

Meeting No. 129
Wednesday, 7 February 2018
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
Ron Hales	Community Representative
Chris Haley	Chairman
Nigel Harpley	Ixom
Brian Kiely	Port Kembla Gateway
Dene Ladmore	Quattro Ports
John Macpherson	Pacific National
Bruce Medcalf	Community Representative
Tony Miskiewicz	Wollongong City Council
Brendan Moss	GrainCorp
Greg Newman	Environment Protection Authority
Luke Pascot	Port Kembla Coal Terminal
Olive Rodwell	Community Representative
Renee Winsor	Wollongong City Council

1. Apologies

Andy Davis	University of Wollongong
Adriana Dello Iacono	Svitzer
Philip Laird	Community Representative
Roger Kirk	Port Authority of NSW
John Morrison	University of Wollongong
Dirk Ovenden	Svitzer
Chris Rowland	Port Kembla Gateway
Robyn Simpson	Linx Cargo Care
Lawrence Zammit	BlueScope Steel

2. Confirmation of Previous Minutes

The Minutes of Meeting 128 held on Wednesday, 6 December 2017, were received and accepted.

3. Review Strategies and Key Issues

3.1. Outcomes of Industry Members Survey

Trevor Brown reported that survey responses were received from six industry members. Respondents were strongly supportive of action regarding:

- Illegal Dumping & Littering
- Weeds and Feral Pests

- Sharing of stormwater management information

Respondents also indicated willingness to fund the administrative functions of the Group and website registration costs.

NSW Ports will continue to liaise with tenants regarding the potential for collaborative action on air emissions from non-road diesel-powered plant and equipment and climate change mitigation and adaptation, but is not proposing actions for the Group on these issues as yet.

Trevor Brown tabled a draft plan of Key Initiatives and Actions 2018-2020 which reflects survey feedback and other current initiatives that NSW Ports is pursuing (Attachment A). Trevor asked members to review the draft plan and respond with any comments or suggestions to him prior to the next meeting.

ACTION: All members to review the draft plan of Key Initiatives and Actions 2018-2020 and respond to Trevor Brown with any comments or suggestions prior to the next meeting on 4 April 2018.

4. Climate Change

4.1. Greenhouse Gas Emissions from Shipping

Chris Haley referred to correspondence (Attachment B) recently received from Australian Maritime Safety Authority (AMSA) regarding the Australian Government's position on measures to reduce greenhouse gas emissions from shipping that will be put to an upcoming meeting of the International Maritime Organisation's (IMO) Marine Environment Protection Committee. Trevor Brown briefly summarised some of the measures that the government is considering.

Chris advised that members are welcome to make a submission to AMSA or the Dept of Infrastructure, Regional Development & Cities (DIRDC) on these matters. The appropriate contacts are:

AMSA – Annalisse Sly, e: annalisse.sly@amsa.gov.au, ph: 02 6279 5900

DIRDC – Kelly Edwards, e: Kelly.edwards@infrastructure.gov.au, ph: 02 6274 8051

5. PKHEG Website

Trevor Brown advised that the indicated support for funding the website means that it can now move ahead. Refer to the draft plan of Key Initiatives and Actions for proposed timing.

6. Legislation and Policy

6.1. NSW Draft Freight and Ports Plan

Trevor Brown advised that Transport for NSW has released a Draft Freight and Ports Plan for comment. The plan is available online at:

<https://www.transport.nsw.gov.au/projects/strategy/nsw-freight-and-ports-plan>

Submissions can be lodged through the [Future Transport submissions portal](#). The consultation period closes on 25 March 2018.

6.2. Proposed Remediation of Land SEPP

Trevor Brown advised that the Department of Planning and Environment has signalled its intention to issue a new State Environmental Planning Policy (SEPP) for Remediation of Land that would replace the current SEPP 55. The Department has released an Explanation of Intended Effect (EIE) document and a draft Guideline for public comment prior to making the SEPP.

The EIE and draft Guideline are available online at:

7. Round Table Reports

7.1. Ixom

Nigel Harpley reported that pipework has commenced for the new truck loading facility at the eastern end of Foreshore Rd. Ixom is currently negotiating arrangements with Sydney Water for the development.

7.2. NSW Ports

7.2.1. Container Exhibition at National Maritime Museum

Trevor Brown reported that NSW Ports has sponsored a free exhibit at the National Maritime Museum in Darling Harbour titled *Container: the Box that Changed the World*. The exhibition tells the story of containerised freight and the way in which the shipping container has revolutionised the way we transport goods around the world.

