



**Meeting No. 135**  
**Wednesday, 6 February 2019**  
**9.00 a.m. – 10.30 a.m.**

**NSW Ports' Board Room, Level 3 Maritime Centre**  
**91 Foreshore Road, Port Kembla**

## **Minutes**

### **PRESENT**

Trevor Brown	NSW Ports
Jane Curran	GrainCorp
Andy Davis	University of Wollongong
Ron Hales	Community Representative
Chris Haley	Chairman
Nigel Harpley	Ixom
Rhonda Hobson	Environment Protection Authority (by teleconference)
Stephanie Jurd	GrainCorp
Brian Kiely	Port Kembla Gateway
Roger Kirk	Port Authority of NSW
Dene Ladmore	Quattro Ports
Lucinda Machell	LINX Cargo Care
John Macpherson	Pacific National
Natalia McGregor	NSW Ports
Monica Morona	Environment Protection Authority (by teleconference)
Jane Curran	GrainCorp
Stephanie Jurd	GrainCorp
Greg Newman	Environment Protection Authority
Luke Pascot	Port Kembla Coal Terminal
Adam Sacca	Environment Protection Authority
Renee Winsor	Wollongong City Council
Evan Wissell	AAT

### **1. Apologies**

Allison Broad	University of Wollongong
Philip Laird	Community Representative
Bruce Medcalf	Community Representative
John Morrison	University of Wollongong
Olive Rodwell	Community Representative
Lawrence Zammit	BlueScope Steel

### **2. Presentation – Return and Earn - NSW Container Deposit Scheme, EPA**

Adam Sacca presented results from the Container Deposit Scheme since its inception in November 2017. Amongst many positive statistics, it is estimated that the Scheme has collected over 1.3 Billion containers since it commenced, up to 26 million containers are being collected on a weekly basis at return points across the state and the state has seen a 40% reduction in this waste stream entering kerb side recycling.

Q & A with Member

Q – Where are the containers being sent to, is there market volatility or risk given recent changes by China in receiving of waste.

A – Because the contamination levels are so low in collecting the containers, the product has been successful on the international market and is highly sought after.

Q – Will the Scheme be expanded to include soft plastics

A – Not at present. Soft plastics can be recycled via supermarket collection points.

Q – Who measures the volumes of waste and how is it recorded? What confidence is there in the figures?

A – All figures are collated and reported by Keep Australia Beautiful, who conduct a bi-annual audit. They also monitor volumes on a quarterly basis.

Q – What fees do recycling companies/program partners charge? le-Vinnies

A – It comes down to a commercial arrangement with each Organisation. It varies but is very competitive to ensure it is viable. At Vinnies for example, people can opt to donate their bottles or collect their full refund.

Note: Rhonda Hobson and Monica Morona left the meeting (by teleconference) at the conclusion of this item.

### **3. Confirmation of Minutes of Meeting No. 134 held on Wednesday, 5 December 2018**

#### **4. Key Initiatives and Actions**

Trevor outlined progress on Key initiatives and actions at NSW Ports. See **Attachment A**

#### **5. Climate Change**

##### *5.1. Feedback from IMO Greenhouse Gas Emissions Stakeholder Meeting*

Continued discussions on the sulphur emission limits for shipping. There are 2 main ways this can be addressed, either through installation of mechanical sulphur scrubbers on ships engines (chemical process) or switching to low sulphur fuel (which is more highly refined).

A fourth IMO GHG study will be conducted during 2019. AMSA is currently collecting fuel data for Australian shipping that will be fed into the study.

Slow steaming on trade routes is being encouraged by the Australian government as it reduces GHG emissions.

Some research on alternative fuels being done in Australia although emphasis is currently on the possible supply of new ships with LNG.

#### **6. Road and Rail Infrastructure**

Chris Haley noted that the government is progressing with the Albion Park Rail bypass project.

#### **7. PKHEG Website**

Trevor Brown reported that he has commenced adding content to the website and will present progress to the next meeting.

#### **8. Legislation and Policy**

There were no new legislative matters raised. Trevor reported that proposed amendments to the Three Ports SEPP have not been finalised yet.

#### **9. Round Table Reports** (update on Harbour related information)

##### *9.1 Trevor - NSW Ports Update*

LNG import proposal, submissions received with feedback. Concerns about dredging have been responded to.

##### *9.2 Ron – Community Enquiry*

What is happening to the vacant area (roadside verge) on Christy Drive? Trevor to make enquiries and respond.

##### *9.3 Greg - EPA Update*

Five proposals in the works. Response to submissions came through yesterday. The truck fire over Christmas on the Hwy consumed a great deal of resources and time due to potential environmental contamination. No PFAS was used in the fire water. Potential contamination of Allans Creek. Update on this incident to be presented at the next meeting.

