nswPorts**

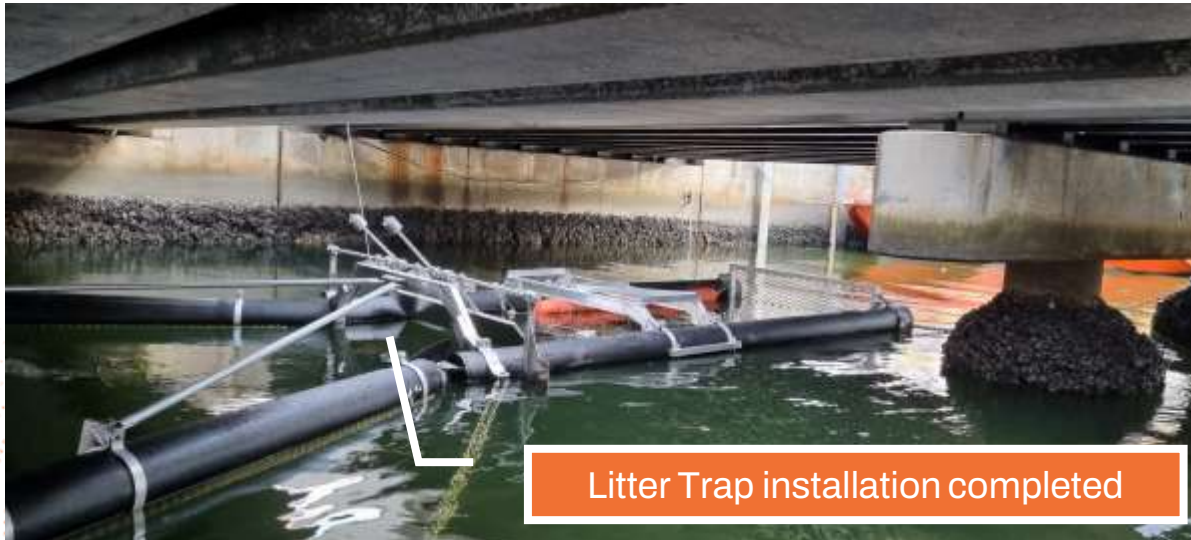
# NSW Ports has installed a Floating Litter Trap at Bunnerong Canal, Port Botany



NSW Ports' voluntary initiative to capture rubbish from upstream suburban stormwater catchment and prevent it from entering Botany Bay



# Litter Trap installation completed 10 July 2024



# Litter Trap Stormwater Catchment Area

- Litter trap will prevent rubbish entering Botany Bay from upstream suburban stormwater catchment identified in the aerial photo
- Project Catchment Area: ~968 hectares
- Planning for acquisition and installation commenced in May 2024
- Installation completed 10 July 2024
- Estimated removal of 250 m<sup>3</sup> of rubbish per year - actual rubbish volume / weight t.b.d. following installation
- Litter Trap Servicing
  - Inspections will take place after deluge rainfall events (when litter is mobilised)
  - Service Frequency: Once every two to four weeks – but will depend on rainfall and stormwater run-off



# Floating Litter Trap inaugural clean-out



The first clean out of the litter trap was completed 15 August 2024 after approximately 30 mm of rain over 35 days.

First clean out consisted of:

- Three large rubbish bags full of general rubbish (plastic bottles, polystyrene balls, varies balls, cups, plastic bags, etc.) which weighed approximately 7.3kg.

- As well as an assortment of large floating debris consisting more of vegetation, tree branches and timber, which weighed approximately 12kg.

# Outcome: A future Botany Bay with less rubbish 😊



THANK YOU