7.2.2. Mobile Block Setting Steam Crane

Trevor Brown reported that repair and repainting of the steam crane is now complete. Further works to improve landscaping and repair the wagons will be undertaken over the next 12-18 months.

7.2.3. Community Projects

Trevor Brown reported the status of community projects that NSW Ports is supporting as follows:

- Dalfram Dispute Memorial – expressions of interest for the design have been received, concept designs reviewed and a shortlist prepared for further consideration.
- Wetland Rehabilitation and Frog Monitoring – rehabilitation works have commenced on the Heritage Park pond. Conservation Volunteers Australia are hosting a community day on Sunday 25th February from 10am which will include plantings, A BBQ lunch and guided tours of the Breakwater Military Museum.
- Restoration and Preservation of the Breakwater Military Museum – not commenced.

7.2.4. Breakwaters

Trevor Brown reported that the Eastern and Northern Breakwater were re-opened to the public prior to Christmas. Since then the Eastern Breakwater has been closed on a few occasions due to dangerous wave conditions. There have also been several instances of people trespassing onto the Eastern Breakwater when it is closed, either at night or during dangerous surf periods. NSW Ports' security contractors have collected evidence and referred these incidents to police for investigation.

Bruce Medcalf said that he was disappointed that he was not notified of the reopening of the breakwaters, despite having participated in a sub-committee to raise issues regarding access for recreational fishing. Trevor apologised for not contacting Bruce to advise him that the breakwaters were open.

In response to a question from Bruce about the cost of the Breakwater repair works, Trevor said that he did not know what the final costs were and this was not likely to be a figure that NSW Ports would make publicly available.

Bruce also said that the concrete blocks were too big to allow fishers safe access to fishing spots on the outer side of the Eastern Breakwater. He asked if NSW Ports would support construction of an accessible fishing platform on the inner side of the structure. Trevor said that NSW Ports has not yet decided whether it would support a fishing facility at Port Kembla.

7.3. Wollongong City Council

Tony Miskiewicz reported that this will be his last PKHEG meeting as he is retiring on 28 February. Chris Haley thanked Tony for his contribution to the Group over many years and wished him well for his future. Renee Winsor will replace Tony as Council's representative. Renee asked whether the group has terms of reference.

ACTION: Trevor Brown to provide Renee Winsor with terms of reference for the Group prior to the April meeting.

7.4. Community representatives

7.4.1. Recreational fishing - access

Ron Hales reported that some recreational fishers had suggested to him that a fishing platform on the Northern Breakwater would be helpful to provide better access.

7.4.2. Recreational fishing - safety

Ron Hales advised that Peter Marshall is undertaking research on the safety of rock fishing. Ron said that he is aware of communication issues and language difficulties associated with trying to convey safety messages to fishers from Non-English speaking backgrounds.

7.4.3. Container deposit scheme

Ron Hales noted that many people seem to be collecting beverage containers and returning them to local collection facilities. He has noticed long queues at some collection sites.

7.4.4. Marine plastics and nanoparticles

Ron Hales asked if there was any progress at international level on initiatives to reduce marine plastics and nanoparticles. Chris Haley said that some countries were taking action, including the United Kingdom where a 5p levy has been introduced on plastic bags. In Australia, Coles and Woolworths have indicated that they will phase-out single-use plastic bags from their stores this year.

Ron asked whether the group could lobby the Australian Government to take action on nanoparticles. Chris said he was not aware of any government initiatives for us to provide input to, but public pressure is growing on these issues.

7.5. Port Kembla Gateway

Brian Kiely advised that he is taking over from Chris Rowland as the Port Kembla Gateway representative for the Group. Chris will soon be leaving Port Kembla Gateway. Chris Haley asked Brian to thank Chris on behalf of the Group for his contribution in recent years.

7.6. Environment Protection Authority (EPA)

Greg Newman said that he would submit the EPA's report for inclusion in the minutes (Attachment C). Greg said that members were welcome to contact him if they had any queries in relation to the report.

7.7. Quattro Ports

Dene Ladmore reported that Quattro Ports received a \$15,000 penalty infringement notice for a technical breach of licence in relation to fumigation activities at its Grain Terminal in the Inner Harbour. Dene said that the incident did not result in any pollution

affecting the local community and he invited members to approach him offline if they had any questions about the matter.