#### *9.4 Evan - AAT Update*

NSW car volumes were down in December and January as expected. However biosecurity concerns with the Brown Marmorated Stink Bug have also impacted car movements and shipping movements. Two vessels were confirmed to have the Stink Bug. In total 6 vessels were rejected in December and 7 rejected in January. Mainly being sent back to Singapore for treatment.

NZ and Australian Dept of Ag are taking a zero tolerance approach as this is a significant biosecurity risk. For Info – a contaminated vessel gets sent 5 nautical miles offshore and is fogged. The fogging makes the Stink Bugs come out of their torpor state (hibernation state) and become easily identifiable. Fogging can occur up to 3 times before they determine whether the vessel is safe or must be rejected.

#### *9.5 Roger - Port Authority of NSW Update*

Trade has been notably down through the port. Mainly due to the coal terminal as well as the low numbers of ships coming through.

#### *9.6 Brian – Port Kembla Gateway*

December saw the first shipment of calcite which went well. Calcite is used in gyprock.

The yellow crane at No. 6 Jetty has been officially de-commissioned and will now be safely deconstructed. All steel will be recycled locally and some parts of the crane will be re-used.

#### *9.7 Luke – Port Kembla Coal Terminal*

Current tree planting initiative underway. 600 trees will be planted along the roadside at the road receival area for visual aesthetics, dust and noise management.

#### *9.8 Linx*

Linx has been assisting Bluescope with handling of bulk products. There has also been some internal restructuring of roles and HSE for increased consistency and coverage.

#### *9.10 Wollongong Council Update*

Global Covenant of Mayors – Wollongong city council has commenced work on establishing a “carbon budget” for Wollongong region. The inventory is underway to understand the length and breadth of emission sources. Out of this an Action Plan will be developed. At the next meeting, the council will deliver a presentation with an update on this and discuss how best to work in with the community and industry.

Additionally, the Port Kembla Revitalisation Strategy to be presented to the group at the next meeting.

### **10. General Business**

#### *10.1. Actions from previous meetings*

Completed

#### *10.2. New Business*

NIL to add

#### *10.3. Correspondence*

10.3.1. Responses received from Ryan Park, Gareth Ward, Andrew Constance and Mark Coure regarding Maldon-Dombarton Railway

### **11. Next Meeting:**

**DATE:** Wednesday, 3 April 2019  
**VENUE:** NSW Ports Board Room  
Level 3, Maritime Centre  
91 Foreshore Road  
PORT KEMBLA  
**TIME:** 9.00 a.m. to 10.30 a.m.

RSVP: Trevor Brown on Telephone: 4275 0714  
or E-mail [trevor.brown@nswports.com.au](mailto:trevor.brown@nswports.com.au)

## Attachment A - Key Initiatives and Actions at NSW Ports

Initiative/ Action	Responsibility	Expected Completion	Status
<b>1. Planning for Sustainability</b>			
1.1. Prepare Sustainable Development Guideline	NSW Ports	June 2019	In progress
1.2. Prepare NSW Ports Sustainability Plan 2018	NSW Ports	May 2019	Scoping phase
<b>2. Stormwater / Wastewater Management</b>			
2.1. Collate Port Kembla Stormwater / Wastewater management information	NSW Ports & tenants	April 2019	Not commenced
2.2. Guideline for Stormwater / Wastewater Management	NSW Ports	June 2019	Not commenced
<b>3. Illegal Dumping and Litter Reduction</b>			
3.1. Coordinated plan for illegal dumping and litter reduction	NSW Ports & tenants	June 2019	Not commenced
3.2. Assess feasibility of Allans Creek Litter Boom	Council	TBA	Pending funding and resources to assess feasibility
<b>4. Weeds and Pest Control</b>			
4.1. Coordinated plan for weed and feral pest control	NSW Ports & tenants	June 2019	Not commenced
<b>5. Conserve the marine environment</b>			
5.1. Research towards sustainable anchorage practices – Phase 1, habitat identification	UoW, NSW Ports	Feb 2019	In progress
<b>6. Promote awareness of Port Kembla and its environment</b>			
6.1. Develop educational resources for schools regarding ports	NSW Ports	Apr 2019	In progress
6.2. PKHEG website	All members	June 2019	In progress