7.8. Port Kembla Coal Terminal

Luke Pascot noted that there were recent media reports about a community initiative titled Plastic Free Wollongong seeking to reduce plastic pollution in the Wollongong area. The media report may be viewed online at:

<https://www.sbs.com.au/news/the-australian-city-aiming-to-become-plastic-free>

8. General Business

8.1. Actions from previous meetings

8.1.1. Allans Creek Litter Boom

Trevor Brown advised that he will pursue a meeting with Wollongong City Council and BlueScope Steel to discuss the feasibility of this proposal.

ACTION: Trevor Brown to approach Wollongong City Council seeking a meeting to discuss the feasibility of a litter boom for Allans Creek prior to the April meeting.

8.2. New Business

8.2.1. Ghost Nets

Chris Haley explained that “ghost nets” is a term used to describe discarded fishing nets in the marine environment. Ghost nets are an increasing environmental problem, ensnagging marine fauna and causing significant harm. Chris advised that Australian fishers use nets with an identification tag so owners can be identified. However, many other countries do not use ID tags so fishers cannot be held to account for discarded nets.

8.3. Correspondence

Nil to report.

9. Next Meeting:

DATE: Wednesday, 4 April 2018

VENUE: NSW Ports Board Room
Level 3, Maritime Centre
91 Foreshore Road
PORT KEMBLA

TIME: 9.00 a.m. to 10.30 a.m.

Port Kembla Harbour Environment Group

Key Initiatives and Actions 2018-2020

DRAFT FOR COMMENT

Initiative/ Action	Responsibility	Expected Completion	Status
1. Planning for Sustainability			
1.1. Prepare Sustainable Development Guideline	NSW Ports	June 2018	In progress
1.2. Prepare NSW Ports Sustainability Plan 2018	NSW Ports	Dec 2018	Scoping phase
2. Stormwater / Wastewater Management			
2.1. Collate Port Kembla Stormwater / Wastewater management information	NSW Ports & tenants	March 2018	Not commenced
2.2. Guideline for Stormwater / Wastewater Management	NSW Ports	June 2018	Not commenced
3. Illegal Dumping and Litter Reduction			
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, BlueScope, NSW Ports	June 2018	
4. Weeds and Pest Control			
4.1. Coordinated plan for weed and feral pest control	NSW Ports & tenants	June 2019	Not commenced
5. Conserve the marine environment			
5.1. Research towards sustainable anchorage practices – Phase 1, habitat identification	UoW, NSW Ports	Sept 2018	
6. Promote awareness of Port Kembla and its environment			
6.1. Develop educational resources for schools regarding ports	NSW Ports	Dec 2018	In progress
6.2. PKHEG website	All members	Dec 2018	In progress

Trevor Brown

From: Trevor Brown
Sent: Wednesday, 31 January 2018 4:49 PM
To: Luke Pascot; Dene Ladmore; 'Lana Howell'; Steve Cowley; Brendan Moss; John Macpherson - Pacific National (John_Macpherson@pacificnational.com.au); Tony Miskiewicz (tmiskiewicz@wollongong.nsw.gov.au); Andy Davis (adavis@uow.edu.au); John Morrison (john_morrison@uow.edu.au); Allison Broad; Lorrie Zammit (Lawrence.Zammit@bluescopesteel.com); Dello Iacono, Adriana; Simpson, Robyn; Machell, Lucinda; Chris Rowland (crowland@pkgateway.com.au); Brian Kiely; nigel.harpley@ixom.com; Philip Laird (plaird@uow.edu.au)
Subject: FW: Information from AMSA - GHG Emission reduction strategies for shipping
Attachments: 180119 Australian positions on candidate short-term measures-AMSA.docx

Greetings all,

Chris haley has asked me to pass on to PKHEG members the attached information from Australian Maritime Safety Authority in relation to strategies for reducing greenhouse gas emission from shipping. We will include this as an item for discussion at next week's meeting, but you are also welcome to forward any comments to Chris or respond directly to AMSA if you wish.

Regards,
Trevor

From: cwh@ecomaritime.com [mailto:cwh@ecomaritime.com] **On Behalf Of** Chris Haley
Sent: Wednesday, 24 January 2018 6:18 PM
To: Trevor Brown <Trevor.Brown@nswports.com.au>
Subject: Information from AMSA

Hi Trevor

Please find below and attached information for members of PKHEG about AMSA's current position on Greenhouse Gas Emissions from Shipping.