ANNEX

Streams of activity	2018	2019	2020		2021	2022		2023
	MEPC 73	MEPC 74	MEPC 75	MEPC 76	MEPC 77	MEPC 78	MEPC 79	MEPC 80
<i>Candidate short-term measures (Group A) that can be considered and addressed under existing IMO instruments<sup>2</sup></i>	Invite concrete proposals	Consideration of proposals	Consideration and decisions on candidate short-term measures that can be considered and addressed under existing IMO instruments e.g. further improvement of the existing energy efficiency framework with a focus on EEDI and SEEMP, ITCP <sup>3</sup>					
<i>Candidate short-term measures (Group B) that are not work in progress and are subject to data analysis</i>	Invite concrete proposals	Consideration of proposals	Consideration and decisions on candidate short-term measures that are not work in progress and are subject to data analysis, consistent with the Roadmap <sup>3</sup>					
			Data analysis, in particular from IMO Fuel Oil Consumption DCS					
<i>Candidate short-term measures (Group C) that are not work in progress and are not subject to data analysis</i>	Invite concrete proposals	Consideration of proposals	Consideration and decisions on candidate short-term measures that are not work in progress and are not subject to data analysis e.g. National Action Plans guidelines, lifecycle GHG/carbon intensity guidelines for fuels, research and development <sup>3</sup>					
<i>Candidate mid-/long-term measures and action to address the identified barriers</i>	Invite concrete proposals	Consideration of proposals including identification of barriers and action to address	Progress made and timelines agreed on the development of mid- and long-term measures					
<i>Impacts on States<sup>4</sup></i>	Invite concrete proposals	Finalization of procedure	Measure-specific impact assessment, as appropriate, consistent with the Initial Strategy, in particular paragraphs 4.10 to 4.13					
<i>Fourth IMO GHG Study</i>	Scope	Initiation of the Study	Progress report	Final report				
<i>Capacity-building, technical cooperation, research and development</i>	Development and implementation of actions including support for assessment of impacts and support for implementation of measures							
<i>Follow-up actions towards the development of the revised Strategy</i>		Ship fuel oil consumption data collection pursuant to regulation 22A of MARPOL Annex VI (DCS)			Initiation of revision of the Initial Strategy taking into account IMO DCS data and other relevant information			Adoption of revised Strategy

<sup>2</sup> Includes ongoing work pursuant to regulation 21.6 of MARPOL Annex VI.

<sup>3</sup> "In aiming for early action, the timeline for short-term measures should prioritize potential early measures that the Organization could develop, while recognizing those already adopted, including MARPOL Annex VI requirements relevant for climate change, with a view to achieve further reduction of GHG emissions from international shipping before 2023" (paragraph 4.2 of the Initial Strategy).

<sup>4</sup> Assessment of impacts on States to be undertaken in accordance with the procedure to be developed by the Organization.

# 1 IMO GHG Stakeholder Meeting in Canberra on the 29 January 2019

## Summary

- Timeline for concepts of reducing GHG short term emissions until 2023 discussed (see attached sheet). Category A includes short term measures that have already been developed. Category B includes short term measures that are currently being developed and Category C includes short term measures that have not been developed so far.
- A fourth IMO GHG study will be conducted during 2019 and cover the years 2012 to 2018. AMSA is currently collecting fuel data for Australian shipping that will be fed into the study.
- Slow steaming on trade routes is being encouraged by the Australian Government. Japan is investigating the provision of an engine limiting device that will allow a ship to operate at an optimal level.
- The Newcastle (Australia) system of delaying ship arrivals until cargo is ready to load was favourably mentioned although only applicable to a few Australian ports.
- Hydrogen has been suggested as an alternative future fuel source and a paper was recently presented to COAG by Australia's chief scientist advocating Australia as a source see here [https://www.chiefscientist.gov.au/wp-content/uploads/HydrogenCOAGWhitePaper\\_WEB.pdf](https://www.chiefscientist.gov.au/wp-content/uploads/HydrogenCOAGWhitePaper_WEB.pdf)
- IMO does not possess any enforcement powers so questions were raised on how shipowners might be made to comply. Generally considered that Classification Societies would ensure compliance.
- IMO does not regulate ports and some discussion about the need for ports to also participate in lowering shipping GHG emissions. It was suggested that shore-based power supply to shipping in port would be a significant improvement – State governments regulation is required. It would be advantageous if the supply could be based on renewable resources such as solar or wind power.
- There is some research on alternative fuels happening in Australia however most emphasis currently is on the possible supply of new ships with LNG.
- The so-called Carbon War Room was mentioned as a global non-profit organisation that is attempting to accelerate the adoption of business solutions to advance the low-carbon economy see here for more information <https://rmi.org/carbon-war-room/>



**Mark Coure MP**  
Parliamentary Secretary for Transport and Infrastructure  
Member for Oatley

Our Ref: 00690611

Captain Chris Haley  
Chairman  
Port Kembla Harbour Environment Group  
trevor.brown@nswports.com.au

Dear Capt Haley

Thank you for your correspondence to the Minister for Transport and Infrastructure about the Maldon-Dumbarton Line. The Minister asked me to respond on his behalf.

As you may be aware, the Maldon to Dombarton rail line is a partially constructed 35-kilometre freight line connecting the Main South line at Maldon with the Moss Vale to Unanderra line at Dombarton. If completed, it would be single track, with passing loops.