The information is fairly technical but I believe it should be sent out to members and they can make any comment they wish either directly to me at the next meeting or to AMSA directly should they wish. I will gather views from any member who wishes to comment and forward the comments to AMSA. Could you include this as an item on the next meeting PKHEG agenda and also forward a copy to members electronically please.

Thanks

Chris

Email from AMSA

Good afternoon,

Thank you for your time and contributions to date on the IMO GHG emissions reduction strategy. The Australian Government is now preparing for the upcoming Marine Environment Protection Committee (MEPC 72) to be held 9-13 April 2018 and will be attending an intersessional working group meeting to progress discussions in the week prior to this meeting.

Accordingly, we wanted to **seek your views on the existing list of proposed candidate short-term measures** as outlined in MEPC 72/7. For those of you with a Confluence account, the full report for ISWG-GHG 2 is available under the MEPC 72 tab as MEPC 72/7. However, please let me know if you require a copy.

Attached is a summary of the proposed candidate short-term measures with the Australian position to date.

While we welcome your comments on any aspect of the documents, including the attached positions that we suggest continue to be taken forward, we are specifically interested in your views on the following:

Energy efficiency

A number of energy efficiency measures have been flagged including: improvement of EEDI and SEEMP; technical and operational improvement of new and existing vessels; an Existing Fleet Improvement Programme; speed reduction; and propulsion technology.

- As you will note in the attached, to date Australia has been more supportive of discussions on speed optimisation rather than speed reduction. However, does your organisation or your members have any comments on the current use of speed optimisation as an emission reduction measure, including if more work is needed to support this as a measure in the initial Strategy? In addition, as speed reduction is specifically mentioned as a candidate measure, do you have concerns with the use of speed reduction to reduce emissions? Would either option impact operations and/or cost of doing business?
- Does your organisation or your members have any comments on potential propulsion technology-based measures? Are you aware of any research and development taking place on alternative propulsion methods?
- Does your organisation or your members have any comments on any of the energy efficiency measures as listed above and further explained in the attached?

Fuel

Research and development of alternative low-carbon and zero-carbon fuels and development of guidelines for alternative fuel implementation have been flagged as possible measures for inclusion in the Strategy.

- Does your organisation or your members have any comments on the possible use of alternative marine fuels?
- What limitations or obstacles have you identified with the use of these fuels?
- Are you aware of research and development, or trials taking place, which would support the use of alternative fuels?

Scope of emissions covered

Measures to address methane emissions and emissions of Volatile Organic Compounds in addition to further GHG emissions studies have been raised as possible short-term measures for inclusion in the Strategy.

- Does your organisation or your members have any comments on the view that additional emission types need to be addressed in the Strategy?

Shore-side measures

As outlined in the attached, land-based measures such as port developments (e.g. on-shore power) and national action plans have been raised as possible short-term measures. While to date we have considered that there may be benefit in considering supporting measures in port, we have not supported the idea of national action plans due to the very limited information on what this would involve.

- Does your organisation or your members have any comments on the inclusion of port development measures in the Strategy?
- Do you have ideas for measures that could support emission reductions in port, and if so, should these be voluntary or mandatory?

Up-take

Providing incentives for first movers to develop and take up new technologies has also been raised for inclusion in the initial Strategy. In addition, establishing an International Maritime Research Board has also been raised as a potential measure.

- Does your organisation or your members have any views on possible incentives to develop and encourage take up of new technologies? If so, are there any considerations that need to be discussed to ensure a level playing field is supported?
- Does your organisation or your members see benefit in the establishment of a research board, and if so, who do you think should be represented on the board?

To assist with forming an Australian position on short-term measures, we would be grateful for your response by **COB 9 February 2018 via return email**. If you have any technical questions on the proposed measures please contact Annalisse Sly from the Australian Maritime Safety Authority at Annalisse.sly@amsa.gov.au or on 6279 5900. If you have any policy questions on the strategy more broadly, please contact Kelly Edwards from the Department of Infrastructure, Regional Development & Cities at Kelly.Edwards@infrastructure.gov.au or on 6274 8051.

Many thanks

Kelly

Kelly Edwards
Assistant Director | Maritime Safety and Environment
Maritime and Shipping Branch | Surface Transport Policy
Department of Infrastructure, Regional Development and Cities
GPO Box 594, Canberra ACT 260

General

To date Australia has been of the view that a combination of short-, mid- and long-term measures are essential for the longevity and success of the Strategy.

Timelines

We have also **supported** the timelines as presented in ISWG-GHG 2/2: short-term measures (2018-2023); mid-term measures (2023-2030); and long-term measures (2030- onwards).

In addition, we have **supported** the use of data obtained through the MARPOL Annex VI Data Collection System (the first step in a 3-step process) to validate and adjust agreed measures as required. However, we think that discussions should continue on the development and implementation of the initial Strategy, and candidate measures, while this data is collected.

Of the timeline proposed by Norway (ISWG-GHG 2/2/4) (i.e. collect data, analyse data and determine what additional measures need to be considered to reduce GHG emissions from international shipping), Australia has **supported**:

- Technical Cooperation and capacity building from 2018-2030
- A regular review of reduction solutions between 2018-2030
- Completion of the EEDI review by 2021 and the evaluation of further improvement to the EEDI between 2021 and 2023;
- Decisions on reduction mechanism and new/innovative emission reduction mechanisms to be considered and actioned between 2023 and 2033.

However, Australia has **not supported**:

- The first version of the National Action Plans to be completed by 2021, with the second versions to be completed by 2025. This position is primarily due to the fact that, as outlined below, we do not think that these plans should be included in the initial Strategy until more information is known on their intent and content.

It has also been suggested that **more consideration** should be given to the following, particularly in relation to the proposed dates:

- Lifecycle carbon intensity guidelines **by 2023** with the implementation program for fuels to be undertaken **between 2023 and 2030**
- Volatile Organic Compound (VOC) measures considered **by 2021**
- Consideration of operational indicators to be completed **by 2023** with the expanding of operational indicators to alternative fuels to be completed **by 2025**

Candidate short-term measures

It is suggested that of the proposed candidate short-term measures, Australia should continue to **support**:

- Building on current energy efficiency measures for new and existing ships, such as the EEDI and SEEMP (ISWG-GHG 2/2, 2/2/4, 2/2/5 and 2/2/10), including the current review of EEDI regulations (ISWG-GHG 2/2/14 and 2/2/18);
- Continuation and enhancement of technical co-operation and capacity building (ISWG-GHG 2/2, 2/2/4, 2/2/5);
- Initiating research and development activities (ISWG-GHG 2/2, 2/2/18), particularly in relation to alternative fuels and propulsion technology (ISWG-GHG 2/2/2). Our position on this to date has been that this work should begin as soon as possible by those with the capability and capacity to participate. However, we have also **opposed** the idea of mandatory contributions, including those based on developed and developing country responsibilities;
- Measures to encourage port developments to support the reduction of GHG emissions (ISWG-GHG 2/2, 2/2/14 and 2/2/18), **provided** that this does not result in mandatory measures being imposed on ports (e.g. mandated shore side power); and does not take on

elements of port arrangements that are outside of the scope of the IMO (i.e. part of a commercial arrangement);

- Consideration of operational measures such as speed optimisation as a mechanism to reduce emissions (as per the submission by Chile (ISWG-GHG 2/2/15)). Noting however that it is consideration of speed reduction that has been listed as a short-term candidate measure. If speed reduction continues to be discussed, it is suggested that consideration be given to safety issues, ship type, cargo characteristics, effects on shipping capacity, impacts on markets/trade and shipping's ability to serve remote geographic areas, associated with this measure. It is also important to recognise the work of the IMO on minimum propulsion power in adverse weather conditions when considering speed reductions;
- Incentives for early movers to develop and uptake new technologies (ISWG-GHG 2/2), noting that we do not support incentives that create disadvantages in the industry or create an uneven playing field. There is also the risk of developing, inadvertently, perverse incentives for industry to evade regulations or their contribution to the combined global shipping effort;
- Consideration and analysis of measures to address methane emissions (ISWG-GHG 2/2 and 2/2/4) and Volatile Organic Compounds (ISWG-GHG 2/2/4), noting that this work will need to align with other international work, on these issues, where appropriate;
- Efficiency-enhancing technologies being taken advantage of when they become available (ISWG-GHG 2/2/1);
- Development of a robust lifecycle GHG/carbon intensity guidelines for all types of fuels, in order to prepare for an implementation programme for effective uptake of alternative low-carbon and zero-carbon fuels (ISWG-GHG 2/2/4);
- Consideration of other operational support mechanisms such as operational indicators (e.g. mandating the EEOI or AER or similar) (ISWG-GHG 2/2/14 and 2/2/18) as this considered to be a tool industry can use to manage emissions, if not already done so under the Ship Energy Efficiency Management Plan;
- Encouragement of non-Parties to MARPOL Annex VI to ratify the Annex and implement the Annex into national legislation (ISWG-GHG 2/2/10); and
- The undertaking of a 4th GHG study (ISWG-GHG 2/2/10), noting the importance of actual data that will be obtained from the Data Collection System as part of the 3-step approach and undertaking additional GHG emissions studies (consider Marginal Abatement Cost Curves and alternative fuels) (ISWG-GHG 2/2).