I am advised that following a funding announcement from the federal government in 2011, Transport for NSW completed all necessary pre-construction works in 2014. As a result, the project is shovel-ready, pending planning and funding approval.

Transport for NSW's assessment of the existing network considers that the existing Illawarra rail network is adequate in the short to medium term. However, the Maldon to Dombarton rail line will be considered in the longer term, when expected traffic growth and increase in demand for passenger services on the Illawarra Line potentially restrict freight capacity on the current network.

While this is the case, in February 2017 Infrastructure Australia concluded a review of the Maldon to Dombarton business case. This review noted that the project costs currently outweigh the economic benefits.

You may be assured that the Maldon to Dombarton rail line will continue to be investigated, as recognised in *Future Transport 2056* and *NSW Freight and Ports Plan 2018-2023*. Additionally, freight rail access to Port Kembla, including the Maldon to Dombarton rail line, remains listed as a Priority initiative on the Infrastructure Australia Infrastructure Priority List.

The NSW Government is also investing in other works related to rail and road links serving Port Kembla. This includes the extension of the Mount Murray rail loop and the Mount Ousley road interchange project.

I trust this information is of assistance.

Yours sincerely

16/12/2018

**Mark Coure MP**  
Parliamentary Secretary for Transport and Infrastructure



The Hon Andrew Constance MP  
Minister for Transport and Infrastructure

Our Ref: 00712442  
Your Ref: GW:cw

Mr Gareth Ward MP  
Member for Kiama  
102 Terralong Street  
KIAMA NSW 2533

Dear Mr Ward

Thank you for your correspondence on behalf of Captain Chris Haley, Chairman of the Port Kembla Harbour Environment Group, about the Maldon-Dombarton Line.

I note Capt Haley's comments and appreciate the reasons that prompted him to write to you.

Capt Haley wrote previously on this issue and was responded to by Mr Mark Coure MP, Parliamentary Secretary for Transport and Infrastructure. I have included a copy of this response for your information.

I trust this information is of assistance.

Yours sincerely

22/01/2019

THE HON ANDREW CONSTANCE MP

Encl





**Gareth Ward MP**  
**Member for Kiama**

Parliamentary Secretary to the Premier - Illawarra and South Coast

GW:mj

Monday, 4 February 2019

Captain Chris Haley  
Chairman of the Port Kembla Harbour Environment Group  
PO Box 89  
PORT KEMBLA NSW 2505

Via email: [cwh@ecomaritime.com](mailto:cwh@ecomaritime.com)

Dear Captain Haley *Chris,*

Thank you for taking the time to contact me regarding the Maldon-Dombarton Line.

I enclose correspondence I have received from the Hon. Andrew Constance MP, Minister for Transport and Infrastructure, who has noted your comments and appreciates the reasons that prompted you to write.

The Minister has advised that you wrote to him previously on this issue and was responded to by Mr Mark Coure MP, Parliamentary Secretary for Transport and Infrastructure. A copy of that response is enclosed.

Once again thank you for taking the time to contact me. If I can ever be of any assistance in the future, please do not hesitate to contact me.

Kind regards

**GARETH WARD MP**

Member for Kiama

Parliamentary Secretary for the Illawarra and South Coast

Parliamentary Secretary for Education

*Working for Our Community*

Encl. Response

102 Terralong Street, Kiama NSW 2533

Phone: (61 2) 4232 1082 Fax: (61 2) 4232 3577 Email: [kiama@parliament.nsw.gov.au](mailto:kiama@parliament.nsw.gov.au)



5 November 2018

Captain Chris Haley  
Chairman  
Port Kembla Harbour Environment Group  
PO Box 89  
PORT KEMBLA NSW 2505

Dear Captain Haley,

I refer to your letter dated 26 October 2018 to the NSW Minister for Transport, the Hon. Andrew Constance MP and the response dated 30 October 2018 from my colleague, Mr Paul Scully MP, Member for Wollongong.

As outlined by Mr Scully, as the NSW Shadow Treasurer and Shadow Minister for the Illawarra, I have made a commitment of \$50 million if elected at the March 2019 election toward the Maldon-Dombarton project as part of the Illawarra Jobs Action Plan.

Both Mr Scully, the Shadow Minister for Transport Jodi McKay MP and I understand the importance of completing this project. I am disappointed by the lack of action from the NSW Government because the longer we delay this inevitable crucial piece of infrastructure the more problems it will create.

Thank you for your advocacy.

I look forward to seeing the response you receive from the Minister for Transport. Should I be able to assist Port Kembla Harbour Environment Group in any way please do not hesitate to contact my office on 4285 1588.

Yours sincerely

**Ryan Park MP**  
**Member for Keira**  
**Shadow Treasurer**  
**Shadow Minister for the Illawarra**