Other measures

OECD suggestion for a market based mechanism to reduce CO₂ in maritime fuels

Australia is interested in learning more about the OECD's proposal for a market based mechanism (MBM) to reduce the emissions of marine fuels and in gauging interest from other IMO Members on this proposal (2/2/14).

National Action Plans

As mentioned above, to date Australia has **not** supported the proposal by the Chair, and others (ISWG-GHG 2/2/4, 2/2/5 and 2/2/6), for the development of national action plans for international shipping emissions. It is suggested that a better understanding of how these NAPs would be applied, in relation to international shipping, is needed before it is agreed that Member States start to develop these plans. This would include clearly identifying how these NAPs would align with Nationally Determined Contributions under the Paris Agreement; any overlap with other mechanisms; and the nature of the NAPs (entirely voluntary, mandatory elements etc.). In addition, it is not clear that the NAPs would include action to achieve any meaningful GHG reductions nor an analysis of the potential to distort the market, depending on what is included. *Australia does not support unilateral or regional actions for the reduction of GHG emissions from international shipping.*

Existing Fleet Improvement Programme and other incentive programmes (2/2 and 2/2/19)

It is suggested that more information would be required on this, and other, programmes **before we could support**, noting the mixed success of programmes such as the 'Green Awards'.

Regulatory approaches

While it is suggested that regulatory approaches (ISWG-GHG 2/2/19) that ban the use of fossil fuels completely align with the concept of decarbonisation of the sector, more consideration is required before including this in the Strategy, particularly in relation to the broader concept of decarbonisation. In addition, more consideration is needed on the practical implementation (e.g. application to new ships or existing ships and retrofitting requirements for the latter; technology available to support; supply network infrastructure to support etc.) and what transition, if any, would be applied to such a regulation. *Note discussion on prohibiting the use of fuel with a sulphur content in excess of 0.5%*m/m* on ships that do not have an equivalent method on board (e.g. a scrubber) from 1 January 2020 has been suggested at MEPC, with divided views.*

Environment Protection Authority

PORT KEMBLA HARBOUR ENVIRONMENT GROUP – 7 FEBRUARY 2018

Compliance Activities

Penalty Infringement Notice - Quattro P RE Services Pty Ltd

On 5 December 2017 the EPA issued Quattro P RE Services at Port Kembla with a \$15,000 Penalty Notice for not operating of its grain fumigation system in accordance with the licence in June 2017: The company self-reported the incident to the EPA and has committed to modifying its plant control system to prevent a recurrence.

Formal Warning – Bluescope Steel Pty Ltd

On 14 December 2017 the EPA issued BlueScope Steel with a formal warning for exceeding the licence limits for Total Suspended Solids and Total Iron for the No.5 Blast Furnace Drain. The cause was a blockage resulting in an overflow from a thickener. The company self-reported the incident to the EPA and has implemented actions to prevent a recurrence.

Planning Matters

Nil

Other Information

Bluescope Steel Activated Char Trial

BSL will be undertaking a 3 week trial in late February and early March at the sinter plant. The trial involves the reuse of 1,000 tonnes of activated char from the waste gas cleaning plant being added back into the sinter plant. A similar, but smaller scale trial took place in mid 2016. BSL is trialing recycling the material rather than disposing to landfill. The trial incorporates extensive air emission and other sampling which will be reported to the EPA.

EPA Return and Earn Program

The NSW community has returned more than 40 million containers under the Return and Earn container deposit scheme since collection points opened on December 1. For collection site locations and more information, visit: www.returnandearn.org.au

Port Kembla Pollution Meeting

The next meeting will be held on 10 February 2018.

BlueScope Steel - Community Consultative Committee

A BSL CCC meeting was held on 14 December 2017. A copy of the minutes will be made available on BlueScope Steel's website at <https://www.bluescopeillawarra.com.au/community/community-consultative-committee/>. The date of the next meeting is 22 March 2018.

William Dove 7 February 2018

WILLIAM DOVE
Unit Head Regulation
Environment Protection Authority

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To report pollution for which the EPA has regulatory responsibility phone Environment Line 24/7 on 131 555.